

Latitude 38

VOLUME 456 June 2015

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Going Places

Patrick Evans sails *Sundance*, his Alerion 28, on Lake Geneva in Wisconsin in the summer, then picks races in Florida and takes the boat the 1400 miles to Naples for the off-season, for "...the competition and camaraderie... that are second to none..."

This spring, *Sundance* placed first-in-class in Marco Island's SAMI Bud Light regatta with four first-place finishes in the four-race series. Sailed in an idyllic setting, the regatta pitted *Sundance* against much larger boats. The beer and winds might have been light, but not the competition.

With events in Wisconsin and Florida, Patrick races "4 to 6 races per week" - a demanding schedule. So his carbon main and self-tacking jib from Pineapple Sails must be up to the task. Durable and versatile, Patrick can "adjust every inch" of the sails.

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PHOTO BY MAE M. BROWN

*Sundance**

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Cover: Theodora 'Teddy' Horangic of Menlo Park is just 14 years old, but she's already sailed across the Med and the Atlantic with her family, and is about to sail across the Atlantic again. Her sister Helen, 12, has done the same thing, as has her young brother, Basil, 6. They all scuba dive and kiteboard, too. You can find our interview with the Horangic family in this issue. Yes, we know Teddy is not wearing a PFD. She doesn't have to.

Photo by Latitude/Richard

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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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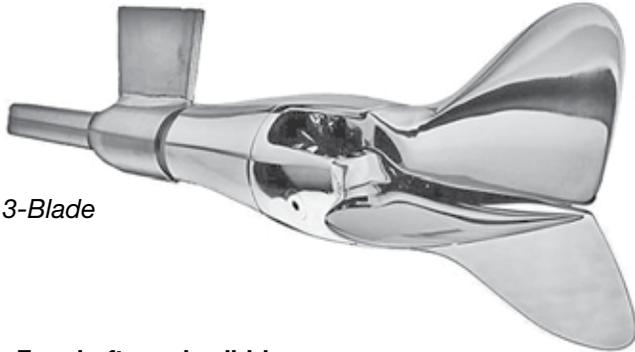


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Latitude 38

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May 30-June 27 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

May 31-June 28 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

June 2 — Sail under the full moon on a Tuesday night.

June 3 — Corinthian Speaker Series featuring Mai Maheigan, Seabird Protection Network Outreach Specialist for the Gulf of the Farallones National Marine Sanctuary, CYC, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

June 3-24 — Wednesday Yachting Luncheon Series, ST-FYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

June 3-24 — 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.

June 6, July 11 — 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) 561-7171.

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 7 — Doo Dah Ditch Run activities, Stockton SC. Breakfast, 7-9 a.m.; awards, 9 a.m.; rum tasting, BBQ & jam session, 2-5 p.m. Info, www.deltadoodah.com.

June 11, July 9 — 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.

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

June 14, July 19 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

June 17 — Tide Talk, a YRA Social with Kame Richards at the Bay Model, Sausalito, 7-9 p.m. \$25. Info, www.yra.org.

June 18-21 — Progressive San Diego International Boat Show, Sheraton Hotel & Marina, Harbor Island. Info, www.sandiegointernationalboatshow.com.

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.

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

June 20 — Summer Sailstice Celebration and Open House presented by Gosling's Rum at Encinal YC, Alameda. Music, boat building contests, sailboat rides. Info, (510) 522-3272 or www.summersailstice.com/sf.

June 20 — SailSFBay.org has collected a list of several public sails and events for Summer Sailstice. Info, www.summersailstice.com/event/sailsfbay-invites-everyone-sail-bay.

June 20 — Delta Doo Dah Summer Sailstice Potluck at Tiki Lagun Resort & Marina on Turner Cut off the San Joaquin River, 6 p.m. Sign up at www.summersailstice.com to win prizes. Call Tiki Lagun at (209) 464-2980 to reserve dock space; official Delta Doo Dah guests pay \$10/night. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

June 20 — Dinner & 2 Movies, featuring screenings of *Racing with Copepods* and *Around Cape Horn in Schooner Wanderbird*, Dunphy Park, Sausalito. Live music, food &

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CALENDAR

drink, 6 p.m.; movies start at dark. Free admission; food & drink sales benefit the Sausalito Community Boating Center. A Summer Sailstice event. Info, www.cassgidley.org.

June 20 — Christening & relaunch of the 1958 Peace Ship *Golden Rule* at Zerlang & Zerlang Marine Services, Samoa, 2 p.m. Followed by a welcoming flotilla, festivities, speakers, food & drink at Humboldt Bay Aquatic Center, downtown Eureka, 5-8 p.m. Info, www.ufpgoldenruleproject.org.

June 20-21 — San Diego Wooden Boat Festival, Koehler Kraft boatyard, Shelter Island. Classic craft, seminars, vendors, live music, kids' activities. Proceeds benefit Challenged America. Info, www.sdwoodenboatfestival.org.

June 20-21 — Cajun & Blues Festival, E2 Family Winery, Lodi, 9 a.m.-7 p.m. \$20-\$25, children under 12 free; free parking. Shuttles: Owl Harbor/Vieira's Resort/Tower Park and Moore's Riverboat/Willow Berm Marina/Tower Park; \$2 each way. Zydeco, Cajun & blues bands, Bayou cuisine, vendors, Kids' Zone. Info, www.isletoncajunfestival.net.

June 21 — Take Dad sailing for Father's Day.

June 28 — Master Mariners Wooden Boat Show, Corinthian YC, Tiburon, 10 a.m.-4 p.m. \$20; children under 12 free (must be supervised). Outdoor bar, grill open for lunch, live jazz. Info, www.mastermariners.org.

July 12, 1899 — Alfred Basil Lubbock signed aboard the four-masted bark *Royalshire* as an ordinary seaman; his book *Round the Horn Before the Mast* was based on his voyage in that vessel from San Francisco to Liverpool.

July 14, 1993 — Gary Mull, designer of the Santana 22, Capri 22, Newport 30, several sizes of Rangers, Freedoms and Buccaneers, and many other sailboats, died in Oakland.

July 17-19 — Delta Doo Dah mini-cruise from Richmond YC to Owl Harbor to Stockton Sailing Club. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

Racing

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

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 — Spring Series concludes. GCYC, www.gcy.com.

May 30, June 20 — Summer #2 & #3. SeqYC, www.sequoiaayc.org.

May 30, June 27, July 11 — Small Boat Series. EYC, www.encinal.org.

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

May 30-31 — Easom Founders/Etchells PCCs. SFYC, www.sfy.com.

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

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

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

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

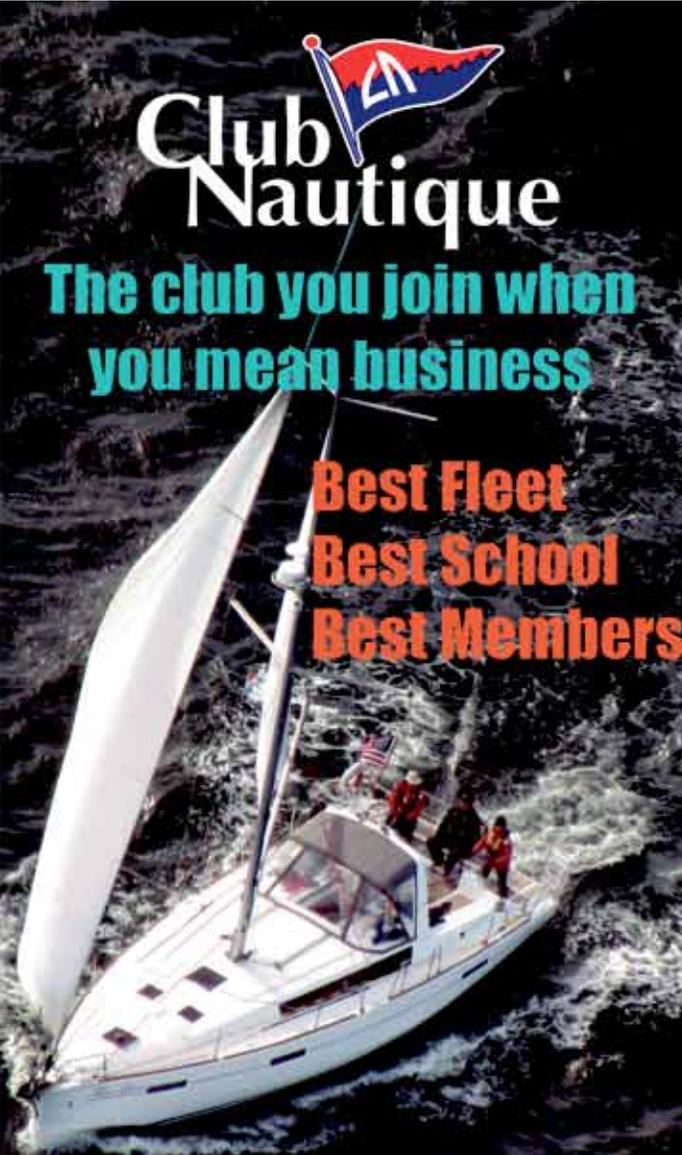
June 3-7 — Coastal Cup, San Francisco to Santa Barbara. EYC, www.encinal.org.

June 4 — Race to Alaska. From Port Townsend, WA, to Ketchikan, AK, by sail or paddle. First place wins \$10,000; all finishers earn bragging rights. 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.

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CALENDAR

June 6 — Mercury NorCal Series hosted by EYC. Info, www.encinal.org or www.mercury-sail.com.

June 6, July 11 — North Bay Series. VYC, www.vyc.org.

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

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

June 6-7 — Go for the Gold Regatta on Scotts Flat Lake near Nevada City. GCYC, www.gyc.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, 20 — Races #13-16 on the San Joaquin River. ACYC, www.andreascoveyc.org.

June 7, July 12 — Tri-Island Races #1 & #2. BYC, www.berkeleyyc.org.

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

June 13 — Spring Series concludes. YRA, www.yra.org.

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

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

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

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

June 13 — Around the Pins on South Lake Tahoe. Kurt, (530) 307-0903, www.tahoewindjammers.com.

June 13, July 11 — South Bay Inter Club Race Series. Info, www.jibeset.net.

June 13, July 11 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

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

June 13-14 — U.S. Women's Match Racing Qualifier in San Diego. SDYC, www.sdy.com.

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

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

June 18-21 — Opti Heavy Weather. StFYC, (415) 563-6363 or www.stfyc.com.

June 18-21 — U.S. Youth Match Racing Rose Cup in Corona del Mar. Balboa YC, www.balboayachtclub.com.

June 20 — X-Bay Regatta, from SBYC to CYC. Info, www.southbeachyc.org or www.cyc.org.

June 20 — Small Keelboat Series. SFYC, www.sfyc.org.

June 20 — Hart/Nunes. SFYC, www.sfyc.org.

June 20 — Wooden Boat Invitational Regatta. SYC, www.sausalitoyachtclub.org.

June 20 — H.O. Lind 1-2. TYC, www.tyc.org.

June 20 — Race of Champions. SSC, www.stocktonsc.org.

June 20 — Pelican races at SSC. Kelly, (650) 445-8979.

June 20 — Summer Sailstice Small Boat Races. EYC, www.encinal.org.

June 20 — Summer Sailstice Race. Elkhorn YC, www.elkhornyc.org.

June 20 — Round TI Regatta for Vanguard 15s, Lasers, others? Adam, (650) 823-3139 or www.vanguard15.org.

June 20 — Cal Cup #3. BYC, www.berkeleyyc.org.

June 20 — Intraclub Race #2. RYC, www.richmondyc.org.

June 20 — Spring One Design #3. SCYC, www.scyc.org.

June 20-21 — 505 Regatta. SCYC, www.scyc.org.

June 20-21 — Commodore's Regatta in Monterey. MPYC, www.mpyc.org.

June 20-21 — El Toro Clear Lake Regionals. Info, www.eltoroyra.org.

June 21 — Baxter/Judson Race Series #3. PresYC, www.eltoroyra.org.

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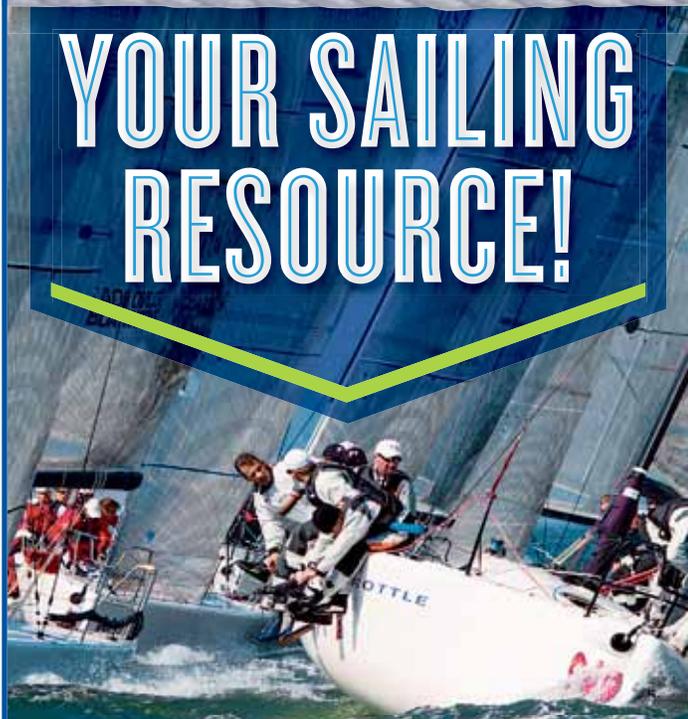
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CALENDAR

presidiyachtclub.org.

June 21, July 11 — Summer Series on Scotts Flat Lake. GCYC, *www.gcy.net.*

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

June 26-27 — South Tower Race, from Stockton to the Golden Gate and back. SSC, *www.stocktonsc.org.*

June 26-28 — Team Race Invitational. StFYC, (415) 563-6363 or *www.stfyc.com.*

June 27 — Half Moon Bay Race. OYRA, *www.yra.org.*

June 27 — Silver Eagle. IYC, *www.iyc.org.*

June 27 — Rear Commodore's Race from Sausalito to Vallejo. SYC, *www.sausalitoyachtclub.org.*

June 27 — 3 Island Fiasco. KBSC, *www.kbsail.com.*

June 27-28 — Island to Island Race from Twitchell Island to Angel Island and back. ACYC, *www.andreascoveyc.org.*

June 27-28 — Laser Masters North Americans in the Columbia River Gorge. CGRA, *www.cgra.org.*

June 28 — 100th anniversary PICYA Lipton Cup, hosted by SYC. Info, *www.sausalitoyachtclub.org.*

June 28 — SCORE #3. SCYC, *www.scyc.org.*

June 28 — LMSC Mayor's Cup on Lake Merritt. Peggy, (510) 835-1805.

June 28 — Summer Series at Lake Elizabeth. FSC, *www.fremontsailingclub.org.*

June 28, July 12 — Summer One Design. MPYC, *www.mpyc.org.*

July 3-5 — Hobie Regatta. MPYC, *www.mpyc.org.*

July 4 — Brothers & Sisters Race. TYC, *www.tyc.org.*

July 4 — Independence Cup. SFYC, *www.sfyc.org.*

July 4 — Stars & Stripes. CPYC, *www.cpyc.com.*

July 4 — Independence Day Race. MPYC, *www.mpyc.org.*

July 4 — Firecracker Race. Moss Landing to Monterey to Point Pinos to Moss Landing. ElkYC, *www.elkhornyc.org.*

July 6-23 — Laser Performance Clinic/Blowout in the Gorge. CGRA, *www.cgra.org.*

July 9-14 — Great Pacific Longitude Race (LongPac), starting and finishing at CYC. SSS, *www.sfbaysss.org.*

July 10-12 — J/70 PCCs/Melges 24 & 20 Summer Sportboat Regatta. StFYC, *www.stfyc.com.*

July 11 — Summer Series #1. YRA, *www.yra.org.*

July 11 — Midnight Moonlight Maritime Madness. SFYC, *www.sfyc.org.*

July 11 — Jill and Jack. SSC, *www.stocktonsc.org.*

July 11 — Club Championship Series #3/Russ Schneider. CYC, *www.cyc.org.*

July 11-12 — Catalina 34 Fleet SF Cup. SBYC, *www.southbeachyc.org.*

July 11-12 — BAYS #3/Svendson's Summer Splash at EYC. Info, *www.bayarea-youthsailing.com.*

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

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 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: 6/8, 6/22 (make-up). Fall: 7/20, 8/3, 8/17, 8/31, 9/7, 9/21 (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.beniclayachtclub.com.* Vanguard 15 Fleet 76 Friday Night Series through 9/25. Info, *www.beniclav15.org.*

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



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CALENDAR

(510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — 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: 5/29, 6/12. Summer Twilight Series: 7/10, 7/24, 8/7, 8/21, 9/11. Doug, (510) 867-8064 or www.encinal.org.

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

GOLDEN GATE YC — Friday nights: 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: 6/5, 6/12, 7/10, 7/24, 8/7, 8/21. 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 through 10/7. Info, www.tahoewindjammers.com or ltwyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night through 9/25. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 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. Summer: 7/15-9/2. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

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

RICHMOND YC — Wednesday nights: 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: 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday nights: 6/4, 6/18, 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 6/3, 6/10, 6/17, 6/24, 8/5, 8/12, 8/19, 8/26. J/22 Summer Series, every Wednesday night: 7/1-7/29. Melanie, (415) 563-6363 or www.stfyc.com.

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

SAUSALITO YC — Tuesday night Spring Sunset Series: 6/9, 6/23. Summer Sunset Series: 7/21, 8/4, 8/18, 9/1, 9/15. Sunset Championship: 9/29. 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 Laser Radials & 4.7s: 5/29; Peter, (650) 847-9018 or www.sequoiayc.org.

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

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CALENDAR

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

TAHOE YC — Laser Series, every Monday night through 8/24; Rick, (530) 581-4700. Beer Can Series, every Wednesday night through 8/26; Dan, (530) 581-4700. Info on both, www.tahoeyc.com.

TIBURON YC — Every Friday night through 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.

WINDSURFER FLEET 18 — Every Tuesday night through 9/29 on Foster City Lagoon. Eric, www.fleet18.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.

June Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
6/06Sat	0213/5.7	0854/-1.0	1618/4.9	2112/2.6
6/07Sun	0307/5.4	0943/-0.7	1707/5.0	2222/2.4
	LOW	HIGH	LOW	HIGH
6/13Sat	0351/-0.4	1035/4.4	1521/1.7	2154/6.5
6/14Sun	0439/-0.8	1135/4.6	1614/2.0	2238/6.6
	HIGH	LOW	HIGH	LOW
6/20Sat	0206/5.4	0849/-0.4	1612/4.9	2118/2.6
6/21Sun	0251/5.0	0930/0.0	1653/4.9	2219/2.5
	LOW	HIGH	LOW	HIGH
6/27Sat	0309/0.7	0946/3.7	1423/2.3	2056/5.8
6/28Sun	0351/0.2	1044/3.9	1512/2.4	2136/6.0

June Weekend Currents

date/day	slack	max	slack	max
6/06Sat		0058/2.0F	0258	0643/4.0E
	1106	1412/2.9F	1715	2001/2.3E
	2309			
6/07Sun		0153/1.8F	0351	0737/3.8E
	1153	1500/2.8F	1758	2053/2.4E
6/13Sat		0136/4.1E	0602	0832/2.7F
	1134	1418/2.6E	1726	2012/2.8F
	2246			
6/14Sun		0222/4.3E	0652	0927/3.0F
	1231	1512/2.6E	1819	2101/2.9F
	2332			
6/20Sat		0106/1.9F	0319	0703/3.5E
	1124	1406/2.7F	1722	2020/2.4E
	2346			
6/21Sun		0157/1.6F	0404	0751/3.1E
	1204	1448/2.4F	1803	2110/2.3E
6/27Sat		0109/2.8E	0552	0803/1.5F
	1055	1332/1.9E	1628	1916/1.8F
	2136			
6/28Sun		0137/3.1E	0628	0848/1.9F
	1147	1418/2.0E	1714	2001/1.9F
	2215			



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LETTERS

↑↓ GO WHEN? GO NOW. GO HOW? GO SIMPLE

A warm hello to *Latitude* from the Winship family! It's now been five years since we arrived back in California after a wonderful 10 years of cruising aboard our beloved 33-ft Crowther catamaran *Chewbacca*. As the Wanderer will remember, our trip started with the 2000 Baja Ha-Ha. My, how time flies! I'm just putting the finishing touches on a book about our cruising adventures that my husband Bruce and I have spent the last few years writing. As we looked back at our *Changes in Latitude* contributions, we thought of everyone at the magazine.

What are we up to? Daughter Kendall is finishing her junior year at the University of Nevada, Reno as an English/Spanish major. She would like to become a high school teacher. Quincy



COURTESY CHEWBACCA

Kendall, April, Quincy and Bruce going through the Panama Canal.

is completing her freshman year at Lindenwood University in St. Charles, Missouri, where she is a criminal justice major and is a member of their shotgun sports team. Bruce is still working. I am keeper of the home front, and my focus now is on getting our book ready to print — hopefully by year's end.

As we look back on our years of cruising, they were some of the best of our lives. Our daughters benefited immensely from having being brought up on a boat. Their enlarged worldview has been a great asset in all they do. I would encourage anyone thinking about the cruising life with their kids to 'go simple and go now.' That's what the Pardeys recommended — and that's what we did!

Bruce, April, Kendall and Quincy Winship
ex-*Chewbacca*, Crowther 33
Clayton, CA

April — It's great to hear from you. Ten years for your family on your little 33-ft cat, and as we recall you made it at least as far as Cartagena. We were and still are impressed.

When you say time flies, you're not kidding. We just looked over the 137 entries from the 2000 Ha-Ha and can't believe we knew all those people from so long ago. And some are still going strong. Myron and Marina Eizenzimmer of the Mill Valley-based Swan 44 Mykonos, for example, were number one on that year's Ha-Ha list. They're doing the Ha-Ha again this year. The 2000 Ha-Ha was also the one that brought Philo Hayward to Mexico aboard his Cal 36 Cherokee Spirit. He, of



COURTESY CHEWBACCA

The Winships' modest Crowther 33 'Chewbacca' was their home for 10 years.

*course, has been running Philo's Music Studio/Bar/Restaurant in La Cruz almost ever since. Stopping in at Philo's from time to time are Keith and Susan Levy, who did the 2000 Ha-Ha with their Catalina 470 C'est La Vie. The 2000 Ha-Ha also started the cruising career of Bob Willmann on his Colorado-based Islander 37 Viva! Bob lost that boat in a hurricane at Isla Providencia a number of years ago. But if you read this month's *Changes*, you see that Bob replaced his Islander with Casamance 47 Viva! and is still living what he considers to be the "privileged" cruising life.*

If you were in the Ha-Ha Class of 2000 and are still sailing, we'd love to hear from you.



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LETTERS

↑↓WHAT I'VE GOT. WHAT I NEED TO SAIL TO MEXICO

I have a Catalina 27 that I'm planning to sail down the coast of Baja to Cabo San Lucas, and I have a few questions about our trip south. First, what electronic equipment and navigation gear should I have? I don't have a big budget, and I don't have a GPS, radio or solar panels. What should I have installed on the boat?

What I do have are anchors and good sails, and am going to have my rigging and lines inspected before I take off. I also have the safety equipment, including life vests, flares and fire extinguishers.

Secondly, is there any real issue with making such a trip in early June? I know summer winds could be a bit tougher, but I will have a crew of three or four, and will make sure that everyone is clear about all the how-to's before we take off.

I have posted my questions on several sailing forums and haven't gotten a single response. And when I've asked around at the local boat show, I seemed to get the 'I'm too cool' run-around instead of answers.

I'd also like to thank *Latitude* for all the very informative articles you've published or run on the web with regard to sailing down the Baja coast.

Ryan Greenspan
Catalina 27
cyberspace

Ryan — We'll answer your second question first. If you're heading south for Cabo in June, you're heading for Cabo during hurricane season. It's still pretty early in the season and the chances of your being affected are low, but they are nonetheless real south of Turtle Bay. For historical perspective on hurricanes in Mexico, visit <http://weather.unisys.com/hurricane/>, then click Eastern Pacific.

That said, we always bring Profligate north from Puerto Vallarta during hurricane season, and will be doing it again this summer. We do it because we think the winds tend to be lighter, not stronger, along the Baja coast at that time of year. But we do have a satphone to get long-range and updated tropical storm forecasts, and probably have twice the speed of your boat if we need to avoid bad weather.

Now for the first question. If you are the adventurous type, we don't think you need much electronic equipment to sail to Cabo. For navigation, we'd recommend an iPhone or iPad with Navionics charts. Make sure the iDevice has a built-in GPS, which all the later models do. An iDevice with Navionics is all we ever use for navigation in the States, Mexico and the Caribbean. Unfortunately, the charts often have been off by a mile or so in Mexico, so unless you can triple-check your position with radar and a depthsounder, you want to be conservative when approaching land. But all things considered, the coast of Baja is unusually easy to navigate.

We would also encourage you to dead reckon as you go, both for backup and because it's fun. Every half hour you note the boat speed and course, and update your position on your chart. Then you compare your position with the real one you get from the iDevice. You'll be amazed at how good you get at DR, which is a good thing, because then you won't freak if/when you drop your iDevice overboard. For what it's worth, we dead reckoned the entire way to Cabo and La Paz on our first trip south in 1981 because everybody in our crew was too lazy to use the sextant and because GPS still hadn't been invented.

Ideally, your boat would also be equipped with a depthsounder, radar and AIS, as they help with both navigation and keeping from getting hit by ships. But if we were you

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LETTERS

and didn't have them or couldn't afford them, we wouldn't let it stop us from going south. Unless we had small children.

You do need a VHF radio. For communication, emergencies and backup navigation, we'd highly recommend a DeLorme inReach, which allows you to send and receive short text mes-

COURTESY WILLFUL SIMPLICITY



sages or trigger an interactive SOS via the worldwide Iridium satellite system, and which works as a GPS. You can get one with a solar charger for less than \$500.

As the Bakers have proven over the last five years, a Catalina 27 makes a fine little Sea of Cortez cruiser.

For what it's worth, Steve and Charlotte Baker sailed their Catalina

27 Willful Simplicity to Cabo in the breezy 2009 Ha-Ha and had a great time. In fact, they're still living on their boat, having become residents/supporters of the little village of San Evaristo.

↑↓ OOPS, I LEFT OUT A FEW DETAILS

In my first letter to *Latitude* about taking a Catalina 27 to Mexico, I should have mentioned that it's going to be a one-way trip. Our plan is to donate the boat to a community that has been or is susceptible to being affected by hurricanes. There is a town outside Ciudad Constitucion that was recommended to me. Do you know of any contacts that could point me in that direction?

As for boat prep, I do have Navionics on my iPhone and I can easily get it onto my iPad as well. That will save a substantial amount of money that I had planned to spend on a GPS system. I had no idea I could use Navionics on my iPhone while offline. I was absolutely planning to get a depthsounder, especially if we are coming into port at night.

We were going to equip the boat with a handful of marine batteries and a solar power system as well, because I would like to document the trip and power is necessary. A VHF radio and a satphone were also on the list. Any recommendation on solar power sources? Our power consumption would only really be the running lights at night, the radio system, and recharging the iPad and GoPro batteries.

Ryan Greenspan
Catalina 27
cyberspace

Readers — If you write in for advice, it's important that you include as many details as possible — or we're left to 'navigate' in the dark with our responses.

Ryan — To be honest, we're not sure that donating a Catalina 27 to a community in Mexico would be that helpful, as it would be hard for a village to maintain and might not get as much use as you think. A panga would be much more helpful. So we think it would be better to sell the boat to some gringo once you get to Mexico — a Catalina 27 would make a fine Sea of Cortez budget cruiser — and use the money to buy what the community needs. Experts on this matter would be the aforementioned Steve and Charlotte Baker of the Catalina 27 Willful Simplicity, as for the last six years they've been doing what you intend to do but on an ongoing basis. You can reach them at sdbaker46@yahoo.com. But don't expect an immediate response as they don't have Internet when they're at San Evaristo.

A depthsounder? We've had two Olson 30s and a Cal 25



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65' J/Boats J/65 2006
\$1,499,000 Contact: Jeff Brown



53' J/Boats J/160 1997
\$530,000 Contact: Rick Boyce



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49' C Burns Schooner 2007
\$635,000 Contact: Alan Weaver

- ADDITIONAL USED SAIL...**
- 1995 56' Perry Custom\$619k
 - 2005 52' TP52\$349k
 - 2005 43' J/133 \$249.5k
 - 2001 43' Aerodyne193k
 - 2006 42' Bruckmann Zurn\$375k
 - 2000 42' J/42\$199k
 - 2007 40' J/124 **PENDING**
 - 2001 40' C&C 121239k
 - 2005 38' Sabre 386 **PENDING**
 - 1992 35' J/105\$70k
 - 1999 35' 1D35 Relentless\$79k
 - 2004 35' J/109 \$178.5k
 - 2007 35' J/109 \$167.9k



NEW ARRIVAL
47' Beneteau 473 2002
\$239,000 Contact: Jack Lennox



NEW ARRIVAL
46' Nautor's Swan MkII 1994
\$235,000 Contact: Alan Weaver



NEW ARRIVAL
41' Tartan 4100 2004 carbon rig
\$275,000 Contact: Alan Weaver

- ADDITIONAL USED POWER**
- 2009 30' RAIDER RIB.....\$69k
 - 02/12 85' Azimut..... \$1.697M



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



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



NEW ARRIVAL
39' Dehler, 2003
\$159,900 Contact: Bob Pistay



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



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



PRICE REDUCED
35' J/109 2004
\$160,000 Contact: Geoff Swing



NEW ARRIVAL
32' Nordic Tug 32 1999
\$154,000 Contact: Kenyon Martin



30' Back Cove 30 2014
\$275,000 Contact: Geoff Swing



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LETTERS

along Baja and in the Sea on a total of four occasions and didn't have a depthsounder — and never felt the need for one. If we needed to find out how deep it was to anchor, we'd tie a line to a winch handle and lower it over the side. And remember, installing one would mean you'd have to haul the boat and put in a thru hull.

If you have an iPad or iPhone with GPS, you don't need to



COURTESY WILLFUL SIMPLICITY

be online to navigate with Navionics. As mentioned in our first response, we'd use the money you were going to use to buy a GPS and a satphone — the latter isn't cheap — to buy a DeLorme inReach. Once you're done with your trip, you can sell it for close to what you paid for it.

Few sailors have as much experience working with remote Baja communities as Charlotte and Steve.

You're on your own when it comes to calculating how much power you're going to use/need for the trip down. If your boat has an inboard engine, you should be able to generate enough power with the alternator to run an inverter to charge everything — if you're frugal with energy. If you don't have an inboard and you're going to take your time sailing down Baja, you'll probably come out money ahead by forgetting about solar panels and buying a Honda 2000 portable generator. Once you're done with your trip, you'll be able to sell the portable generator for almost as much as you paid for it.

Have fun — and don't forget to write.

▲▲ A COLUMBIA 5.5 FOR SUMMER SAILING FUN

Last year, I was fortunate enough to pick up a beautiful Columbia 5.5 Meter. Designed to the International Rule, the 5.5s were the little sisters of the 12 Meters of America's Cup fame. The 5.5s were also an Olympic class boat. Columbia Yachts hoped to offer a boat suitable for international competition, at half the cost of the custom "one-offs." However, the boat was apparently banned because of its fiberglass construction, severely impacting the marketability of the



LATITUDE 38

boat. In production from 1963 to 1965, there were fewer than 50 of these ever built.

I am, of course, biased, but I feel these are amongst the most beautiful boats in the Bay: long, narrow, low freeboard, and with extreme overhangs at the ends.

The Columbia 5.5s are lovely little flat-water yachts.

Currently, there are only a few 5.5s still actively sailing.

Recently, we had three 5.5s on the line at the OYC Sunday Brunch series. That was probably the most out for a single race in the Estuary in quite a few years. A handful of 5.5s continue to race in Stockton.

I am sure there are several boats lying idle and ignored locally. These are true gems from the past, very affordable, and just looking for the right owners to rejuvenate the fleet.

Lester Gee
 Panigale, Columbia 5.5 Meter, USA-35
 Oakland, CA

Lester — While sailing a 5.5 on the waters of the Central Bay would be a little wet for our liking, one would be a huge



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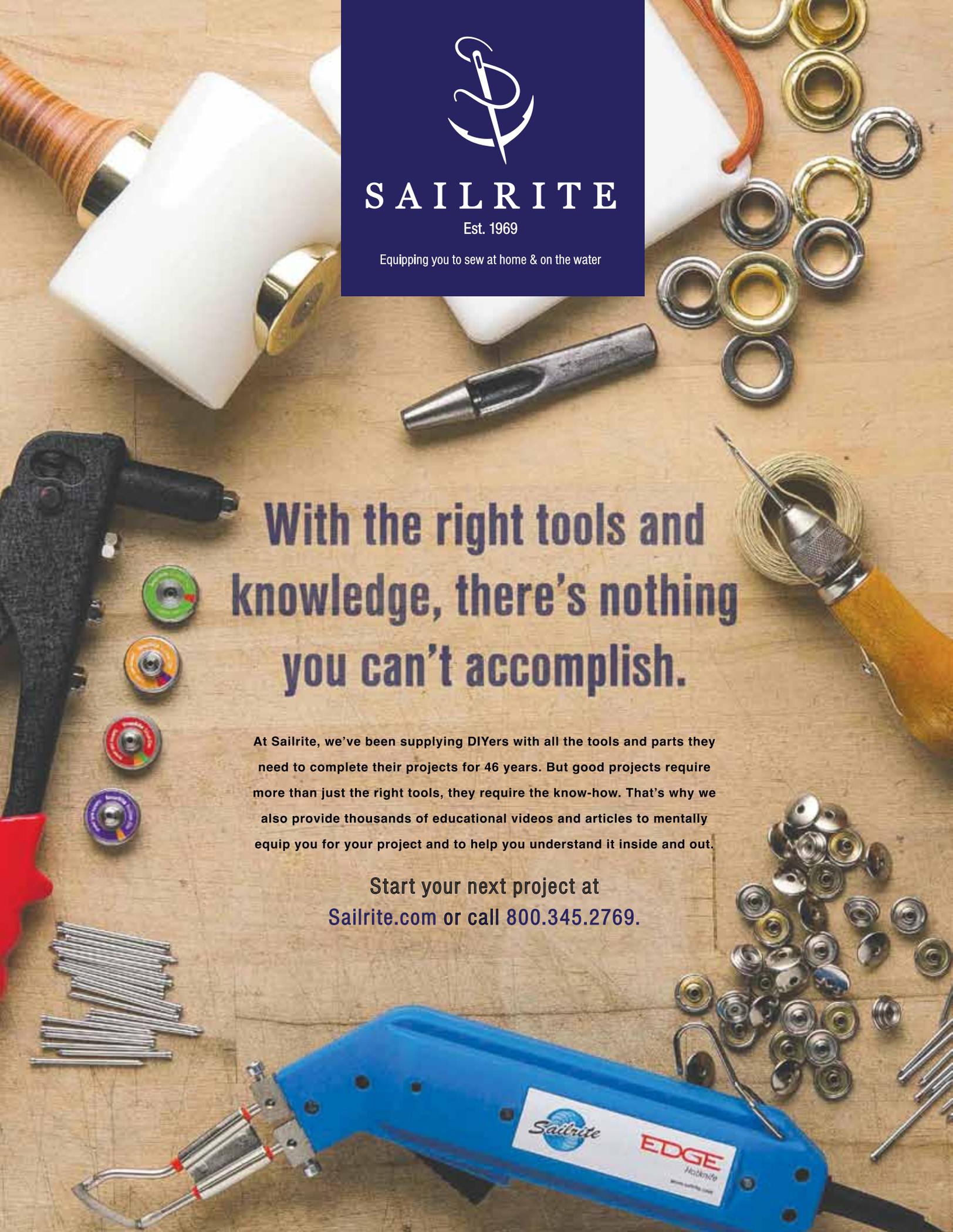
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LETTERS

'bang for the buck' boat for Zen sailing — and fun racing — particularly in places with flat water, such as the Estuary and up the Delta.

Columbia actually made a version with a cabin that one San Diego sailor sailed down to the Panama Canal and up to Florida. That's not something that we would recommend.

THE BIRDMAN MISSED THE MARK

While I respect Jonathan 'Birdman' Livingston's thoughts on what safety gear should be required when sailing in offshore races, I think he misses a few key points in his April letter to *Latitude*.

First, after the *Low Speed Chase* tragedy at the Farallones in 2012, the Northern California Ocean Racing Council came up with a simple yet comprehensive list of equipment required for sailing in the Gulf of the Farallones races. These are the Minimum Equipment Requirements or MERs. The requirements are dramatically more simple than the Offshore Special Regulations for Category 2 races, and are the result of having smart people debate what should be required in our home waters. Consciously omitted from that set of safety equipment requirements was the mandate to wear a life jacket, since the committee felt that was better left to the Organizing Authority's discretion, and would more logically belong in the Notice of Race.

The MERs were not intended to tell sailors how to act on their boats, but rather describe the gear and nature of the boat you take to sea.

To expand on the reach of the work of this committee, I asked a group of experienced sailors to come up with an expanded version for transocean races such as the Pacific Cup, the Transpacific Yacht Race and the Newport-Bermuda Race. This subcommittee of US Sailing's Safety at Sea Committee created the Safety Equipment Requirements, or SERs, a concise list of the gear that you need to take to sea in three categories: Ocean, Coastal and Nearshore. Compared to the 200+ pages of the Offshore Special Regulations, the SERs occupy something like eight pages. They are written in plain English and don't rely on external documents like ISO standards. The SERs are rapidly becoming the standard for sailboat races.

The Birdman mentions that the rules require a jockstrap. Yes, the current requirement is that life jackets have leg or crotch straps, which American sailors in particular have been resisting for some time. However, having investigated several of the recent boating accidents around the world, I can say without hesitation that the sailors who end up in the water without leg straps on their life jackets would never make that mistake again. Please read the US Sailing reports on the *Low Speed Chase* tragedy, the capsizing of *Rambler 100* in the Fastnet Race, and the fatal incident in which the Columbia 32 *Uncontrollable Urge* went ashore on San Clemente Island after losing her rudder. There are repeated firsthand reports on how inflatable life jackets were far less effective when not held in place by leg straps.

The goal, of course, is to require a reasonable amount of gear and training that results in fewer lives lost, while not making sailing a horribly over-regulated experience. It's a balancing act, and one that requires open discussions and dissenting opinions. Thanks to Jonathan for continuing the discussion.

Chuck Hawley
Chairman, Safety at Sea Committee, US Sailing
Surprise, Alerion Express 38 Yawl

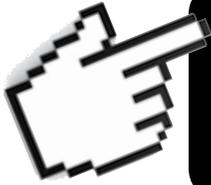
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Chuck — Thanks for the clarification. We're going to laminate a copy of your letter and slip it aboard the Birdman's Wylie 38 Punk Dolphin.

↑↓ I HAD INDIGESTION AND CHEST PAIN ALL DAY

After enjoying Loreto Sailfest — where Jim and I met and had lunch with sailing celebrities Stan and Sally Lindsay Honey — we left Balandra on our way back to La Paz. We had



COURTESY FLIBBERTIGIBBET

Betty, a veteran of several Ha-Ha's, lots of cruising in Mexico, and lots of cruising in the Caribbean, recovers from her heart attack in a hospital in La Paz.

a great sail with wind and waves behind us, but I had indigestion and felt chest pain all day long. We anchored at Los Gatos and I went to bed, but when Jim came down, I told him I thought that I was having a heart attack.

After Jim unsuccessfully tried to raise somebody on VHF, Ham and SSB, we weighed anchor and headed to La Paz. After 14 hours of motoring at hull speed, Jim was able to raise someone on VHF, who in turn woke up Tom Brown and Jeanne Walker of La Paz Cruiser's Supply, and their friends Rob and Cricket. They arranged for an ambulance to meet us at Balandra, which is just outside La Paz. They came out to the boat to take me ashore through the shallows in a kayak.

After being examined, I was given an angioplasty and had four stents put in by Dr. Sanchez. I'm now home aboard *Flibbertigibbet* at Marina Palmira and doing great. Keep on sailing!

Betty and Jim Adams
Flibbertigibbet, Catalina 42
Discovery Bay/La Paz, Baja California Sur

↑↓ SIMPLICITY WORKS WELL FOR ME

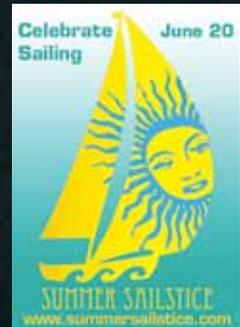
I've had the tiller peg 'autopilot' system, as seen aboard Stevie Hollis' Bermuda-based Venus ketch *Segue* in the April 13 *Lectronic*, on a couple different boats. I love the system.

Latitude wrote, "We can't imagine the pegs ever needing to be in the holes at either extreme end." Let me explain. If *Segue* were to ever heave to, the crew would almost certainly want to put the pegs in the hole at one extreme end or at least close to it.

For what it's worth, it's also difficult to get even a well-designed old gaffer to steer herself with the wind aft of the beam in any kind of a seaway. Not always impossible, but nearly always challenging. At times like that, it's nice to have a windvane, such as the Aries *Segue* has on her transom. With the wind abeam or forward of abeam, there's rarely a problem getting a boat like that to steer herself — unless the seas are very confused or the wind is gusty and shifty.

The K.I.S.S. rule is mandatory on *Ichi Ban*, my Yamaha 33. The simple things that I love about her are: 1) Her one cylinder Yanmar diesel, which can be hand-started and burns only a third of a gallon an hour. 2) The chain pawl for anchor handling. 3) The Lavac head. 4) The well-insulated ice box. 5) The foot pumps for pumping both fresh and salt water at the galley sink. And, 6) the Origo stove, which is not only simple, but extremely safe as well. All of these things have worked nearly flawlessly, are robust and easily understood, and require minimal maintenance or no maintenance other

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LETTERS

than cleaning.

A note on the chain pawl might be in order. It's removable and hinged on the roller in such a way that when I'm pulling the anchor chain in by hand, it just 'clicks' along on top of the links of chain. When I stop pulling and ease the chain back ever so slightly, it drops down and prevents the chain from going back out. This enables me to handle the 100 feet of 5/16-inch chain — attached to 250 feet of nylon — that I use for my primary anchor without a windlass. I carry a length of line with a chain hook that can be led back to the primary winches if it's blowing hard or lumpy. In the past 10 years — four of them cruising very actively on the West Coast of the US, in Mexico, and in Hawaii — I've used this line only twice to pull bights of chain down the deck until the anchor broke out. And I'm 61 and no Hercules. The pawl gives



LATITUDE / RICHARD

The many-holed pegboard for the tiller on 'Segue'.

me the opportunity to take a break and to time my pulls with the lulls and the swells.

Simplicity is not for everyone, and I admire those with the know-how and patience to maintain today's increasingly complex boats. But simplicity works well for me.

John Tebbetts
Ichi Ban, Yamaha 33
Honolulu

John — Funny you mention something as simple and helpful as a chain pawl that drops into place automatically. We have one on our catamaran 'ti Profligate in the Caribbean, and dearly wish we had one aboard our catamaran Profligate in Mexico.

↑↓ TRUE BUT MISLEADING

Regarding the Liz Clark story in the May 6 *Daily Mail Online*, the one with the long title *Sailor Wanted! Bartender Spends 10 Years Sailing Around the World After a Generous Benefactor Gave Her a Yacht (And Now She's Looking For a Travel Partner)*, the *Daily Mail* probably didn't mention any of the difficult maintenance jobs that Liz has had to do to keep her boat going. Bunch of wankers!

Anne Slater
Walkabout, Allied Luders 33
San Carlos

Anne — No, the Daily Mail didn't mention any of the difficult parts of cruising, which is just one of the reasons that we titled our 'Lectronic piece True But Misleading. In fact, we suspect the Daily Mail just used the fluffy text as an excuse to run a bunch of photos of an attractive and fit woman, often in a bikini. We at Latitude would never stoop to anything so lowbrow.

↑↓ EXAGGERATED CRAP ONLY — OR IS THERE MORE TO THE DAILY MAIL ONLINE?

I read the May 6 *Lectronic* in which *Latitude* criticized the *Daily Mail Online* for a "true but misleading" portrait of Liz Clark of the *Cal 40 Swell* and the cruising life that she is living. I'm pretty sure that *Latitude* knows that the *Daily Mail* is a tabloid and never deals with truthful stories, but rather exaggerated crap.

On another subject that's come up recently, in England,

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LETTERS

Oz and Kiwiland, any boat with a sail, regardless of condition or size, is considered a 'yacht'.

Glen Read
Nootka, Island Packet 40
Edmonds, WA

Glen — *The tabloid*. . . "never deals in truthful stories." You should rethink that. For who but the tabloid press exposed presidential favorite John Edwards for the complete scumbag he was? For whatever reason — perhaps not wanting to get in the bad graces of a potential president — the mainstream press ignored and/or covered up the story for months after the tabloids had repeatedly presented convincing evidence. It was a rerun of the mainstream press going hook, line and sinker for presidential hopeful Gary Hart's 1987 denials of knowing bimbo Gennifer Flowers — until *The National Enquirer* ran the famous cover photo of Flowers frolicking on Hart's lap on a dock next to the yacht *Monkey Business*.



COURTESY SWELL

Liz, looking attractive in a bikini, picks up beach trash in French Polynesia.

(Lest anyone think we're picking on Democrats, the tabloid press has done a pretty good job of busting sleazy Republicans, who have been equally deserving.)

The way we see it, the mainstream press isn't as admirable or objective as it could or should be. When we read stuff — and we read damn near everything — we always 'consider the source.' That holds true for *The Wall Street Journal* as much as *The New York Times*. We read the *Times* every day and have developed great respect for their writers and editors, as

they could make a convincing case that everything in the world — including the earth's core being molten — is a result of the white man's sexism and racism. As far as we're concerned, it's become a parody of itself.

The flip side of the coin is that the tabloids, while they admittedly publish a lot of crap, can produce much better journalism than a lot of snooty people might care to admit. Time after time, we've found that in order to get the 'real story' on something on a timely basis, we've had to resort to seemingly ridiculous sources from *Daily Mail* to *TMZ*. Disgusting, we know, but true.

The recent tragic train wreck back east that claimed at least eight lives is a perfect example. While *The New York Times* did a serviceable job of covering the story, if you were looking for the greatest number of facts, the most depth, and the most grisly photos that nonetheless depicted the horror best, you had to go to *Daily Mail Online*. They did a fabulous job with the story, and among other things came up with more interesting facts about engineer Brandon Bostian than did any other source. It was impressive.

⇓ **WE'VE DONE MORE HA-HA'S THAN YOU CAN RECALL**

Thanks for the shout-out about our *Tamara Lee Ann's* signing up for another Ha-Ha. We always have a great time with the Poobah and the fleet.

Just a slight clarification. In the May 4 'Lectronic, you reported that this will be our third Ha-Ha. Actually, it will be our sixth! We have done four — 2002, 2007, 2012 and 2015 — with our *Celestial 48 Tamara Lee Ann*, and two as



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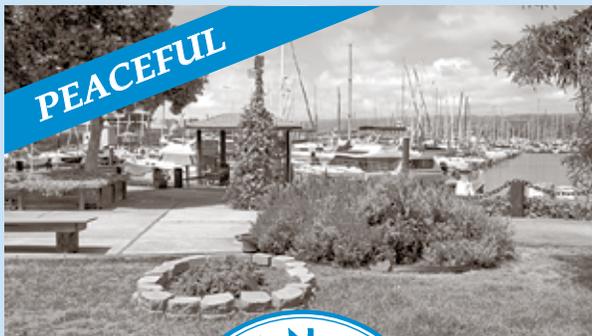


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LETTERS

crew — 2008 and 2010.)

Douglas and Tamara Thorne
 Tamara Lee Ann, Celestial 48
 Emeryville, CA

Douglas and Tamara — It's hard for us to keep up. But if anyone has done more than five Ha-Ha's, with their own boat or on other boats, we'd like to hear about it so that we can acknowledge your repeated participation.

↑↓ HOW ABOUT A FREYA CHALLENGE?

I own the Freya 39 *Freeflyte*, which was built by Gannon Yachts in Petaluma in 1978. I've been doing some racing on her in the Puget Sound area, but I got an idea I'd like to run by you — the Freya Challenge. The idea would be to create interest in getting a fleet of Freya 39s to do the Pacific Cup, perhaps followed by a cruise to Sydney, and even the Sydney to Hobart Race, the event for which the Freya 39 was designed. I recognize that my idea is kind of out there, but it could be a fun diversion from the usual focus on the newer high-tech designs.

Jonathan Cruse
 Freya 39
 Seattle, WA

Jonathan — You may know this, but we're very familiar with the Freya 39s, having had one built from new in the late 1970s. Jim Gannon even raced to Mexico with us several times on the boat. And we know of at least two Freyas that did circumnavigations. They are brick poop-houses, but reasonably fast, too.

The problem with the idea of a Freya Challenge is getting enough owners of that design to want to participate. As only 30 or 40 Freyas were ever built, and they are now spread out all over the place and in various states of being ready for sea, your pool of possible entrants is tiny. And within that very small pool, you have to ask yourself how many owners are interested in racing to Hawaii and/or have the time and money to do so — let alone continue on to Sydney, and even more unlikely, do the Sydney to Hobart Race, too.

↑↓ LIKE ALL MY MECHANICAL PROJECTS

I can't help the Wanderer with the cone clutch problems on his Yanmar saildrives or the famous cases of his props falling off *Profligate*. But his May issue article detailing the repair that he and his friends did on *Profligate's* cone clutch had me on the floor laughing so hard that I was crying. My wife could not understand what it was about it that I found



LATITUDE/RICHARD

to be so funny. All I can say is that the article was pure genius, as it described virtually every mechanical project that I — and most other sailors — have ever attempted. It demonstrated the old saw that we always need to triple/quadruple both the estimated time to completion and total cost of any project.

Fiddling with the Yanmar cone clutch. It wasn't so funny at the time. I'm remembering an Atomic 4 engine of mine that would only idle. After I'd torn the thing apart multiple times, redoing the carburetion, spark plugs, distributor and filters, nothing had changed, I finally capitulated and brought in an

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LETTERS

expensive mechanic. He promptly found the problem on the other end — a stuck flapper valve in the exhaust system!

Just keep those articles coming!

Al Fricke
Jubilee, Catalina 36
Half Moon Bay, CA

Al — To keep the record straight, Dino DiPasquale spent most of the time getting his hands dirty inside the engine room.

↑↓ **YOU MEAN MY NEW PROP MIGHT FALL OFF!?**

I commiserate with the Wanderer on the cone clutch problems on *Profligate's* saildrives. Wrenchin' in the confined spaces of a boat engine room can drive anyone batty.

But the prop had fallen off? Say it ain't so! I recently replaced the three-blade prop on my boat with a Flexofold prop like the one that fell off *Profligate*. It seems to be working fine, but the Wanderer's May article has me worried. I have the standard shaft arrangement on a Yanmar 4JH-3. Do you think props falling off is related to saildrives? And am I correct that you've had props fall off *Profligate* before?

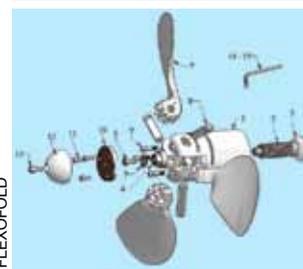
Anyway, now that you know how to service a cone clutch, you've added another valuable skill to your repertoire.

Dave Fiorito
Irie, Beneteau 393
Novato, CA

Dave — The Yanmar cone clutch problems have not been limited to *Profligate*, which is why we wrote the article.

We've had Flexofold folding three-blade props on *Profligate* for about 15 years, and this is the first time we've lost one. We love the Flexofolds — which are similar to Gori and some other brands — and aren't hesitating to get a replacement for *Profligate*.

It's true that we had two props fall off *Profligate* before, but they were the old-style three-bladed feathering Max-Props. What really puzzled and infuriated us is that they'd worked fine for about five years, at which point we sent them back



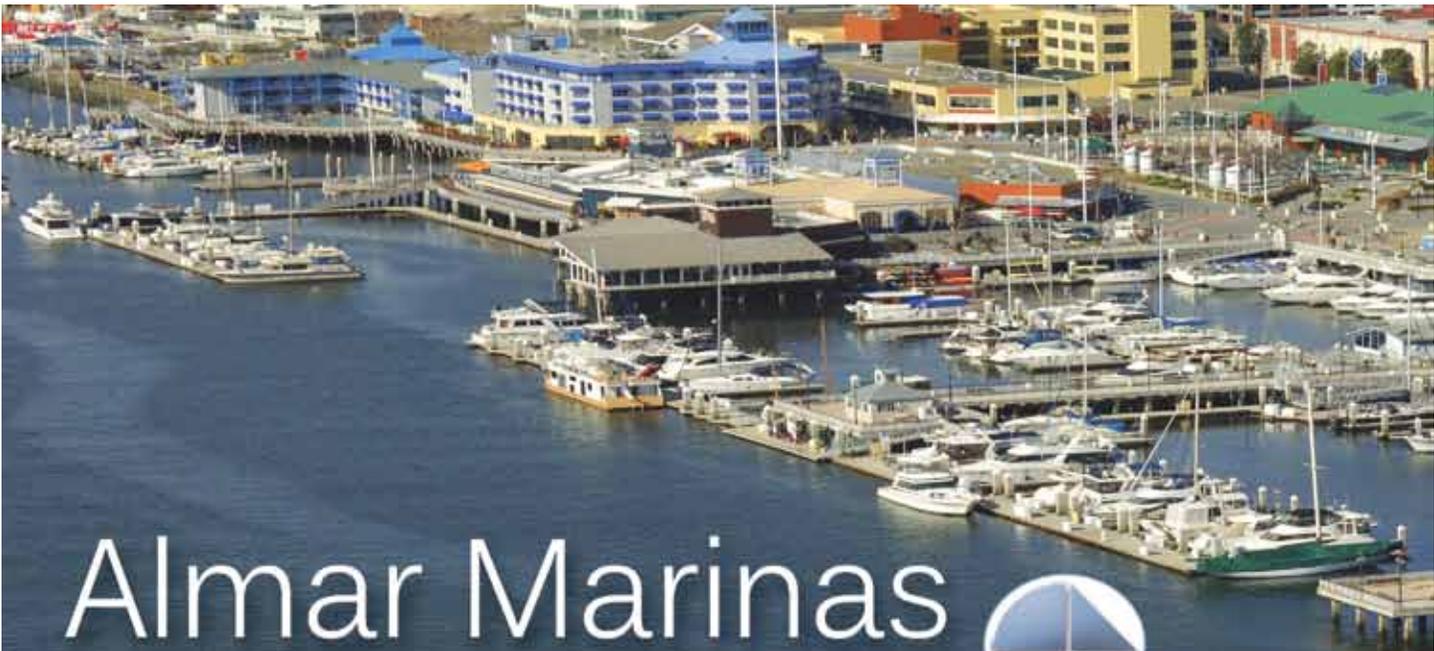
FLEXOFOLD

Flexofold three-bladed folding props look complicated, but are actually elegantly simple.

to Max-Prop to make sure they were still in good shape. When we got them back, we had Yanmar dealer Tom List of Sausalito come all the way up to the Napa Valley Marina to put them on, in part because he was going to show a client how it was done. We and the client watched and double-checked as List slowly but methodically followed all the instructions to a 'T. Inexplicably, one prop fell off a month later while we were sailing across San Francisco Bay. Even more inexplicably, when we pulled into Santa Barbara Harbor a month later, the other one had fallen off.

We have no explanation as to why the Max-Props fell off. In the case of the Flexofold, the only thing we can imagine is that the aft zinc had gone bad quickly and allowed the prop to back off. But we have *Profligate's* bottom done on a regular basis, and we always have the diver check the condition of the cone zinc at the back of the prop. If we were paranoid, we'd think someone had dived down and stolen the prop.

We have no idea if more props come off boats with saildrives than boats with regular transmissions.



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LETTERS

↑↓ OUT-OF-ORDER INSTRUCTIONS DRIVE ME NUTS!

After reading your article on Yanmar saildrives, I went to the link for *Leucat* that was recommended. When I got there, I found what I would describe as a booklet covering many aspects of boats and boat maintenance. I thought it was pretty well done, and would make a good guide for new boat owners. The authors, Mary Margret and Dave Leu from Dana Point, put it all on Dropbox and encourages readers to download it. You can get the same information by digging through their daily blogs, but it's much easier to get it in one package on Drop-box. You can find it at: www.sailblogs.com/member/leucat. The links to the "Techno Tips" and "Cone Repair Manual" are along the right side under "Favorites". Another interesting item I found was a comment to use Rotella oil in the saildrive. Supposed to have some additives that clean the cone clothes in place.

I got a kick out of the out-of-sequence instructions in the Yanmar manual about tightening the nut after you put the cone clutch assembly back in the transmission. I know that cost you guys at least a full day of time and probably some mental misery. Stuff like that just drives me nuts, and makes your recommendation to read all the instructions several times before starting a good one.

I learned that lesson back in high school, where the first instruction in one test I was given was to read all the instructions before starting. The test had us doing different physical things — yell out a word, stand up and sit down, etc. But the last instruction was to ignore all other instructions. Naturally I didn't follow instruction number one, and got through part of the test — i.e. acting like a fool — before the teacher stopped me. At least I was not the only student who failed the test.

Let's talk about importing parts to Mexico duty-free. There is a good FAQ on Marina de La Paz's website that shows how to bring in parts duty-free. It has a link to a form that you can include with the parts, and it is supposed to let you avoid duty on most boat-specific parts. We have some parts that should arrive today here at Marina Chiapas, and it looks as though I was charged 25% duty. Enrique at the marina said that the Mexican government hates Japan, so the duty is higher on Yanmar parts than it would be on parts for a US engine. I didn't have time to do the paperwork for this shipment, but at a possible savings of 25%, I'll do it next time.

We had someone who was going to fly the parts down — almost always the best way to get stuff to Mexico — but the day before he was to leave, he discovered that his passport had expired last month. So we used UPS. That was not a good experience (they claimed they tried to deliver but the driver never showed) and finally got the parts 5 days after the expediated delivery date that we paid extra for. Next time will try DHL, or find a friend with an unexpired passport.

Bill Lilly
Moontide, Lagoon 470
Newport Beach, CA

↑↓ THE BEST MONTHS FOR THE BEST EVENTS IN THE CARIBBEAN

I've been on the fence for years about buying a cruising cat, but don't have the time to use one yet. In the interim, I began to wonder about the wisdom of a long-term charter to follow the fantastic superyacht regattas in the Caribbean as a loose itinerary. I'm thinking that maybe I'd use the boat a month or two, and maybe share the charter with a few like-minded couples. I suppose I could go back through past *Latitudes* and cobble together a schedule, but I thought with the Wanderer's intimate knowledge, he could, off the top of his head, suggest

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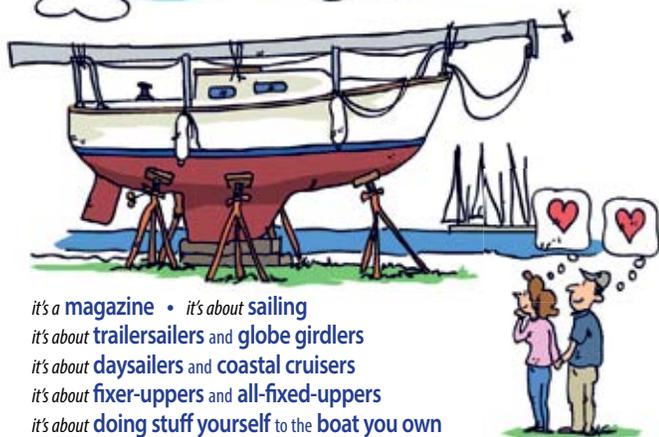
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LETTERS

the best month or two for a charter to hit the best of the best regattas. And maybe suggest some companies or sources of a relatively economical month or two charter. This is still a pipe dream, but I wonder what you think.

Eric Lindahl
 Min Vän, Corsair 31 tri
 Seattle, WA

Eric — *The best of the best two months in the Caribbean for having fun hanging around the big regattas? That's easy, as it corresponds with what are usually the best two weather months in the Caribbean, which are from about the third week in February to the last week in April. Here's the schedule of events for that time frame between the British Virgins and Antigua, which are about 200 miles apart. The dates are for 2016, but stay fairly close in the following years.*

February 22-26 — The Caribbean 600, which starts and ends in Antigua after 600 miles of weaving around various islands. This hardcore event has quickly become one of the top two or three middle-distance races in the world, and is attracting many of the great boats and sailors. You'll see the boats only before the start and after the finish, but the energy is great.

March 3-6 — The St. Martin Heineken Regatta features nearly 200 racing boats, about half of them charter boats. The 'Heinie' has the best music and wildest partying of all the Caribbean regattas. The younger you are, the more you'd like it.

March 9-12 — The Loro Piana Superyacht Regatta at Virgin Gorda. This is pretty much a superyacht tune-up for the much larger St. Barth Bucket.

March 17-19 — The St. Barth Bucket is perhaps the greatest spectacle in sailing, as all 40 entries have to be at least 100 feet long, and most are in the 150-ft category.

March 23-29 — The Bequia Easter Regatta. This event is a couple of hundred miles farther down island than the other events on this list, is more casual, and has more local participation.

March 30-April 5 — The BVI Sailing Festival and Spring Regatta. These are actually two events sort of mashed together, and include everything from fun racing and partying to serious racing in the Spring Regatta.

April 11-16 — The Voiles de St. Barth has become enormously popular in just six years, this year attracting 76



CHRIS JOUJANY

boats, including a handful of the very best in the world. This is for serious racers, on boats from 24 to 100 feet, who also like serious partying in a more sophisticated manner than at the Heinie. The Wanderer's favorite.

Others may disagree, but the Voiles de St. Barth is the Wanderer's favorite Caribbean regatta.

April 13-19 — The Antigua Classic Regatta for classic and spirit of classic yachts. This is the one for lovers of classic boats, and you'll almost surely be able to get a ride. The pity is that the dates overlap with the Voiles.

April 23-29 — Antigua Sailing Week is the granddaddy of all big Caribbean regattas. In its heyday it attracted over 250 boats of all types, but currently attracts only about half that

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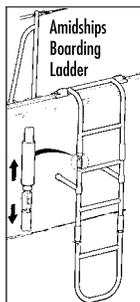
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LETTERS

many. It's still a great event at a great island.

End of April — The West Indies Regatta for traditional trading boats that were built on the beaches of Caribbean islands. Funky fun for soulful sailors.

As you can see, the late-February to late-May sailing calendar in the Leeward Islands is packed to the gills. All these regattas have



TIM WRIGHT

For those who love watching classics pitch into the tradewind seas, nothing beats the Antigua Classic.

The great thing is that less than two miles from all these regatta centers are fabulous anchorages where you'd never know there was a regatta going on just a short distance away.

All the charter companies would be more than happy to book a two-month charter for you and your friends. Send them an email and tell them what you have in mind.

Overall we think it's a great idea, but too much of a good thing is way too much. We'd limit ourselves to three events, and maybe only parts of them. We'd recommend the St. Barth Bucket, the BVI Sailing Festival, and depending on your interests, either the Voiles de St. Barth or the Antigua Classic Regatta.

SHOULD WE WORRY ABOUT 'THE CHINK' IN THE BVI?

I was just reading the Zen sailing article in a recent edition of *Latitude* in which the Wanderer mentioned the high number of Chikungunya virus cases in the Caribbean. We are chartering in the BVIs soon, and since mosquitoes really like my wife, we're wondering if the virus is a concern to sailors. Do you know of anyone on boats who came down with the virus? Are there any spots we should avoid or precautions we should take?



COURTESY PARSIFAL III

The new 'Parsifal III'.

I love *Latitude* and want to thank the Wanderer for encouraging me to go to St. Barth for the 2014 Bucket. I did go, and by walking the dock managed to get a crew position on the 177-ft Perini Navi Parsifal II. I had a great time!

Ed Machado
San Diego

Ed — Thanks for the kind words. It's great you got a ride on Parsifal, as they usually don't take many people from the dock. It would be even cooler if they invited you back for another Bucket, as the owner has now taken delivery of Parsifal III, a version of Perini Navi's 60 Meter series. Unlike Seahawk, hull #1 of the 60 Meter series, the 197-ft Parsifal III will be a sloop and have a bowsprit.

As for 'The Chink', many of our friends on St. Barth have gotten it, but almost all of them live on land. We don't know about sailors other than ourselves, but in 10 weeks neither de



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Mallorca nor the Wanderer came down with it. And that was a good thing, because 'The Chink' is really nasty stuff. "I hurt



COURTESY PARSIFAL III

so bad that I couldn't move anything but my eyeballs for a week," said the owner of one bar. Others who get it complain of periodic pain in their joints for months after.

The good news is that there has been very little rain in the Eastern Caribbean for the last three months, which has really cut down on the number of mosquitoes, and thus the number of people coming down with the virus. But even before the dry spell we were told the number of cases had dropped significantly. Nonetheless, 'The Chink' is still a concern throughout the Eastern Caribbean. But if you use a lot of DEET and sleep aboard, we think the chances are decent that you won't get it.

The 'Parsifal III' not only features a sloop rig and bowsprit, it offers true waterfront dining. She's also believed to be too upscale for Chink-carrying mosquitoes.

↑↓ M5 IS STILL THE TALLEST SLOOP IN THE WORLD

Latitude recently reported that "if we're not mistaken" *Parsifal III*, the new Perini Navi 60 Meter Series sloop, has a 246-ft mast that is the tallest in the world. *Latitude* was mistaken, as that distinction still belongs to the 247-ft M5, ex-*Mirabella V*. Her mast towers to 292 feet above the water.

We had a personal experience with M5 when we came up from Mazatlan to La Paz this winter. When I saw M5's mast for the first time, I thought, "Gee, that's funny, I don't remember there being such a tall radio tower so close to Marina Costa Baja." But it wasn't a radio tower, it was M5.

So for anyone who thinks size matters, M5 is still the one to beat.

Rob Murray
Avant, Beneteau First 435
Vancouver, B.C.

Rob — Thank you for correcting us. We should have written that if *Parsifal III*'s mast was to fall over next to M5, it would stretch from the bow to the stern of M5, which is the longest sloop in the world.

For those who think size matters, *Superyacht Times* reports that a German yard has launched a three-masted sailing vessel that is 482-ft long. Named the *White Pearl*, she has a bulb bow and almost looks like a cargo ship.

↑↓ BLIND AND/OR SELFISH

I understand people, such as the man who wrote in a recent issue, who get angry with cruisers who don't pay attention to their animals, be they dogs or cats. As I write this, I'm having coffee at a beautiful little restaurant in a Mexican town popular with cruisers, and I've just had to watch some irresponsible American jerk's dog mark the coffee bar. How appetizing. He's now making a visit to every table, annoying people who aren't dog fans. The husband and wife who own the dog are oblivious. And now he's barking up a storm. I don't blame the dogs, but the owners, who are either blind or incredibly selfish.

Anonymous
South of the Border

Anonymous — Might the "Mexican town" have been

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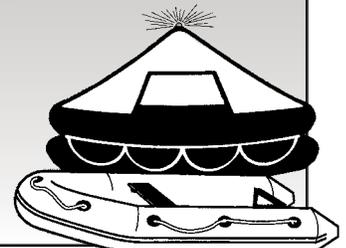
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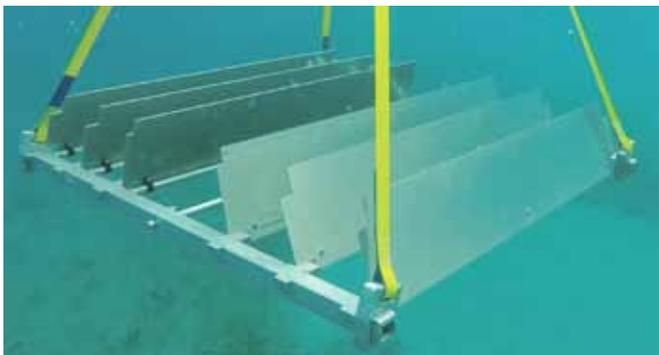


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Ensenada, which in something of a surprise to us, got a very positive review in a Travel section article of The New York Times?

↑↓LOST AND RECOVERED BOAT

That was a very interesting collection of stories in the April *Latitude* about boats that had been lost and were later recovered. But you need to check your archives, as I know that you reported on at least one more in the early 1990s.

This one involved a couple from the Northwest — maybe Canada — who set out on the initial leg of a planned long-term cruise aboard something like a *Maple Leaf 40*. They ran into some bad weather off the Oregon coast and, for one reason or the other, were taken off by the Coast Guard.

Over a year later, the boat, then dismantled, turned up near Hilo, Hawaii. The Coast Guard towed her to port.

We were living aboard at Kaneohe, Hawaii, at the time, anchored behind Coconut Island. Carl, one of the few remaining liveaboards in Kaneohe Bay, told us about the boat's being recovered. He flew to Hilo, inspected the boat, and eventually bought her from the insurance company — which had already paid off the former owners.

Now for the part that makes the story memorable. After Carl paid for the boat, the insurance company realized that it hadn't gotten the boat's title yet. Thus they couldn't legally process the transaction. When the insurance company asked the former owners for the title, the former owners said they wouldn't relinquish it until they were allowed to retrieve some personal gear, such as dive tanks and a compressor. How do you like them *huevos*?

I'm not sure what all they took, but I do remember that this diminished the value of the boat to the extent that Carl got a cash rebate of close to 20% of his bid price. He had pretty much tapped himself dry financially to acquire the boat, so the rebate was a godsend that allowed him to make onsite repairs sufficient to deliver the boat to Kaneohe Bay.

Having a visceral aversion to insurance companies — along with lawyers and Wall Street parasites — the former owners have become my 'superheroes'. Me and San Miguel celebrate their achievement whenever prolonged exposure to the mind-numbing grind necessitates an attitude adjustment.

David Goodgame
Bobcat, 38-ft Crowther Cat
Sonora, CA

David — It's easy to loathe some lawyers, genuine Wall Street sleazeballs, and some insurance companies, and perhaps there was some kind of karma payback for the insurance company. On the other hand, one of the reasons there are so many lawyers is that so few people are willing to stand by their word if they can come out a few bucks ahead by renegeing.

↑↓ANY TIPS ON RENEWING TIPS?

I could swear that I read somewhere that Temporary Import Permits (TIPs) for Mexico can be renewed only once. Is this correct? I ask because my second TIP will come up for renewal in 2018.

Steve Hersey
SeaScape, Union 32
San Carlos, Sonora, Mexico

Steve — If you read that TIPs can be renewed only once, whoever wrote it didn't know what they were talking about. Tere Grossman, president of the Mexican Marina Owners Association, confirmed with officials in Mexico City that there is



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↑↓ TAKING THE MEASURE OF SURVEYORS

In response to Mark Wheelers' recent letter in *Latitude*, I would like to add another perspective on the issue of vetting marine surveyors.

As most sailors probably know, marine surveyors in the United States are not licensed by any state or federal organization, but are rather 'credentialed' by one of several trade organizations — which would prefer to be called professional organizations. The most recognizable are SAMS and NAMS, partially because of their extensive advertising and marketing to the marine underwriting community.

Simply having membership in SAMS or NAMS does not guarantee that the surveyor has five years of experience. SAMS Surveyor Associates and NAMS Associates have to pass an exam, but they do not have the five-years' experience required of their fully credentialed members. However, associates are permitted to do surveys without supervision of a more senior member.

Other lesser-known organizations that credential surveyors include the Association of Certified Marine Surveyors and the US Surveyors Association, both of which require examinations and apprenticeship or experience. Another organization, the American Registry of Marine Surveyors, was formed in 2008, recognizing that membership in trade organizations was not necessarily a guarantee of quality.

The United Kingdom, Canada, Australia, and many other countries, have similar credentialing organizations. Mexico does not have its own trade organization, and there are very few credentialed marine surveyors based in Mexico. Most of these are credentialed in the United States.

The truth of the matter is that the individual's experience and knowledge make more of a difference in the quality of the survey than does the title that the trade organization bestows upon them. Memberships in the American Boat and Yacht Council (ABYC) and/or National Fire Protection Association (NFPA) are also good indications that the surveyor pays attention to industry standards.

Getting references for surveyors is an excellent idea, especially from insurance brokers and underwriters. References from previous clients are also helpful. Lastly, for pre-purchase surveys, one should ask the yacht broker whom they would least like to have conduct the survey — as those surveyors tend to be the most detail-oriented.

Asking for a copy of previous surveys is a two-edged sword. Survey reports are generally considered to be privileged documents and cannot be released by the surveyor unless the client gives permission. Ask yourself if you want your surveyor giving the survey on your boat to anyone who asks for it, and see how you feel. I have had insurance underwriters request samples, and have been fortunate to have clients who have agreed to have their survey released to the underwriter — but only after heavily redacting identifying information. Ask surveyors for a copy of their survey checklist and contract limitations.

It is unfortunate that *Dorothy's* chainplate and tank issues were not discovered during the pre-purchase survey. As you know, most surveyors spend only three to four hours inspecting the entire vessel, leaving little time to probe deeply or find hidden damage.

Detecting flaws in chainplates and tanks is always problematic. Chainplates are often completely obscured behind joinery and are not visible without destructive methods. Tank leaks are difficult to spot, especially if the tanks are not topped

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off just prior to the survey. If there were visible indications of suspected problems, then they should have been mentioned. Owners who detail their vessels in advance of a pre-purchase survey may remove telltale evidence — unintentionally or not.

The statement reportedly made by the surveyor that "you could sail this boat to Hawaii tomorrow" sounds more like a salesman's than a surveyor's. The surveyor's job is simply to report the observations, condition, findings, deficiencies, and recommendations — nothing more. The surveyor should not be an advocate for or against any vessel.

Referrals to vendors that did substandard work is also unfortunate. In some ports in Mexico, the pool of professional marine service companies is limited, and often there are limited choices. Second opinions of available service companies are always prudent.

The failure by the surveyor to provide a copy of the final survey report is unprofessional at the least. If the surveyor has credentials, then a complaint to the trade organization would be in order.

Withholding payment for the survey until the report is completed and 'approved' by the owner is not realistic. Much of the cost involved in doing the survey is the labor involved during the inspection.

To expect the surveyor to do the inspection and then have owners refuse to pay for the survey because they are displeased with the outcome is unreasonable, and compromises the validity of the surveyor's findings and recommendations. If owners don't trust that the surveyor is professional, or believe he/she is incapable of preparing a truthful survey report, they have probably chosen the wrong surveyor.

Dennis H. Ross, MMS

Ross Marine Services and Consulting, S. de R.L. de C.V.
Two Can Play, Endeavour 43
La Paz, BCS, Mexico

Dennis — Unless we're mistaken, nobody was talking about not paying a surveyor because they didn't like the results of the survey, but rather not paying the surveyor until the surveyor had completed the survey and provided a copy. The latter is the norm.

↑↓ WINNING TROPHIES BY QUITTING?

Max Ebb's February column explaining the virtues of being the first to "withdraw" from a race that is later abandoned in order to "take home the hardware for a division win" left me perplexed. Undoubtedly, this situation must have happened to the author, or at least he was briefed on this exact situation by someone, and then thought that it would elicit interesting conversation amongst the readership. The story has the hallmark of a brainiac trying to explain a loophole in the rules to the general sailing public for shock value. Better be correct.

As a student of the Racing Rules of Sailing, I began to try to draw up the scenario where this could actually be true. Maybe it was with an organizing authority or race committee that didn't score races correctly, maybe it was in a long-past decade, maybe it was just dead wrong. Given the overall context within the story, to be true the scenario must be applicable to all races, not just yacht clubs that wrongly believe they have to award the XYZ Perpetual Trophy that day no matter what. Thus my first thought of incorrect scoring procedures went out the window, but I'll outline them later anyway.

So, is this scenario of winning a race by being the first to retire from the race possible under the rules? The first of a few assumptions that must be made is that the author meant



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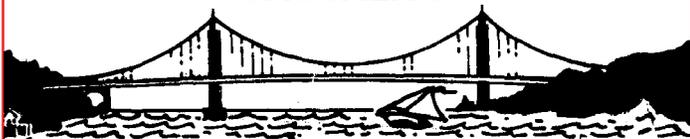
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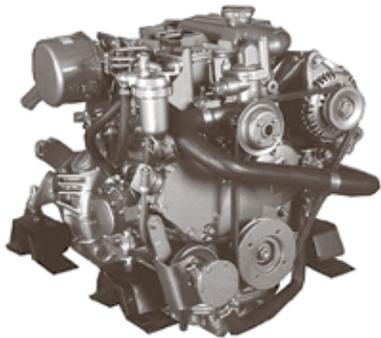
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'retire' rather than 'withdraw'. There is no mention of the word 'withdraw' in RRS, except in regard to withdrawing a protest. The second assumption is that to 'win', a boat must score fewer points than the other boats in her division, or finish with a lower corrected time on handicap. Let's assume that since this article was published in 2015, we are using the current RRS. From here on the whole scenario starts to unravel, as we would have to make scoring assumptions that are clearly not correct.

The race committee in the story correctly abandoned the race when no one finished within the time limit (Rule 35, last sentence). RRS defines abandon as, "A race that a race committee or protest committee abandons is void but may be resailed." Void means "not valid, or completely empty." Both of these definitions of void indicate that there should be no scoring whatsoever, and certainly no awarding of trophies unless and until the race is resailed. Case closed. Or is it? Maybe the author is living under some silly yacht club's misunderstanding of abandonment and/or proprietary scoring system.

The US Sailing Race Management Handbook states, "It cannot be argued that a race in which no boat finished within the time limit was a race in which every boat should be scored DNF." (page 275) Even if the race committee erroneously scored the abandoned race in this way, as some in the Bay Area do, the boat that retired during the race would receive the same points as the boats that are incorrectly scored as DNF (RRS A4.2: "A boat that did not start, did not finish, retired, or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series.")

So in this case, all of the boats would receive the same score. Furthermore, being the first to retire, as the story claims, would be no different than being second or third to retire. There is no different score for the different times at which a boat retires from a race.

The race committee could have rewritten the scoring rule for retiring in some way, but I have never seen a retired boat given a different score than a DNS or DNF boat under such a rewrite. That rewrite typically relates to DNC and/or DSQ, and on page 292 the Race Management Handbook says, "Such changes should be avoided."

The winning by quitting scenario defies common sense, which the Racing Rules of Sailing always strive to achieve as they evolve over the years. I think Max Ebb is dead wrong, or at best, is using a unique personal experience that was handled and scored incorrectly, to "educate" us on this non-existent loophole. I'd love to know what he really is talking about.

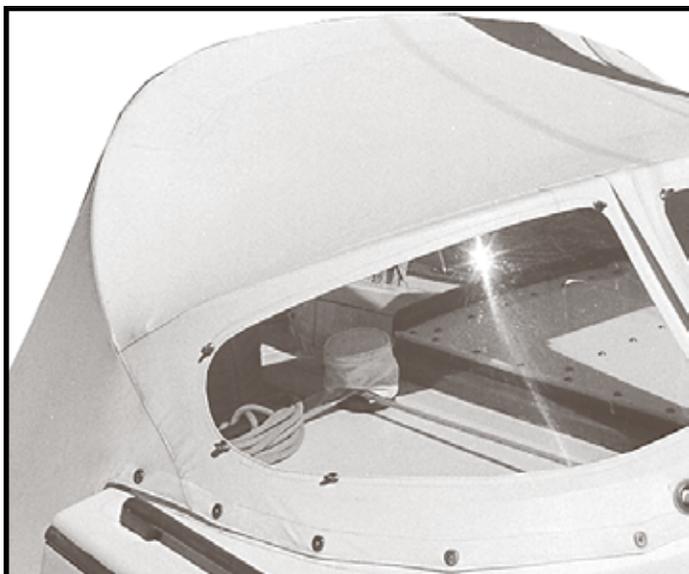
Forrest Gay
Tiburon, CA

Forrest — Max replies as follows:

"Good catch on 'retire' versus 'withdraw'. And you are, of course, right about everything else. But at some point pedantry has to end to allow a creative solution to take over. The scenario is a race like Three Bridge Fiasco. When no boat in a division can finish within the time limit, some credit should go to the first crew to figure out that it's hopeless and head home. Nothing in the Racing Rules of Sailing prevents the Notice of Race from stipulating an unorthodox method of awarding trophies in the event of an abandoned race."

↑↓ IS THE CHARTER A VACATION OR MINI-CRUISE?

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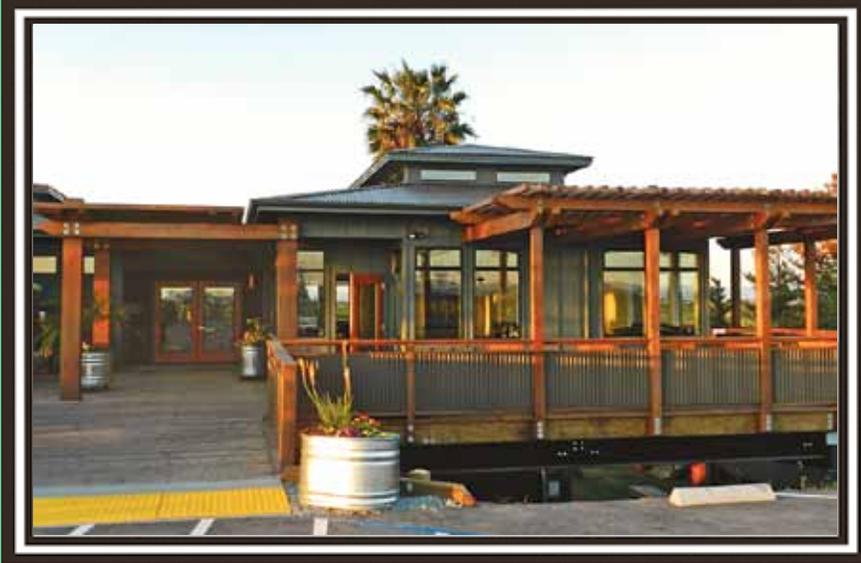
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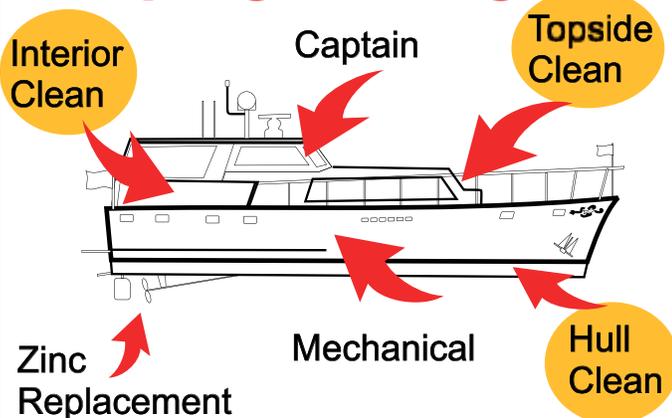
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LETTERS

on vacation, *Latitude's* charter recommendations were spot on. But if someone wants their charter to be a mini-cruising experience, with a chance to get a sense for what cruising is all about, then we would rank Tahiti number one, Tonga number two, and perhaps Thailand as number three.

Pete and Sue Wolcott
Kiapa Nui, Looping 48 Cat
South Pacific



LATITUDE / ANDY

The Wolcotts, veterans of numerous South Pacific cruises, suggest a Tahiti charter for a mini-cruising experience.

really only what it's like in whatever area you're in.

Pete and Sue — Inasmuch as somebody could get a "mini-cruising experience" from just a week or so chartering, we agree with you. But we think that's quite a stretch. Not to be argumentative, but we figure it takes at least three months on one's own boat to get an idea of what cruising is really like, and even then it's

⇅ THERE'S ONLY ONE WAY TO GO

My favorite charter has been a one-way from St. Lucia to Grenada. You get the ziplining at the Grand Pitons, a 30-mile bluewater passage with dolphins and whales, climbing the volcano on St Vincent, lovely Bequia, and swimming with turtles at the Tobago Cays, as well as Union Island and Grenada, and many other islands in between. Did I mention that it was all easy sailing? Everything from a beam reach to a near-downwind run. No beating upwind on that charter.

Capt. John
cyberspace



There is great cruising in the Grenadines — as long as you sail in the right direction and stay clear of the reefs.

There is great cruising in the Grenadines — as long as you sail in the right direction and stay clear of the reefs.

Capt John — There is no denying the attractions and variety of that itinerary — as long as you are going in the direction that you did. It makes us wonder if the people who charter the boats in the opposite direction get a huge 'delivery discount'.

There is great cruising in the Grenadines — as long as you sail in the right direction and stay clear of the reefs.

⇅ FEWER CROWDS, MORE SAILING

The sailing grounds from Grenada to Bequia have loads of fabulous anchorages, longer bits of sailing, and less crowding than the British Virgin Islands. The British Virgins are fine for first-time sailors, but for those with any experience, I would vote for Grenada.

Mitch and Anne West
Varuna, Pearson 367
Portland, OR

Mitch and Anne — We presume that you meant to say 'the cruising grounds between Bequia and Grenada' rather than



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LETTERS

'Grenada and Bequia', because, as noted above, you only want to go one way between these islands.

Yes, it does get crowded in the BVI, the charter capital of the universe. But when was the last time you were in Bequia or tried dropping the hook at Mayreaux's Salt Whistle Bay? They are packed during the season, too.

↑↓ DON'T FORGET THE TUSCAN ISLANDS

Latitude's counsel on where to charter was excellent.



COURTESY TUSCANY TOURISM

I would only consider adding a venue we enjoyed last summer — the Tuscan Islands of Italy and Corsica. The many ports were delightful, and the food and people most welcoming. The bonus of this cruise is the side trips in port, and the ability to loop in Rome or Florence for a visit en route.

Although just off the coast of Tuscany, Elba is, for the most part, quiet and peaceful.

John McNeill

Yankee, 52-ft Stone schooner
San Francisco

Readers — For those not familiar with the Tuscan Archipelago, it consists of seven islands — Gorgona, Capraia, Elba, Pianosa, Montecristo, Giglio and Giannutri. Elba is the largest, with about 32,000 residents. Montecristo has only two residents.

We spent a couple of nights at Elba when we cruised the Med with Big O in 1994. We wish we could have spent a couple of weeks.

↑↓ WE SAIL THE BAY FOR JUST \$3 A DAY!

With regard to the subject of boat partnerships, I started one 14 years ago on our Newport 30. We currently have a total of six partners. We've had great luck with our partnership, and many good times.

One of the keys to our success has been finding like-minded folks to join us. Our boat is a daysailer with some toys aboard. If we were to have a racer in the mix, it might make things difficult. All our partners are daysailers with some overnights here and there.

One of the things I like to tell folks we take sailing is that "We sail the Bay for \$3 per day." We each pay \$100 per month per partner. Heck, that's less than a cappuccino at Peet's.

With the Wanderer's situation and a more expensive boat, he may want to consider forming a corporation to protect himself. This is an area I don't know about, as our partnership was more casual. Good luck.

Craig Russell

Addiction, Newport 30
Emeryville, CA

↑↓ I'M NOW A PARTNER IN A SEAWIND 1000XL ON KONA

I've been in several boat partnerships here on the Big Island and only one didn't work out very well. It was completely due to my not knowing the owner of the boat very well. He had just the boat we wanted, so I threw in with him without being too careful. The partnership didn't end amicably, but we were able to keep the lawyers out of it.

The other two partnerships have worked out very well — probably because we all knew each other since childhood.

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- Chris O'Dell, Lagoon 38, 'Mayan Sol'

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LETTERS

There are currently four of us in a partnership on a Seawind 1000XL catamaran that lives in Kona at present.

I think it is critically important to know prospective partners very well. It would be good if you had previous dealings with them. It would also be good if you've sailed them offshore because, as *Latitude* knows, it's when sailing offshore that you really get to know who a person is like.

Jay Lambert

Sugar Magnolia, Seawind 1000EL
Honokohau, HI

↑↓ A GOOD EXPERIENCE AT MARINA CHIAPAS

Having read the piece in the April 8 *Lectronic* about officials in Chiapas giving an arriving foreign boatowner a hard time and costing him a lot of money — because they claimed boat owners have to cancel their TIPs each time they leave the country and get a new one each time they re-enter Mexico — I wanted to share our experience.

We own the Catana 47 *Green Flash* and had been doing term charters with her for six seasons in the Virgins and Leeward Islands. In mid-November last year, we stopped at Chiapas on the way home to Santa Barbara. We wanted to pass Chiapas, but had to wait for weather, so we ended up staying in Marina Chiapas for six days.

Our experience there was good, especially with Enrique and the Chiapas Marina staff. Even though we didn't arrive until midnight, they actually stayed around and helped us find the entrance.

The navy came early the next morning with a dog, inspected our boat, and filled out paperwork. We then checked in with Enrique at the marina, and he started the paperwork shuffle for us, as it was the boat's first time in Mexico. We had to check in with the port captain, then immigration to pay for our tourist visas and such. It took half a day because we had to go 30 miles or so to Tapachula to make the payments. It was a bit of a hassle, but no big deal.

Then we had to get our TIP at the Banjercito office, which was more than an hour's drive away. We got pulled over for drug inspections at kind of a strange roadblock, but it wasn't a big deal. When we got to the Banjercito, we had all the necessary papers. One big problem was that the officials at Banjercito didn't know much about boats, and they didn't speak English. Next time I would take someone who spoke Spanish fluently.

A second big problem was that our boat is owned by a company of which I am the sole owner. I had a partnership agreement, documentation, and a letter in Spanish stating that I was the captain and had authorization to operate the boat and check her into Mexico. We'd actually had the letter done in Costa Rica for their shuffle.

After about 90 minutes, we'd translated most of stuff the Mexican officials needed to understand, and they issued a TIP for our boat. The people at the Banjercito were very nice, but very rarely process smaller boats such as ours. But with patience and using my smart phone to help translate, we got it done.

Then it was back to the marina, where we started working on clearing out. The next morning the navy came back with a dog and did their inspection, we got the paperwork signed, and we were on our way. Overall, the marina and local people were super nice.

The town was rustic and the food was good. Enrique was great, but I think it has been tough for him because Puerto Chiapas is a commercial port and the Master of the Port doesn't know much about private boats, so he tries to treat

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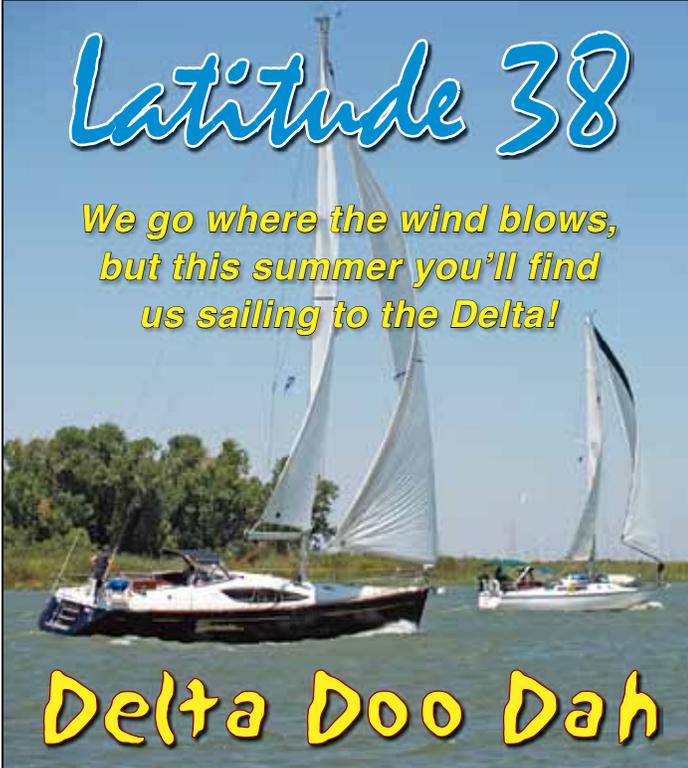
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LETTERS

them as if they were big commercial vessels.

Arthur McNary
Green Flash, Catana 47
Santa Barbara, CA

Readers — We don't have space to publish all the letters we received, but without exception Enrique, Memo and the staff at Marina Chipas got excellent reviews. Respondents raved about them. In addition, most boat owners — but not all — did not have paperwork issues.

↑↓ OLD-TIME SAILORS BELIEVED IN RECYCLING

In the 'old days' your chunks of old line would have been put to good use. In fact, there was a day set aside, usually a Sunday, when crews of old sailing ships would be put to work picking 'rope yarn' — that being the individual strands from which rope is made — from old, otherwise useless lines.



EASTERNYACHTS.COM

These were called 'Rope Yarn Sundays'. The bits and pieces of line were re-used in different ways, such as to make baggywrinkle. The threads themselves might be used for sailors to mend their clothes or might be woven into thicker strands to mend sails. Since there were no West Marines then, the sailors of old pretty much had to recycle and re-use everything they could.

If you get bored on a boat, you can always have a baggywrinkle party.

In more modern times, 'Rope Yarn Sunday' came to mean an unscheduled day off of work aboard US Navy ships. Since it most often occurred on Wednesday, and apparently still does, it was often called Rope Yarn Wednesday. But Rope Yarn Sunday could occur on any day of the week, as it was up to the discretion of the captain. Indeed, it was up to the captain if they had them regularly or even at all. Weather and what the ship was doing naturally also played a role.

When I was in the Navy in the late 1960s, we would spend a month or more at sea. The captain regularly granted Rope Yarn Wednesdays, which on our ship meant that you worked until noon and then had the rest of the day off — except, of course, for standing watches. I recall that these days were a welcome break in the routine. If the weather was nice, a lot of the crew gathered on the fantail to smoke, work on a bit of a tan, and BS.

As for using old docklines, I remember several times over the years using the Olson 30 *Little O's* old sheets to tie up *Latitude's* various photoboats. And getting chided by harbor masters and slip neighbors. "Never use sheets for docklines!" they'd say, usually after they'd had to retie one or more corners of the boat after the old jib sheet/dockline had chafed through. LOL.

John Riise
Lake Isabella

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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new beginnings on old wooden boats

No matter how hard you look in medical literature, you're not likely to find a chapter on the restorative effects of racing old wooden boats. But cancer survivor Jennifer Hinkel claims that the adrenaline-fueled thrill of blasting around the buoys was the perfect tonic for her as she transitioned to new life goals after battling Hodgkin's lymphoma as a teenager. Today, at age 34, she has recently launched the nonprofit Resilience Racing, with the goal of sharing the invigorating effects of racing — especially on classic wooden boats — with dozens of fellow cancer survivors.

"A lot of times after a person comes out of chemo or radiation, there's this kind of weird period: You've overcome this huge struggle, and you're now making a comeback, but you want that comeback to be into something new," explains Jennifer, who works as a consultant to health care providers. "Your priorities get realigned because you now have a different perspective on life. You've reached this goal of completing treatment, you're clear of cancer, and you ask yourself, 'What's next? How am I going to find happiness and inspiration in life again.'"

For Jennifer the answer was competitive sailing, and she's convinced it can have the same life-changing effect on others. Through Resilience Racing, she is currently recruiting both male and female cancer survivors to participate in race training aboard vintage 38-ft Farallon Clippers, with the target of competing in eight regattas this fall, including the Jazz Cup, Great Pumpkin, Jessica Cup and Leukemia Cup. Hopefully, the racing roster and number of participants will expand in future years.

Jennifer's purchase of the Farallon Clipper *Ouessant* in 2012 not only galvanized her new passion for classic yacht racing, but it introduced her to a new tribe. "I'm crazy bullish about wooden boats," she says. And that's no exaggeration. After a port-tacking plastic boat T-boned her beloved woodie on the starting line of last spring's Sausalito YC Women Skippers Regatta, the repair process became stalled by an as-yet unsettled lawsuit. But rather than swearing off racing and wooden boats, the spunky young skipper searched out a Farallon sistership. She found and purchased *Mistress II*, which was built for the legendary Aldo Alessio, who raced her to Hawaii and Tahiti. Although her interior was completely stripped when Jennifer bought her and she was practically sinking, *Mistress II* is now undergoing a minor refit, and probably will have run the course of the Master Mariners Regatta (May 23) by the time you read this. When *Ouessant's* repairs are finally finished, she'll double the capacity of Resilience Racing's training efforts.

"I'm hoping to recruit new people every year," says Jennifer, "and give them a little of the wooden boat passion that I feel." She sees a special connection between survivors and vintage woodies. "If you're the kind of person who's made a comeback in life, you have your scars, but you can still feel your 'authentic self' underneath. I think older wooden boats resonate with me and other survivors because they've been through their battles, but they are still this really special, beautiful thing."

See www.resilienceracing.org to learn more about this unique program. And look for *Mistress II* out on the water. With her varnished hull and reenergized crew, she'll be hard to miss.

— andy

sail & celebrate

Summer Sailstice, the global celebration of sailing, is observed on the Saturday closest to the summer solstice in the Northern Hemisphere, and that happens to coincide with the actual date of the solstice this year on June 20.

Anyone can organize an activity or rendezvous through the website, www.summersailstice.com, which is also where sailors go to register to win prizes. The site allows everyone to find an event



Jennifer Hinkel feels a special kinship with other cancer survivors, and she thinks she's found an ideal way to fast-track them into an uplifting and energizing new hobby.

BOTH PHOTOS COURTESY JENNIFER HINKEL

on the sailstice

near them. Events marked by a yellow pin are open to the public. Browsing the site you'll find all kinds of sailing from cruising to racing and tallships to dinghies.

The event began right here in the San Francisco Bay Area 14 years ago. Some local Sailstice events open to the public this year include Encinal YC's big celebration, which is free. A highly amusing wooden boat-building contest, live entertainment, new boats on display, *en plein air* painting, sailboat rides, and more are on the itinerary. Treasure Island Sailing Center, San Francisco's South Beach

continued in middle column of next sightings page

tahiti transpac 2016 seeks entries

Needless to say, members of Southern California's Transpac YC are currently focused on next month's L.A.-to-Honolulu race (which begins July 13). But they've also got another project on the back burner: a Los Angeles-to-Tahiti race in 2016.

First established in 1925, the 3,700-mile race from San Pedro's Point Fermin to Papeete's Point Venus is roughly 40% longer than the Hawaii Transpac. But the biggest difference between the two contests is that the Tahiti Race is generally half running and half reaching, with the vagaries of the equatorial doldrums (ITCZ) thrown in as the ultimate wild card.

In 2008, when the club decided to resurrect the long-dormant race, cosponsors at the Tahiti YC in Papeete initially had to root around in the clubhouse's dusty attic before finally locating the event's top prize, the Fritz Overton Memorial Trophy. That 2008 race drew four entries, with Doug Baker's Andrews 80 *Magnitude 80* setting a new

continued on outside column of next sightings page



SIGHTINGS

tahiti transpac — continued

course record: 11 days, 10 hours, 13 minutes and 18 seconds (roughly a 13.5-knot average). The 2012 race attracted only two entries, but both were impressive: Karl Kwok's Hong Kong-based Farr 80 *Beau Geste* took line honors, but two days later Steve Rander's Oregon-based Wylie 70 *Rage* corrected out to win — despite bow damage from colliding with a whale the night before her arrival. Neither boat broke the record.

Looking ahead to next year, Race Committee Chair Dave Cort says, "Transpac has received several inquiries from interested sailors about another race." Entry info and the official Notice of Race will be available soon at www.transpacyc.com. Although a start date has not yet been announced, the nearly 4,000-mile sprint is expected to begin in mid-June 2016. Marks along the way? There aren't many: After the start off Pt. Fermin, simply leave Catalina and the Tuamotu archipelago to port.

— andy

sailstice

YC and Moss Landing's Elkhorn YC are among organizations running races. Many sailing schools and charter businesses will offer open houses or special sailing opportunities.

The Sausalito Community Boating Center at Cass Gidley Marina will screen two locally-produced sailing movies in Dunphy Park: *Racing With Copepods* and *Cape Horn Passage in Schooner Wander Bird*. "Yes, we are crazy enough to show an outdoor movie on the longest day of the year! The more time for some live music and dinner before the show starts," reads their post.

In Ventura, Pierpont Performance



Seen here preparing to transit the Panama Canal in March, Steve and June Jones have spent a lifetime adventuring under sail, in addition to raising a family.

— continued

Sailing is hosting a free, weekend-long Weta Training Camp. They can set you up with one of the small, one-design trimarans if you're not a Weta owner.

Apparently, you don't even need water to sail — the Wind Seekers are hosting an event near Austin, NV, on Smith Creek, a dry lake bed where land-sailors race around in their carts.

"We really want to make people aware of just how accessible sailing is," said Travis Lund of TISC and SailSFBay. The latter organization has gathered together a list of Bay Area Summer Sailstice events at www.sailsfbay.org.

— chris



LATITUDE / ANDY

still sailing after all these years

Given the fact that Panama is one of the world's great nautical crossroads, it's not at all surprising to run into sailors from your home waters there. Such was the case in March when we bumped into June and Steve Jones, who have roots in both Sausalito and St. Thomas, as does this writer. At the time, they were preparing their Perry 42 *Windrose* for a westbound Panama Canal transit, to be followed by a long sail back to the Bay Area in order to witness the birth of their second grandchild. Next year they hope to 'jump the puddle' to French Polynesia, then complete a voyage to New Zealand that began 40 years ago when Steve and June were "young and immortal," as they put it.

Back in the early 1970s every wide-eyed young person seemed to have been smitten by wanderlust. Thousands backpacked around Europe and India back then, but on the West Coast some young sailors heard the call of the Pacific. While living and working in Sausalito, Steve and June acquired the 50-ft wooden tug *Sea Giant*, a legendary Prohibition-era rum runner, converted her to a ketch-rigged sailboat, and, in 1973, took off for Hawaii. They were both 25. The scene in Lahaina was extremely hip and colorful, with kids arriving on small, funky boats and David Crosby holding frequent jam sessions in a local bar. One of the only bummers was when Ken Kesey's immaculate schooner *Flying Cloud* wound up on a reef and was destroyed.

After six months there, Steve and June crossed to the Marquesas. "There were barely any roads," recalls Steve. "Even in Nuku Hiva there were only one or two cars." After touring Tahiti, they returned to Hawaii, and later, to Sausalito, having decided they needed a smaller boat.

In 1976 they heard about a fine English Gauntlet yacht named *Syrinx*, and went to England to buy her. Their inaugural cruise to warmer latitudes — in the dead of winter — was a wild one. Although they took off during the best weather window there'd been in weeks, conditions soon got ugly. "We were running down 20- to 25-foot seas with 50 knots of wind almost all the way down to Madeira," Steve remembers. They eventually crossed to Barbados, then sailed up to St. Thomas, in the US Virgin Islands, where Steve, an accomplished woodworker, easily found work. To this day, that island is a second home to them, and at least one of their two sons was born there.

Back in the day, they won the St. Thomas Rolex Regatta twice on their Pearson 30 *Surprise*, racing alongside legends of the Caribbean sailing scene such as Rudy Thompson, John Foster, Pat and Nick Bailey and Peter Holmberg. During the '70s and early '80s, in addition to doing boatwork and helping out at St. Thomas YC, Steve often delivered boats to the islands, including bareboats for industry pioneer Dick Avery. But the wildest delivery was of Thompson's lightweight Pearson Flyer, *Cold Beer*, down from the States one winter. "Twenty-four hours out we were hit by 35-knot winds and literally planed under bare poles all the way to Bermuda," says Steve. (His brother-in-law was washed overboard, but was quickly retrieved via his tether.)

Steve and June could easily fill a book with their adventures. Although these days, as they are both 67, they try to keep the white-knuckle experiences to a minimum. Since buying *Windrose* in Florida nearly five years ago, they've cruised from Maine to Grenada, spending winters in the Bahamas, the Exumas and the Virgins, where Steve helped run races for the St. Thomas YC. When we met these salty Sausalitans, they were looking forward to getting back to the Bay Area to reconnect with family and friends. But the unfinished business of sailing to New Zealand still lingers.

— andy

maxi revolution

With the unpopular and, some would say, nonsensical decisions to move the America's Cup from San Francisco to a tiny island in the Atlantic, while making the boats a third shorter, a maxi-multihull

continued on outside column of next sightings page

revolution — continued

revolution rooted on the West Coast was the last thing that many yacht racing enthusiasts and sailors expected a year ago. But its here and its real.

MOD70 hull #2, named *Orion*, has been based in the Bay for a couple of years now, part-time California resident Lloyd Thornburg has purchased the now all-conquering MOD70 *Phaedo 3*, and Ryan Breymaier has teamed up with Renaud Laplanche, CEO of SF-based Lending Club, to campaign the 105-ft VPLP trimaran *Lending Club 2* (ex-*Groupama 3/Banque Populaire VII*) for a season, while unverified rumors suggest that another MOD70 may soon be on its way to Southern California.



CARLO BORLENGHI / ROLEX

Manouch Moshayed's SoCal-based 'Rio 100' will be on the Transpac starting line next month.

Add to this a couple of hot ORMA 60s making their way to SoCal and the Great Lakes, and the blue-blazer establishment's long-held resistance to multi-hulls is falling by the wayside as big, fast trimarans have taken hold, and are now dominating all over the country.

While offshore multihull sailing is exploding, their monohull brethren are also benefitting from the growth as the global financial crisis wanes. Entries in the quadrennial Transatlantic Race from Newport to Cowes are up by more than 50% over 2011, and include Jim Clark's VPLP 100 *Comanche* and George David's new Juan K-designed *Rambler 88* (as well as *Phaedo 3*). Here California, Manouch Moshayed's recently modified and rebuilt Bakewell-White-designed *Rio100* will attempt to win the coveted barn door trophy in next month's Transpac (for fastest non-canting keel monohull), while the legendary *Wild Oats XI* and the recently re-hulled *Ragamuffin 100* are both on their way up from Down Under to compete in that biennial Los Angeles-to-Honolulu classic.

With many of the fastest boats in the world converging on both coasts of this great nation — while they're all still newish and relevant — nearly every major ocean sailing record in the US has been placed on the endangered list. The first one to fall was Steve Fossett's long-standing Newport-to-Bermuda record on *PlayStation*. As reported here last month, sailing the legendary 635-mile-long course from Castle Hill Lighthouse to Kitchan Shoal in under a day, *Lending Club 2* set the new mark at an incredible 23 h, 9 m, sustaining an average speed of 27 knots and knocking a staggering 15 hours off of Fossett's record! Two years ago, Breymaier and company barely missed setting a new Transpac record in the original *Lending Club*, a turbo'd and lengthened ORMA 60. They barely missed the record as a result of repeatedly hitting tsunami debris that damaged multiple foils. This year, with a newer, bigger tool to get the job done, *Lending Club 2* should easily break Bruno Peyron's 18-year-old record of 5 d, 9 h, 18 m, set aboard the 86-ft *Commodore Explorer* — barring another disaster or fluky conditions. Add this to *Lending Club 2*'s recent Cowes-Dinard English Channel record, and it could be a 2015 hat trick for *LC2*!

Wild Oats XI's unique, highly-optimized, narrow-hulled, canting-keeled configuration makes her a favorite to break the Transpac's current monohull record of 5 d, 14 h, set by R/P 100 sistership *Alfa Romeo II* in 2009, while *Comanche* has put a bounty on *Mari Cha IV*'s 12-year old transatlantic record of 6 d, 17 h, 52 m.

Larry Ellison and Russell Coutts can have their beach cat regatta in Bermuda. With the fastest boats on the planet — both mono- and multihulled — making their way to American shores, these are the glory days and the best is yet to come.

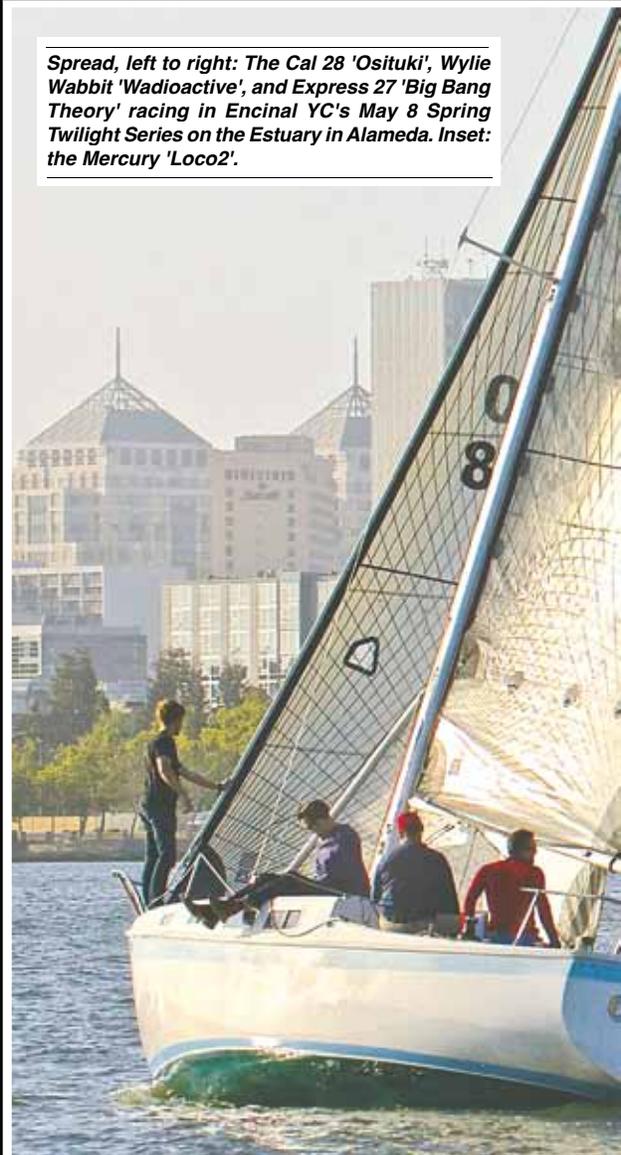
— ronnie simpson

latitude 38

Doo Dah, Ta-Ta, Ha-Ha? Sounds like the ramblings of a two-year-old, right? But those are actually the abbreviated names of three extremely popular *Latitude 38* sailing rallies, all of which take place in the next six months. The whimsical nature of their names was meant to convey that each is focused on fun — responsible fun, that is. Here's an update on each:

Delta Doo Dah — As of press-time, the summer-long, laid-back Delta Doo Dah rally had 48 boats signed up. Doo Dah participants are encouraged to enter the June 6 Delta Ditch Run — register for both and you're doing the 'Doo Dah Ditch Run'. The Ditch Run is a 67-mile race, with a cruising division, from Richmond YC to Stockton Sailing Club followed by shoreside festivities on Saturday night

Spread, left to right: The Cal 28 'Osituki', Wylie Wabbit 'Wadioactive', and Express 27 'Big Bang Theory' racing in Encinal YC's May 8 Spring Twilight Series on the Estuary in Alameda. Inset: the Mercury 'Loco2'.



SPREAD & INSET: FRED FAGG

rally updates

and Sunday. The Doo Dah will celebrate Summer Sailstice on June 20 with Tiki Lagun Resort, joining the marina's tenants for a Saturday evening potluck. For details, see www.deltadoodah.com. Entry in the Doo Dah is free and open until August 28.

SoCal Ta-Ta III — Running from September 13 to 19 this year, the Ta-Ta is a one-directional rally from Santa Barbara to Catalina that serves as a great intro to the cruising lifestyle. With relatively short legs between overnight anchorages, no night sailing is required. The event's nickname, Reggae Pon 'da Ocean, implies a fun and festive vibe throughout, and there will be several parties along the way.

Due to space constraints in several

continued in middle column of next sightings page

the littered path to shanghai

Normally, one of the rewards of offshore sailing is the opportunity to savor the natural world around you, unspoiled by the influences

of man. But that hasn't been the case for Giovanni Soldini and his international crew aboard the VOR 70 *Maserati*, who were in the middle of the North Pacific as we went to press, attempting to set a new official benchmark time for the old China tea clipper route from San Francisco to Shanghai. "We're sailing in a plastic sea with two typhoons on our route," he wrote May 14.

"We are seeing a lot of buoys, bits of rope and line, cellophane, car tires, bits of netting, huge black plastic balls — a myriad of different plastic stuff weathered by sun and sea and now accompanying us

continued on outside column of next sightings page



JEN EDNEY / MASERATI

Soldini and a fellow crewman wave 'arrivederci' as 'Maserati' heads for China. Along their route they would witness gut-wrenching mid-ocean pollution.



SIGHTINGS

littered path — continued

around the high-pressure area." At the time of that report, the theoretical edges of the infamous North Pacific Plastic Garbage Patch lay a few hundred miles to the north of Maserati's position. But, as Soldini wrote, "clearly its edges are pretty blurred... Last night, it took us a good couple of hours to free up the port rudder from a floating plastic line.

"Witnessing such a devastating spectacle gives you a very sad feeling of powerlessness and resignation," Soldini added. "... Is this the true face of progress? Is this what awaits us? Seas filled with plastic, dead and poisoned fish and birds? Perhaps instead of focusing solely on our technological future, we need to invest our resources in defending the planet's resources from ourselves."

Giovanni Soldini has sailed in all the world's oceans, and probably thought he had seen it all before sailing into the North Pacific's colossal Garbage Patch. He was obviously deeply affected by the experience.

You can follow *Maserati's* progress toward Shanghai at the website: maserati.soldini.it.

— andy

rally update

anchorage, the Ta-Ta can only accept 50 entries, and at press time there were 40, so don't procrastinate.

The event is open to boats of 27 feet or longer, that were built, equipped and maintained for offshore sailing. Sorry, no singlehanders. The entry fee is \$270 per boat. Details and registration at: www.socaltata.com.

Baja Ha-Ha — Now in its 22nd year, the Ha-Ha is a 750-mile cruise from San Diego to Cabo San Lucas with stops along the way at Bahia Tortugas and Bahia Santa Maria — both well-protected natural anchorages.

For many, the Ha-Ha serves as the inaugural step into a new lifestyle of full-time cruising, while others view it simply



With her one-year long-stay visa in hand, Sylvia Stompe is a happy gal. She and Barry may not actually spend all 12 months in French Polynesia, but it's sure nice to have the option to do so.

SPREAD AND LEFT INSET LATITUDE / ANDY

— continued

as a refreshing two-week getaway from the same old same old. In normal circumstances the course is downwind, down-current and down-swirl. Nevertheless, this is serious offshore voyaging requiring overnight sailing on all three legs.

Open to ocean-ready boats of 27 feet or longer. No singlehanded. The entry fee is \$375 (\$325 if the owner's age or the boat's length is under 35). Entry deadline is September 15 at www.baja-haha.com.

There are parties before, after and during the pit stops, and a great sense of camaraderie invariably develops within the fleet. You might find a ride for any of these rallies via the *Latitude* Crew List at: www.latitude38.com.

— chris & andy



INSET COURTESY IOLANI

a long stay is the better way

For most cruising sailors, a visit to the islands and atolls of French Polynesia is high on their must-see list. But unless North Americans make special arrangements *in advance* of their arrival, they will only be given 90 days to explore the French Overseas Territory's five archipelagos — an area larger than Western Europe. So before heading west, savvy sailors like Sylvia and Barry Stompe of the Sausalito-based Hughes 48 *Iolani* wisely made the effort to apply for 'long-stay' visas of six months to a year from a French Consulate or Embassy.

Sylvia and Barry had been cruising in Mexico since last fall, but they wisely decided to invest the time and *dinero* to fly home to San Francisco and submit their application in person, as is required. Three weeks later they got an email stating that their visas were ready to pick up. That meant another trip back to the US for one of them, but when they made landfall in the Marquesas last month with one-year visas in hand, they took comfort in knowing they could island-hop through these dreamy islands at a leisurely pace, while many of their fellow Pacific Puddle Jumpers would be forced to rush. (An application checklist for long-stay visas in French Overseas Territories can be found here: <http://tinyurl.com/kk8hh3p>).

Mainstream tourism in French Polynesia declined dramatically during the recession, but there was no slowdown in the number of international cruisers that arrived each spring — and it appears that various government agencies noticed. After all, unlike resort guests who mostly stay on-site, cruisers infuse money into the local economies of every island they visit, whether large or small, and no matter how sparsely developed.

A few months ago a law was changed so that foreign boats can now stay for three years (up from 18 months previously), and a new marina has just been completed in the heart of downtown Papeete.

According to Sylvia, the staff at San Francisco's French Consulate could not have been more helpful and professional. And we hear similar things about the French Embassy in Panama, where many Puddle Jumpers apply for visas. In fact, as an indication of how welcoming French authorities in Panama are toward cruisers, French Ambassador France Philippe Casenave made time to attend our PPJ Sendoff Party last March at the Shelter Bay Marina — on a Saturday!

— andy

resurrected vestas returns to vor

By the time that you read this, the Volvo Ocean Race (VOR) fleet should have arrived in Lisbon, Portugal, after racing 2,800 nautical miles across the Atlantic from Newport, RI (Leg 7). Six boats would have arrived at the Portuguese capital, but seven are expected to depart June 7 on Leg 8, a 647-mile hop to Lorient, France, with the return of the rebuilt Team Vestas Wind and skipper Chris Nicholson.

Absent from the race since plowing into a reef in the Indian Ocean during the second leg from Cape Town to Abu Dhabi, the Danish VO65 was salvaged and shipped to the Persico Marine boatyard in Bergamo, Italy, for her resurrection. Combining a new hull, mast and appendages with much of the original deck, sails, hardware and electronics, the new *Vestas Wind* has been rebuilt under the close and watchful eye of race measurers who have strictly controlled every aspect of the rebuild to keep the



BRIAN CARLIN / TEAM VESTAS WIND

Last November the bottom was ripped out of Team Vestas Wind's VO 65 when she hit a mid-ocean reef. Amazingly, she has been completely rebuilt.

continued on outside column of next sightings page

vor — continued

boat one-design compliant. While most of the boat is new, most of the crew is not, seeing just two changes: After his now-notorious grounding, 'Wouter the router' has been 86'ed and replaced by two-time VOR veteran and famed Sydney Hobart navigator Tom Addis. Aussie bowman Tom Johnson has left the team to join his fellow countrymen at Oracle Team USA, being replaced by Dutch sailor Simeon Tienpont.

While Team Vestas has been busy racing against the clock to be ready for the Lisbon stopover, the rest of the fleet has continued to maintain their previously unthinkable level of parity and competition with ultra-close finishes becoming the norm rather than the exception. When the fleet sailed into Newport, RI, the leaders were again within eyesight after more than two weeks of close and intense racing from Brazil with the re-masted Dongfeng Race Team nipping race leader Abu Dhabi to the line by just three minutes. Brunel and MAPFRE finished third and fourth while hometown favorite Alvamedica lost out as a result of a gutsy attempt to own the west side of the racecourse and its more favorable current through the nonexistent doldrums, ultimately finishing fifth. The girls of Team SCA assumed their usual place at the back of the pack to finish sixth, despite crossing the equator first and showing arguably their best boat speed of the entire race during the first week out of Brazil.

While Newport would seem the logical place to host the American stopover during a big round-the-world race like the VOR, this was actually the first time that the Volvo Ocean Race or Whitbread before it had ever visited the small waterside town that represents the beating heart of East Coast yachting. By all accounts, the stopover was a huge success and well worth the 42-year wait before it stopped there. Official attendance numbers easily topped 100,000 fans through the village during the two-week stopover, with tens of thousands present on the afternoon of the Leg-7 start. So successful was the stop that race officials have bent the normal rules to give Newport every opportunity to become the American stopover for the next edition of the race as well.

During in-port racing, the Spaniards on MAPFRE held off a rejuvenated Dongfeng Race Team for the win, only to motor into a submerged rock on the way back to the dock. Vestas-related jokes ran rampant on social media, but damage was minimal. The few scrapes on the keel bulb were faired out with underwater epoxy, which should last until a more permanent fix can be accomplished in Lisbon.

— ronnie simpson

akela rebranded & back in the hunt

The various names of the 77-ft sled most recently known as *Akela* adorn a long list of trophies, and she's primed to collect more. Reichel/Pugh Yachts of San Diego designed the sled, and Jim Betts built her in Truckee in 1997. In 2000 she smashed the Middle Sea Race course record by eight hours and the Cape Town to Rio record by 1 d, 22 h, as *Zephyrus IV*. In '01 she won Block Island Race Week and took line honors in Marblehead to Halifax as *Bright Star*.



SERGEI ZAVARIN

The famous R/P 77 'Akela' will campaign again under the name 'Zephyrus'.

Bright Star.

She was eventually donated to the Sea Scouts, renamed *Scout Spirit*, and sailed out of the Newport, CA, area. Bill Turpin chartered her from the Scouts for several years and liked her so much that he bought her in 2008 and gave her a complete overhaul. Named *Akela*, the speedy sloop won many races for Turpin and skipper Ian Klitza, including: first overall and

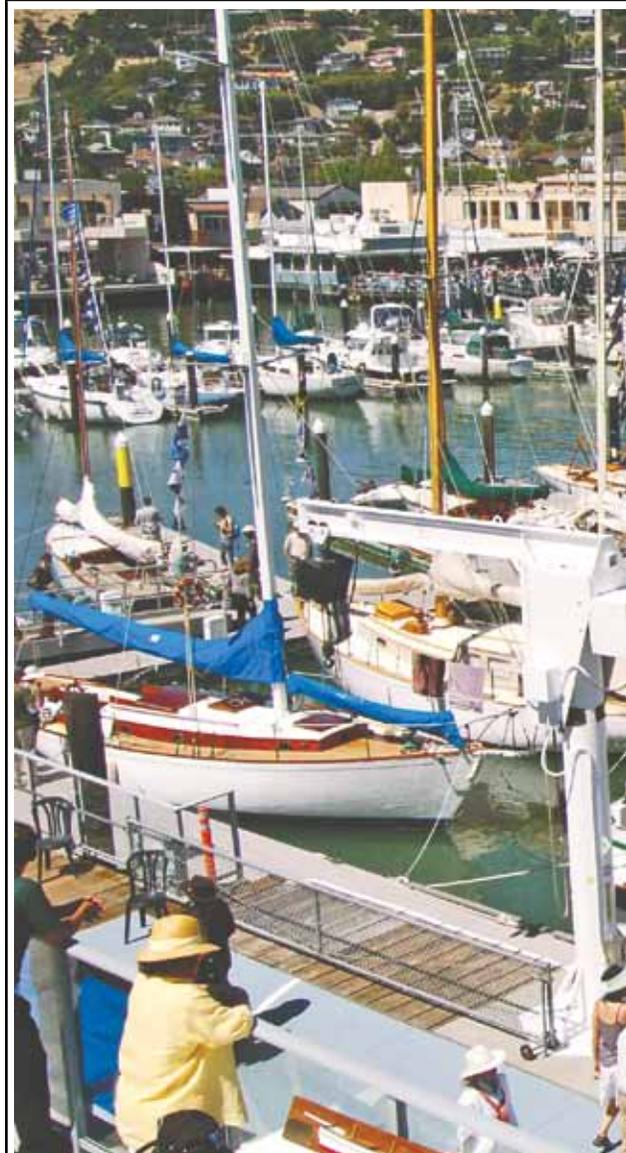
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wooden boats

If you live on the West Coast, you've probably got wooden boats on the brain right about now. If not, here's why you should.

The Master Mariners Regatta graced San Francisco Bay the weekend before this issue came out. If you missed that one, you still have SFYC's Great San Francisco Schooner Race to look forward to on June 13. See www.sfyc.org.

SoCal sailors get their turn on Father's Day weekend, June 20-21, when the 25th annual San Diego Wooden Boat Festival occupies the Koehler Kraft boatyard on Shelter Island. A benefit for Challenged America, this show will feature classic vessels, free steamboat rides, a photo museum, vendor booths, live music, and activities for kids. For more details, go to



LATITUDE / ANDY

galore

www.sdwoodenboatfestival.org.

Then the Master Mariners gang will be back, filling up Corinthian YC's harbor in Tiburon on June 28 for a Wooden Boat Show with model boat building for kids, live jazz, and plenty of fine vessels to ogle. Proceeds go to the Benevolent Fund. The show is open to the public from 10 a.m. to 4 p.m. Admission is \$20; youngsters under 12 get in free but must be accompanied by an adult. Find out more at www.mastermariners.com.

Readers in the Pacific Northwest need not feel left out, but they will need to wait until September for the Port Townsend Wooden Boat Festival on the 11th through 13th of that month. Details are already available at www.nwmaritime.org.

— chris

akela — continued

first in class in the '08 Rolex Big Boat Series, first overall in the '08 Newport to Ensenada Race, first in class at the '08 MEXORC, line honors in the '10 PV Race (setting a new record), line honors and in the '10 Spinnaker Cup (another record), and line honors in the '11 San Diego to Cabo Race.

After Turpin's year-long attempt to sell *Akela* was unsuccessful, he donated her last September to the Pacific Harbors Council of the Boy Scouts, and the Council's rep John Skoriak moved her to Sausalito last October. "*Akela* was in excellent shape; not tired, old, worn out or outdated at all. The donation included a 40-ft container full of gear and also the storage cradle."

Four months later, he found a qualified and experienced charterer, L.A. attorney Damon Guizot. "This is a great arrangement for our youth sailing programs," says Skoriak, "and a portion of the charter proceeds were shared with Call of the Sea, Schooner *Seaward* and the Educational Tall Ship project."

Look for the sleek R/P 77 on the starting line of the Transpac next month emblazoned with her original name, *Zephyrus*, minus the *IV*.

— chris



Take it from little Benjamin Lindsey, wooden boat shows are cool. Seen here is the Master Mariners show at Corinthian YC.

INSET LATITUDE / ANNIE

THE YIN AND YANG

Although Bay Area racers enjoyed a sunny, delightful and quick but moderate race to Vallejo on May 2, the race back on May 3 tuned into an ordeal that just had to be endured. Saturday's starts on the Berkeley Circle went off like clockwork. After a short leg to a windward mark, 133 boats were off on a pleasant race to Vallejo Yacht Club.

Spinnakers slowly began appearing, and once they blossomed most stayed up all the way to the Mare Island Strait entrance, where a jibe around a mark was quickly preceded or followed by a douse to 'white' sails. Playing the big, shifty puffs up the river to the finish

"Imagine six hours of riding a bucking bronco through a car wash."

required vigilant main and jib trimming.

Daniel Thielman's R/P 44 *Tai Kuai* finished first, at 1:18. Thielman reported no parking lots. "It was the first time I can remember that there was no 're-start'," he said.

"It was extremely stressful leading the fleet to Vallejo, because we were on the leading edge of the breeze the entire way. We never saw more than 12 knots of breeze, and every time we looked back the fleet was gaining on us."

This year's party at VYC was simpler than in recent years, with the band playing indoors and a spaghetti feed prepared by club volunteers and served

The Inter 20 'Inter the Dragon' jibed its way through the bigger monohulls.



outside in a tent. The club awarded special Great Vallejo Race hats to all the first-place finishers on Saturday.

After the band quit at midnight, the ominous shuddering of wind gusts dominated the soundtrack of the night, a prelude to Sunday's race to San Rafael.

Forecasts called for 15 knots of breeze all afternoon on Sunday. The reality was more than twice that, with a persistent overcast, resulting in hypothermic crew, busted gear, and even a dismasting.

Playing the puffs in Mare Island Strait again required vigilant main and jib trimming. Boats that carried #1 genoas to San Pablo Bay soon changed down to smaller #3 jibs.

What's worse than the summertime chop in the Central Bay? The square waves on San Pablo Bay. They go on and on for hours, fetched up over long distances. It would have been worse in an ebb though — at least the wind and water were going the same direction.

The Islander 30-II *Antares* lost the rig in San Pablo Bay, before they'd even come to the worst of the conditions, which really got bad at Point Pinole. A couple of competitors alerted the race committee to the Islander's plight. A crash boat went over to check on the crew, who said they were OK and left under their own power to motor back to Berkeley.

One entry dropped out when their roller furling jib blew up. Another boat, which finished under jib only, suffered a

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED



big horizontal tear in the Kevlar main, just above the second reef point.

Elisa Williams, crew on the Express 27 *Current Affair*, said it best: "Wow, that was a wet and bouncy day. For any landlubbers wondering what it was like, imagine six hours of riding a bucking bronco through a car wash, and then every half hour or so you have to pull on/let off ropes and rapidly scale a wall to save yourself from drowning. I'm going to be shaking the salt out of my ear canals for days. There are times when it doesn't seem completely rational to enjoy sailing so much."

Tai Kuai had a better time of it, finishing first at 2:43 and keeping first place on corrected time. "Our tactician (Seadon Wijzen) had us hitting every puff as we worked our way down the Napa River in fluky breeze," Thielman told us.

"We had our division thoroughly beaten by the time we turned the corner into San Pablo Bay, and then it was about picking off the rest of the fleet. The only thing holding *Tai Kuai* back was depth, because with 11 feet of draft we could not get into the shallow water for the best current relief. We were locked in, going upwind at 8.5 knots through

OF THE GREAT VALLEJO RACE



The very competitive Express 37 start. 'Mud-shark', on the far right, would roll the fleet to leeward.

the water. It took the whole race course, but we passed the final boat about 300 yards from the finish."

— *latitude/chris*

YRA GREAT VALLEJO RACE, VYC (Sat., 5/2)

PHRF 1 — 1) **Double Trouble**, J/125, Peter Krueger; 2) **Tai Kual**, R/P 44, Daniel Thielman; 3) **Deception**, SC50, Bill Helvestine. (6 boats)

PHRF 2 — 1) **Zamazaan**, Farr 42, Greg Mullins; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Tiburon**, SC37, Steve Stroub. (8 boats)

PHRF 3 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Q**, Schumacher 40, Glenn Isaacson. (7 boats)

PHRF 4 — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Red Cloud**, Farr 36, Don Ahrens; 3) **Jarlen**, J/35, Robert Bloom. (9 boats)

PHRF 5 — 1) **Hoot**, Olson 30, Andy Macfie; 2) **Carmelita**, Catalina 42, Christian Lewis; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (6 boats)

PHRF 6 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Chimera**, Little Harbor 47, Grant Miller; 3) **E Ticket**, Beneteau Morrin, Noble Griswold. (10 boats)

PHRF 7 — 1) **Shut Up and Drive**, J/24, Val Lulevich; 2) **Brandy**, Farr Half-Ton, Jeff Christle;

3) **Queimada**, Catalina 34, David Sanner. (10 boats)

PHRF 8 — 1) **Zeehond**, Newport 30 MkII, Donn Guay; 2) **Antares**, Islander 30-II, Larry Telford; 3) **Achates**, Newport 30-2, Robert Schock. (8 boats)

PHRF 9 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 3) **Ringer**, Cal 2-27, Gary Cicerello. (5 boats)

SPORTBOAT 1 — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Rufless**, Melges 32, Rufus Sjoberg; 3) **Abracadabra**, Antrim 27, Ian Chamberlain. (5 boats)

SPORTBOAT 2 — 1) **Run Wild**, Wylie 24, Andrew Hura; 2) **Red Boat**, Open 6.50, Charlie Watt; 3) **Go211**, Melges 24, JC Raby. (6 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Bullet**, Laurence Baskin. (7 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman; 2) **Tequila Mockingbird**, Matt Krogstad; 3) **Abigail Morgan**, Ron Kell. (14 boats)

J/105 — 1) **Advantage 3**, Pat Benedict; 2) **Swell**, Kurt Jordan; 3) **Blackhawk**, Kristin Simmons. (7 boats)

CAL 40 — 1) **Azure**, Rodney Pimentel; 2) **Green Buffalo**, Jim Quanci; 3) **Nozomi**, Robb Walker. (5 boats)

SF 30 — 1) **Tartanic**, Tartan Ten, Robert Lanzafame; 2) **Bay Loon**, J/29, Grant Harless; 3) **Shameless**, Schumacher 30, George Ellison. (5 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Califia**, Islander 36, Tim Bussiek; 3) **Alpha**, Sonar 23, John Wallace. (7 boats)

SHORTHANDED — 1) **The Mighty Windsong**, Marieholm Folkboat, Paul Harris; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Kynntana**, Freedom 38, Carliane Johnson. (4 boats)

MULTIHULLS — 1) **SmartRecruiters**, Extreme 40, Jerome Ternynck; 2) **Adrenaline**, D-Class cat, Bill Erkelens; 3) **Vamonos**, Sig 45, Tom Siebel. (4 boats)

OVERALL — 1) **SmartRecruiters**; 2) **Adrenaline**; 3) **Vamonos**; 4) **Inter the Dragon**, Inter 20, Travis Vetter; 5) **Run Wild**; 6) **Red Boat**; 7) **Triple**

A parade of spinnakers old and new is a staple of any good race to Vallejo. The red and white-striped one belongs to the J/29 'Bay Loon'.



THE YIN AND YANG



The J/88 'Acqua Veloce' and Olson 911S 'Elusive' pass the less industrial part of Mare Island in the home stretch on Saturday.

Play, F-31, Richard Keller; 8) **Go211**; 9) **Arcadia**; 10) **Arch Angel**. (133 boats)

YRA GREAT VALLEJO RACE, VYC (Sun., 5/3)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman; 2) **Bodacious+**, 1D48, John Clauser; 3) **Deception**, SC50, Bill Helvestine. (5 boats)

PHRF 2 — 1) **Zamazaa**, Farr 52, Greg Mullins; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Trex**, Beneteau Sunsail F40, Ted Elliott. (5 boats)

PHRF 3 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Jeannette**, Frers 40, Henry King. (6 boats)

PHRF 4 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Jarlen**, J/35, Bob Bloom; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp. (8 boats)

PHRF 5 — 1) **Carmelita**, Catalina 42, Christian Lewis; 2) **Marrakesh**, Express 34; Craig Perez; 3) **Hoot**, Olson 30, Andy Macfie. (4 boats)

PHRF 6 — 1) **E Ticket**, Beneteau 38, Noble Griswold; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (7 boats)

PHRF 7 — 1) **American Standard**, Olson 25, Bob Gunion; 2) **Pretty Penny**, Mull 30, Bruce Sinclair; 3) **Shut Up and Drive**, J/24, Val Lulevich. (9 boats)

PHRF 8 — 1) **Achates**, Newport 30-2, Robert Schock; 2) **Neja**, Dasher, Jim Borger; 3) **Siento el Viento**, C&C 29, Ian Matthew. (7 boats)

PHRF 9 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Green Dragon**, Cal 20, Marcus Choy; 3) **Tchoupitoulas**, Santana 22, Stephen Buckingham. (3 boats)

SPORTBOAT 1 — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Abacadabra**, Antrim 27, Ian Chamberlain; 3) **Rufless**, Melges 32, Rufus Sjo-

This page, clockwise from top left: the J/105 'Racer X'; the Cal 40 start; 'Tartanic' and 'Shanti' at the Richmond Bridge; Nathan Bossett on the Express 27 'Elise'; 'Elusive' enters the VYC harbor; the crew of this Express 34 would still be working on their wrap from hell in the raft-up; relaxing in the sunshine post-race; Tom Siebel's Sig 45 cat 'Vamonos' took the Brothers to starboard.



OF THE GREAT VALLEJO RACE

berg. (4 boats)

SPORTBOAT 2 — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Salsa**, Ultimate 20, David Krausz. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Bullet**, Laurence Baskin; 3) **Spy vs. Spy**, Brendan Busch. (6 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Peaches**, John Rivlin; 3) **Tequila Mockingbird**, Matt Krogstad. (13 boats)

J/105 — 1) **Blackhawk**, Kristin Simmons; 2) **Advantage 3**, Pat Benedict; 3) **Lightwave**, John Robison. (7 boats)

CAL 40 — 1) **Redhead**, Walter Smith; 2) **Nozomi**, Robb Walker; 3) **Green Buffalo**, Jim Quanci. (5 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Plus Sixteen**, Olson 911, Paul Disario. (4 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Zingara**, Islander 36, Steve & Jocelyn Swanson; 3) **Seascape**, Ericson 32-3, Michael Bender. (5 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Rio**, SC27, Thomas Faraola; 3) **Kynntana**, Freedom 38, Carliane Johnson. (3 boats)

MULTIHULLS — 1) **Triple Play**, F-31, Richard

The crew of 'Tai Kuai' celebrated at VYC.

Keller. (1 boat)

OVERALL — 1) **Tai Kuai**; 2) **Encore**; 3) **Triple Play**; 4) **Bodacious+**; 5) **Zamazaan**; 6) **Golden Moon**; 7) **Quiver**; 8) **Deception**; 9) **Red Cloud**; 10) **Bullet**. (106 boats)

Full results at www.jibeset.net

This page, clockwise from top left: Jason and Dan from 'Tai Kuai' at the party; Steve Katzman of 'Dianne' won a hat; the Ohashi 52 'Leglus' and 'Tai Kuai' at the start on Sunday; Grant Miller's Little Harbor 47 'Chimera'; the Melges 24 'Insolent Minx'; 'Antares' lost her mast in San Pablo Bay; a display of trophies in the raft-up. Center: Only a few boats tried spinnakers at the reachy start.



TAI KUAI



SLACKWATER SF



A BRIEF (MOSTLY) SAILING HISTORY

It's hard to imagine what the Bay Area, or the world, would be like without sailing. Before there were trains, trucks or even decent roads, people and goods got to far-flung places by sailing ship. And the course of history often pivoted around where and when they got there. Think about it: In the big picture, from



HISTORY.COM

Long before being knighted, English privateer Francis Drake anchored at present-day Drake's Bay.

the decks of sailing ships, trade routes were established. Continents were discovered. Empires formed, flourished and fell. Wars were won or lost, and the fates of nations decided. Heady stuff.

Since we're believers in that old adage that you can't really appreciate the present without knowing

a bit of the past — and San Francisco Bay has one heck of an interesting past — we've put together this brief timeline of the sailing-related history of the Bay Area (along with some non-sailing stuff that occasionally ties in). None of it will make you a better sailor, but we can guarantee a few laughs, and that you'll learn some things that will be extremely useful if you ever end up on *Jeopardy*. At the very least, we hope it will give you a renewed appreciation of the great sailors and colorful characters in whose wakes we sail.

This month, we'll take you up through the 1800s. Next month, the 1900s to present day.

1542-1595 — Juan Rodriguez Cabrillo, Francis Drake and other 'celebrity'

During the Gold Rush, hundreds of ships were abandoned in Yerba Buena Cove, site of the present day Embarcadero.

explorers sail the West Coast, claiming various parts of it for their respective kings and queens. In 1542, Cabrillo gets as far as present-day Jenner and claims the whole West Coast for Spain. In 1579, Drake sails into present-day Drake's Bay and puts dibs on it for England. A decade and a half later, Sebastián Rodríguez Cermeño also sails into Drake's Bay — which he names Bahía de San Francisco — and reclaims it for Spain. In 1565, a route for the Manila Galleons is established. On their return trips from the Philippines, they sail north to latitude 38, then east across the Pacific, usually

By summer, some 500 ships are anchored in and around Yerba Buena Cove.

making landfall around Mendocino. They then harbor-hop back to Acapulco.

For you History Channel buffs, yes, there is also mention of Chinese vessels possibly arriving on the West Coast, not only in 1421, but as far back as A.D. 458. However, there is no evidence that any of these sailing vessels or explorers ever entered modern-day San Francisco Bay, for the simple reason that none of them knew it was there.

1769 — The Bay is first seen by Europeans during the Gaspar de Portolá expedition, which travels overland from San Diego. They mistakenly think they've found Cermeño's Bahía de San Francisco.

1775 — On August 4, three weeks after the Second Continental Congress appoints George Washington commander in chief of the Continental Army, Spanish Capitán Juan Manuel de Ayala, sails into "San Francisco" Bay aboard the 58-ft packet *San Carlos*. He is the first European to enter by water. He spends a month and a half charting the area, by which time everybody realizes that this is a different bay than the one Drake and Cermeño visited. But the San Francisco

moniker sticks anyway. Speaking of names, Ayala bestows many of the ones we know today, including Isla de los Alcatrazes (Island of Pelicans) and Isla de los Angeles (Angel Island).

1776 — Juan Bautista de Anza establishes the Presidio to guard the mouth of San Francisco Bay, as well as present-day Mission Dolores. Between the two, a small settlement springs up. It's named Yerba Buena after a minty, medicinal herb used by the local Indians. With a nice protected anchorage, Yerba Buena serves as a trading post for visiting ships, a place to house workers building the Presidio and mission, and the first stop for young adventurers and entrepreneurs coming west. Site of the present-day Embarcadero, Yerba Buena is the seed from which the modern-day city of San Francisco will grow. Meanwhile, on the other side of the country, Congress unanimously adopts the Declaration of Independence. It's the last time they agree on anything.

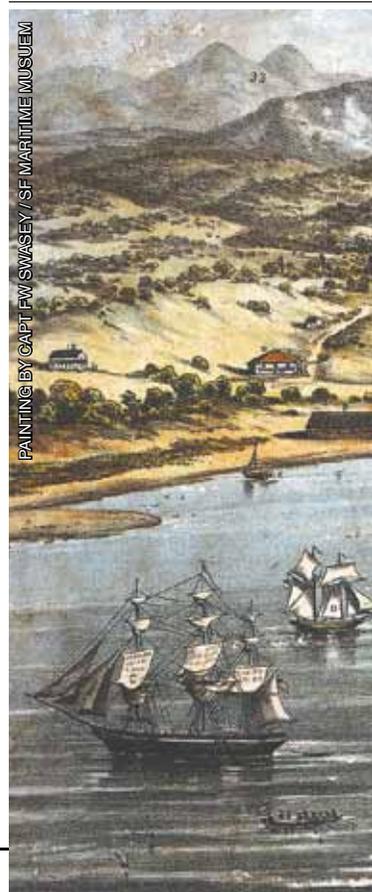
1820 — Spain relinquishes the province of Alta California to Mexico.

1826 — Captain Frederick Beechey of the British man-of-war *HMS Blossom* discovers a submerged rock west of Yerba Buena (probably by hitting it, but he does not specifically note this), and names it after his ship. Beechey notes that the rock can be avoided by aligning a point of land with two big redwood trees in the East Bay hills. This works fine until the trees are cut down in 1851. In the 1930s, the top of Blossom Rock is blasted into oblivion in one of the largest public spectacles of the time.

1834-36 — Taking a cou-



DAGUERROTYPE BY WILLIAM SHEW



PAINTING BY CAPT FW SWASEY / SF MARITIME MUSEUM

OF SAN FRANCISCO BAY, PT I



Richard Henry Dana sailed to California aboard the brig 'Pilgrim'.

ple of years off from Harvard Law School, a wimpy 20-year-old named Richard Henry Dana ships out on the brig *Pilgrim*, bound from Boston to Mexican California. The *Pilgrim* makes stops up and down the coast, including San Francisco Bay. Dana returns to Boston so tanned and fit that hardly anyone recognizes him. He graduates with a degree in maritime law in 1840, and that same year, compiles entries from his diary of the sailing trip into a fairly successful little work called *Two Years Before the Mast*.

1835 — While transporting men and livestock across the Carquinez Strait, a crude ferry capsizes. Among the animals feared lost is a prized white mare owned by General Guadalupe Vallejo. When she is spotted a few days later on Isla de la Plana, to which she has managed to swim, Vallejo is so thrilled, he renames

This vintage painting shows Yerba Buena Cove (present-day Embarcadero) as it looked in 1847, a year before the Gold Rush.



the place Mare Island.

1846 — The Bear Flag Revolt results in California's becoming an independent republic... for about three weeks. After that, its small militia is absorbed into the US Army, whose local leader, Brevet Captain John C. Fremont, has captured the Presidio. One day, Fremont gazes at the entrance to San Francisco Bay — then called Boca del Puerto (mouth of the port) — and remarks, "It's a golden gate to trade with the Orient." Nobody calls it the Boca anymore.

1847 — On January 30, the semi-bustling little port of Yerba Buena is officially renamed San Francisco. Yerba Buena is still used to describe the anchorage, as well as the little island just offshore.

1848 — James Marshall notices a few flecks of gold in the south fork of the American River near Coloma, where he's building a sawmill. He shows it to

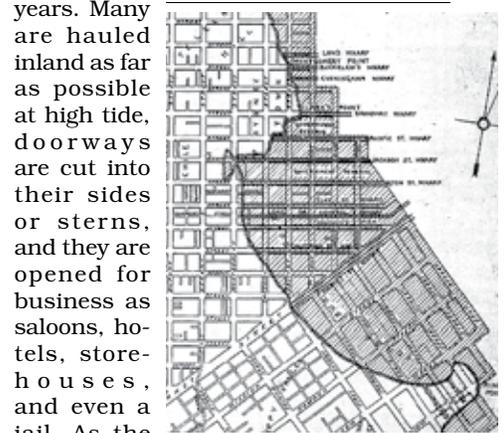


Above: The spectacular 'Flying Cloud'. Right: Joshua Creesey was her skipper, but his wife Eleanor was the navigator.



rived in the state, about half by sea. It is the largest mass migration in US history.

1850 — California becomes the 31st state in the Union. By summer, some 500 ships are anchored in and around Yerba Buena Cove. Most are abandoned when both passengers and crew take off for the gold fields. Some ships rot away, but most are put to good use in the next few years. Many



The unshaded area represents the original shoreline of Yerba Buena Cove. Landfill extending out into the Bay was laid at least partially on top of old sunken ships.

are hauled inland as far as possible at high tide, doorways are cut into their sides or sterns, and they are opened for business as saloons, hotels, storehouses, and even a jail. As the years go by and landfill extends the shoreline farther into the Bay, the ships are eventually buried. Their bones still emerge from time to time during construction projects in the City.

1851 — On her maiden voyage, the clipper *Flying Cloud* sails from New York to San Francisco in 89 days, 21 hours.

PAINTING BY ANTONIA JACOBSEN

A BRIEF (MOSTLY) SAILING HISTORY



In 1882 Bernard Gilboy made it 7,000 miles across the Pacific on this tiny schooner. He used this jury rig after losing the mainmast.

With most of these 16,000-mile trips averaging 200 days, *Cloud's* voyage is the 19th-century equivalent of supersonic flight. Two years later, *Flying Cloud* breaks her own record, making San Francisco in 80 days, 8 hours. The navigator for both voyages is Eleanor Creesy, wife of Captain Josiah Creesy. *Flying Cloud's* record stands for 136 years. (The NY-SF sailing record is currently held by the VOR 70 *Maserati*, which in 2008 makes the passage in 47 days, skippered by Italian Giovanni Soldini.)

1853 — The Pacific Mail Steamer *SS Tennessee*, a three-masted auxiliary sidewheeler, goes aground at what was then known as Indian Cove, a few miles north of Point Bonita. All 550 passengers, and the mail, are safely offloaded onto the beach, but the ship is a total loss. All that remains is her name, by which the cove has been known ever since: Tennessee Cove.

The navigator for both voyages was Eleanor Creesy, wife of Captain Josiah Creesy.

1853 — Englishman William Stone founds arguably the most famous and certainly the longest-lived boatyard in the Bay Area. Hunters Point is the site of the original Stone Boat Yard, but over the years, it harbor-hops to three more locations in the Bay before ending up on Blanding Avenue in Alameda. Lester Stone, grandson of William, retires in 1970. Still operating under its original name, the business is sold several more times before closing for good in 2004.

1854 — Then-Commander David Farragut oversees the building of Mare Island Navy Yard. Farragut goes on to achieve fame in the Civil War, where, during the Battle of Mobile Bay, he utters the command: "Damn the torpedos, full speed ahead!"

1854 — Michael Cassin lights the first wick on the West Coast as Alcatraz Lighthouse goes operational. In the next year, the lights are also lit at Fort Point, Point Bonita and the Farallones. The beautiful brass-and-glass Fresnel lenses — made to special order in France — all arrive via Cape Horn on sailing ships.

1855 — The arrival of the clipper *Neptune's Car* makes national headlines — not for a speedy passage from Boston,



SMITHSONIAN PORTRAIT GALLERY

At age 19, Mary Patten captained a clipper ship from Cape Horn to the Bay.

but for her acting captain, Mary Patten, who takes over command when her husband, Captain Joshua Patten, falls ill off Cape Horn. With the support of the crew (and having been taught celestial navigation by her husband), she brings the ship safely into San Francisco. At the time, Mary is 19 years old, and pregnant.

1858-1859 — George Scammon, captain of the San Francisco-based whaling bark *Ocean Bird*, takes 47 whales over the winter in the Baja Lagoon that will come to bear his name. *Ocean Bird* is one of many whalers homeported in the Bay, although most whale-hunting ships coming and going at that time were from the East Coast or Europe — the Bay being a popular stop to provision and sometimes even winter-over. But by the 1880s, San Francisco surpasses New Bedford as a whaling center. More than two dozen Bay-based whalers set out every year, along with numerous smaller craft in search of seal or otter. San Francisco also has the unique 'fortune' of having a yearly migration of whales served up so close offshore that several shore-based whaling stations open up, flensing

whales into dog and cat food as quickly as ships can harpoon and drag them in. Whaling from the Bay does not officially end until 1971.



As archaic as it sounds today, the Pony Express was the cutting-edge means of mail delivery in the early 1860s.

1860 — The Pony Express begins, largely due to the insistence of San Francisco banks — still flourishing from the Gold Rush — for more timely communications from back east. Mail service from Missouri to Sacramento is cut from 20 days to 10. Add one more day for the boat trip from Sacramento to



San Francisco. The service was discontinued in 1862 when telegraph wires finally reached the state.

1862 — For a few months, San Francisco stands in as the capital of California after flooding that year inundates Sacramento. Governor Leland Stanford is said to have arrived for his inauguration "in a rowboat."

1867 — As part of the Fourth of July festivities, the Boatmen's Protective Association stages a fun



OF SAN FRANCISCO BAY, PT I

race for working sailing ships on the Bay. It is such a success that they do it again the following year, and then sporadically through 1891. In 1869, the BPA reorganizes as the Master Mariners Benevolent Association. Races include sponsors, and "trophies" include useful items such as a ton of potatoes. All monies raised go to support the families of those lost at sea.

1869 — The San Francisco Yacht Club is founded. This is the oldest yacht club on the Pacific Coast. As the name implies, it is originally located in San Francisco near Mission Rock. It moves to Sausalito a few years later. Increased traffic and congestion causes the club to relocate again in 1926. The choices are: return to San Francisco, or take a nice spot in Belvedere Lagoon. Belvedere wins. Those who oppose the move resign from the SFYC, go back to the City, and, in 1927, form the St. Francis YC.

1870s — Driven in part by the wholesale abandonment of ships arriving in San Francisco, and the need of

Left: Jack London's famous ketch 'Snark' under construction at Hunter's Point. Below: The author and his wife Charmian lounge on deck while anchored in Samoa.



Above: Scow schooners were the semi-trucks of their day. Here they are carrying North Bay hay for the City's many horses. Right: The last of her kind, the scow schooner 'Alma' still sails the Bay today.

visiting whalers to replenish crew after theirs take off, the practice of shanghaiing is in full swing in ports up and down the coast. But in the 1870s, San Francisco becomes the world headquarters. Shanghaiing involves paying a "crimp" to put bodies aboard outbound ships. The most famous of the San Francisco crimps is Jim "Shanghai" Kelly, a red-bearded Irishman who preps his victims at various bars and boarding houses (most of which he owns) by

servicing them drinks and cigars laced with opium. When they go unconscious, they're ferried out to waiting ships. Kelly's most famous escapade is inviting a big crowd onto a chartered boat for his "birthday cruise," giving them all opium cocktails and reportedly delivering upward of 100 of the poor schmucks to three anchored ships — all in one night.

1876 — One of the most colorful lives in San Francisco history begins with the birth of John Griffith Chaney on January 12 in San Francisco. You'll likely recognize him better by his *nom de plume*, Jack London. While still a teen-

ager, London buys the sloop *Razzle Dazzle* and becomes an oyster pirate. When *Razzle Dazzle* gets damaged, he hires on as a member of the California Fish Patrol — which, among other things, busts oyster pirates. He works for a time on a sealing schooner, sails north to join the Klondike Gold Rush, and works as a war correspondent in the Russo-Japanese War. And of course he writes. His two best-



LATITUDE / ANDY

known sailing books are the fictional *The Sea-Wolf*, and the nonfiction *The Cruise of the Snark*. The latter details a 1907-08 cruise to the South Seas aboard the 55-ft ketch *Snark*, which London designs and helps build at Anderson's Shipyard in Hunters Point. In later years, London is a member of the Oakland YC from 1913 until his death in 1916.

The practice of shanghaiing is in full swing in ports up and down the coast.

1882 — Twenty-nine-year-old Bernard Gilboy has the self-designed 18-ft sailboat *Pacific* built locally, and sails out the Golden Gate. Five and a half months later, he is found, exhausted and starving, off Queensland, Australia. Among the many hardships en route is having his hull pierced by a swordfish. Despite the outside assistance, he is credited with being the first person to sail solo east-to-west across the Pacific.



Jack London, Samoa

A BRIEF (MOSTLY) SAILING HISTORY OF S.F. BAY

1885 — The gaff sloop *Freda* is built and launched at Belvedere Cove. The 32-footer — which undergoes an extensive eight-year restoration in the early 2000s — is the oldest locally-built yacht still sailing the Bay.

1891 — The scow schooner *Alma* is launched at Hunters Point. The scow schooners are unique to the Bay Area. Starting in the 1850s, long before roads, they are the seagoing semi-trucks that pick up and deliver goods all around the Bay Area and Delta. Nicknamed "square-toed packets," they are characterized by bluff bows, wide beam and shallow draft — the latter so that they can sail onto a handy spit of land in the Delta at low tide to load up with hay or potatoes, and float off when the tide comes up.



Recently relaunched after an exhaustive refit at the Spaulding Wooden Boat Center, the gaff-rigged sloop 'Freda' is the oldest privately-owned sailing yacht on the West Coast.

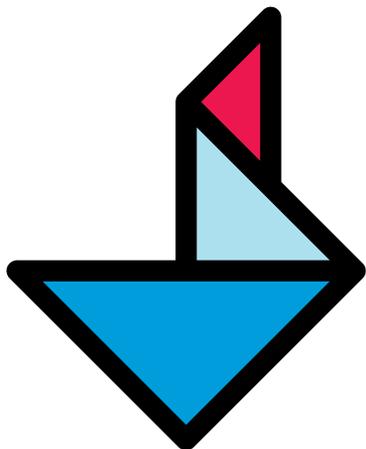
Alma, which is maintained by the San Francisco Maritime National Historical Park and dedicated volunteers, still sails

today. She is the last of about 250 such vessels, and the only participant in both the original and modern Master Mariners Regattas.

1897 — Not only does the California Gold Rush begin in San Francisco, so does the Alaskan one! Well, in part, anyway. Seems that Seattle Mayor W.D. Wood is visiting the City when the steamer *Excelsior* arrives, with a reported ton of Alaskan gold aboard. Wood telegraphs his resignation to Seattle, hires a ship and heads for the Klondike.

Next month: The Great White Fleet, the Hooligan Navy, the only start of the Transpac from San Francisco — and much more!

— **latitude** /jr



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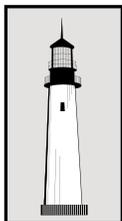
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THE LATITUDE 38 INTERVIEW

The Horangic Family

People cruise for different reasons, but for many families the primary reasons are so the parents can spend lots of time with their kids and provide them with a broader education. That's certainly the case with the Horangic family of Menlo Park, CA, which consists of parents Basil and Caroline, and children Theodora, 14, Helen, 12 and Basil (Little B), 9. We met them in St. Barth in April after they'd crossed the Med and Atlantic, and sailed up the Windward Islands of the Caribbean on the Outremer 49 catamaran Liladhoc they'd rented from a private owner for 15 months.

Latitude 38: Basil and Caroline, the last time we saw you was when you did a charter with us aboard *'ti Profligate* during the St. Barth Bucket in 2013. To be honest, you're among the last people we expected show up in St. Barth again, having crossed the Med and the Atlantic with your three children. After all, during the charter Basil seemed to spend most of his time on the phone conducting business, and Caroline, you didn't seem that interested in sailing. What happened?

Basil: We'd actually been thinking about doing a family cruise for a long time. One of the purposes of doing a charter with you was to see if we could live on a cat. We'd previously chartered cats twice, and thought taking a long family cruise would be an interesting thing to do. The impetus behind this is my wanting to invest real time with my kids. The ages of the kids really limits the time frame in which you can do this. You need to do it before the oldest one starts high school, but not so early that the youngest one can't appreciate the experience. With three kids, it's not that big a window.

Having been doing this for 10 months now, I can't imagine anything that comes anywhere close to this kind of experience for investing your time with your kids wisely. Doing the cruise together is intimate, and every day there is something different going on — different places to explore, different people to meet, different challenges to overcome. And we're doing it together. We've gotten scared together, fixed stuff together, laughed together. It's like being in a movie playing right in front of us.

"Having been doing this for 10 months now, I can't imagine anything that comes anywhere close to this kind of experience for investing your time with your kids wisely."

Just think, we've already been to 80 different anchorages. That alone is a lot of great family experiences together.

38: Can you explain the overall plan to us?

Basil: The idea was to do two summers and one school year for a total of 15 months cruising with the kids. That way we'd have the most time with the kids while they were missing the least amount of normal school time. By the time the 15 months is over, we'll have spent eight months in the Med, five months in the Caribbean, and two one-month segments crossing the Atlantic.

38: What about you Caroline? Have you been enjoying the experience?

Caroline: I'm not a natural-born sailor, and sailing is some-

thing that I started later in life, but yeah, it's been really fun.

The thing that has surprised me the most is that we haven't felt cramped or constrained on the boat. We wondered if we would find room for all of us and all of our stuff without being on top of each other. Part of the solution has been the boat, the Outremer 49 *Liladhoc*, which has so much storage for everything. We haven't felt cooped up at all.

I'm also enjoying the freedom of the experience. When we started, we said we're going to do this, this and this. But once we got started, it was just different. Some places you want to spend more time than you thought you would, other places you want to spend less. Because we have our own boat, we have the freedom to choose.

Basil: I was also surprised at how you can't really plan a cruise. About 20% of our itinerary has come from reading before we left, while 80% of it has come from just showing up and making decisions on the spot. You want to be flexible.

Caroline: We started in Turkey, and I thought we'd only spend a little time there because I was so excited about visiting Greece. But we ended up being so impressed with Turkey that we stayed a lot longer. The Turks were so friendly! Even when language was a barrier, you could tell they really wanted to help. The Greeks, on the other hand, seemed jaded and overwhelmed with tourists.

Basil: There is so much unemployment in Greece that people are just sitting around, while there is so much going on in Turkey.

Caroline: Greece is downsizing while Turkey is on the upswing.

Basil: Here's an example of Turkish behavior. We were at this dinky town on the Black Sea and we needed diesel. We'd eaten at one restaurant a couple of times, and when the owner found out we needed diesel, he drove us 10 miles to get it.

Caroline: At another little place I asked if anybody had any baklava, the Middle Eastern dessert that I love. "Not in this dinky town," one man told me. The next day he showed up with a bunch of it, having driven 20 miles to get it! Plus, his restaurant didn't have Wi-Fi, so every day he let me use the hotspot on his phone to check my email. We're friends on Facebook now.

38: You've gone from the Black Sea to the Caribbean. Did you ever feel any anti-American sentiment?

Basil: No. But the French, if you spend money, they're happy.

Caroline: And if you don't, they can be very abrupt. We found that to be the case throughout the French Islands, too.

Basil: But I was really impressed by Martinique. The whole island seemed manicured, and when it comes to boat parts and gear, they've got everything in stock at Le Marin. I went to the

Volvo guy to order a spare prop, and he had the one I needed in stock. We've found the French to be experts on sailboats. They really know what they're doing.

38: In our opinion the new Outremer 49/52s are among the best performing production cats in the world. So you're renting a 49 for 15 months from her private French owner. That's very unusual. How did it come about?

Caroline: It started with a tiny ad in a multihull magazine, not on the Internet. It was something only my husband could find. Badly translated, it said that owner would soon be completing an 'Atlantic Circuit' with his boat, and he wanted someone to rent it for a year.

38: We're talking an individual?

Basil: An individual, but with lots of help from the builder Outremer because the owner [laughter] doesn't speak English. Outremer figures that by helping with such long-term rentals, it will help them sell boats.

38: So has Outremer been helpful?

Basil: Very much so, and they have been very easy to work with. They have a couple of super smart sailors, and prior to our taking the boat, they took me sailing for three days and taught me everything — including what to do in storm conditions and such.

38: Had you looked at other boats?

Basil: Some, but there weren't many that you could rent for a year. But we looked at a few Catanas and Lagoons. The Lagoons are more luxurious, as they have gensets and a freezer.

Caroline: We have two fridges.

Helen: That are the size of shoeboxes. [laughter]

38: What do you like about the Outremer 49?

Basil: Safety is number one, and her unusually good performance is part of that. I like the boat's cockpit design because nobody is going to fall out of it. The boat rides really well on the water, too. We're used to pretty rough seas by now, and when the bow has gone under, it pops right out again. We've had green water over the house also but it's been no problem. The boat just feels very safe. And properly reefed, she just keeps ripping along at 10 knots. For the windy Caribbean, we always start with one reef in the main and shorten sail from there.

38: Caroline, do you feel safe on the boat?

Caroline: Absolutely. We've been through storms, but I was never worried.

Basil: It's funny because we had the biggest storm the first week we were on the boat. It was in the Black Sea, and there was this little twister with lightning all around.

38: Let's hear the kids' perspective. Teddy, have you ever been scared?

Teddy: Maybe a little at first, but not after that first storm. And I have a lot of trust in my dad.

Helen: We got hit by a pretty big storm once in the Med while Mom and Teddy were off at an Opti regatta. It blew like 40 knots with lightning and big waves. But I wasn't scared, in part because we had an extra captain with us.

Basil: We always have two adults on the boat, and for the Atlantic crossing, we had three. With only two adults, you get too tired to enjoy a long crossing. The girls both drive and stand

watch, but 'Little B' hasn't done too much yet.

Teddy: Helen and I sometimes take watch together, including in the middle of the night.

Caroline: Once we had some adult guests who wanted to do a night watch, so we had Teddy and Helen stay up to supervise. The girls know what's going on.

38: I noticed that you carry two Optis aboard. Do you use them often?

Helen: They are a lot of work to put in the water.

Teddy: We try to sail them every time we're at an anchorage for a few days. We've been racing

Optis competitively for three years, so we practiced a lot before we started this cruise, and we're trying to keep our skills up.

38: So Basil, what do you do for a living where you can take so much time off from work?

Basil: I'm in venture capital for startups. As it turned out, the ones I was working with all got acquired at about the same time, and I didn't have to make any new investments. So the timing for this trip was perfect.

I've been able to work it out that I only have to spend about one out of every eight weeks back in California. I was overly optimistic about how much work I could get done on the boat. And if I'm gone more than seven out of eight weeks, I'd be missing too much, and would have to pay someone else to do the work.

I started one company with a guy, and it helped with business that he and his family joined us in Greece for cruising. He was Greek, so he added to our experience and made it easier.

38: How much time do you spend on work when you're on the boat?

Basil: Very little. I pack it all into when I go home. But I find it tough to go home because every minute I spend on work is a minute that I'm missing from being with my kids.

38: So let's talk about this rental deal.

Basil: We rent *Liladhoc* — what a crazy name — for \$10,000 a month, which is about what we rent our Menlo Park house out for. So that's a wash. Other expenses have a slightly lower burn rate on the boat than on the house.



Meet the Horangics. That's nine-year-old 'Little B' in front, with (left to right) Theodora, 14, Helen, 12, Basil and Caroline.

LATITUDE / RICHARD

the latitude interview:

Our original plan was to do a summer of cruising, a school year of cruising, and another summer of cruising. But we've all been enjoying it so much that we're going to extend our cruising from 15 months to 24 months. But after 15 months, we're going to give this boat back, then rent another one to do the same thing for nine months of cruising in Fiji, Bali, Indonesia and Thailand. We don't want to take the time to sail all the way across the Pacific.



Helen takes a turn at the helm.

38: Teddy, how do you think you're doing in school?

Teddy: I think I'm caught up if not ahead. And I know I've been able to learn a lot of things that I wouldn't have been able to had I been attending a normal school. For example, I'm doing a couple of projects on the boat for ocean conservation that involve using an underwater robot to take data samples.

Basil: It's an open source thing in Silicon Valley. You get a kit, build your own robot, then collect data.

Helen: I like that we get to learn at a pace we can control ourselves. We learn how to keep track of stuff by ourselves.

Teddy: That's good practice for independent studies later in college.

Basil: And they've been getting great history lessons, too.

Teddy: The Eastern Med has been fabulous for history.

Basil: On the Black Sea, we were right there where the adventures of Jason and the Argonauts took place.

Teddy: We read all the ancient texts, and as we were going along we'd say, "Look, that's the island they were describing in the text." In some cases the names of places are still the same

"After 15 months, we're going to give this boat back, then rent another one to do the same thing for nine months of cruising in Fiji, Bali, Indonesia and Thailand."

as in ancient times.

Helen: It felt like we were living in these places rather than being on vacation at them. I never thought about buying any souvenirs because I didn't feel like a tourist.

Basil: The kids are probably getting a better than average education in history and math. I'm really big on math.

38: Kids, do you have any problems with your teachers?

Teddy: [laughing] Yeah!

Caroline: From what I hear, the teachers are tough graders. Which is good because then the kids have to grovel for grades. [laughter]

38: Are they doing a Calvert curriculum or what?

Caroline: We worked with the Menlo Park schools to have the same books and timeline. We're doing the core subjects but adapting them to our circumstances.

Basil: We've skipped languages because they're too hard.

Teddy: For languages you need other students speaking them around you. Plus, I'm taking Mandarin and Helen is taking French. So we're just reviewing what language we've learned so we don't forget any of it. When we get back, we'll resume.

38: What's the worst part of the cruise?

[There is a long pause during which no one seems to have anything to say.]

Basil: The thought I have to eventually go back.

Teddy: Yeah, having to go back.

Caroline: When you cruise, you have to make adjustments in how you live, but that's a good lesson. For example, you have to be thoughtful about what resources you use.

Teddy: One of our most unhappy realizations is how much energy we'd been using back home.

Helen: Even to just do the dishes. On the boat we rinse everything in salt water to conserve fresh water. But we still use a ton of water. And it made it obvious how much we waste back home.

38: For the record, the average shower in California uses 50 gallons of water. The average home use is 192 gallons a day. Let's talk about boat maintenance.

Basil: *Liladhoc* is a boat, so there is always something to fix. When I mentioned the 10K rental fee, that's not the total price, as it probably costs another \$1,000 a month to keep things going. In the deal we made, anything that would have worn out in a year, I pay for. But if it comes to the end of its useful life, the owner pays for it. But the sea eats everything.

38: Did you have to put down a big deposit?

Basil: Yes, 15%. And I imagine there will be a settlement in the end.

38: Any big complaints about the boat?

Caroline: The washing machine is slow and you can't put much in it. [laughter]

Basil: If I were to advise someone who is going to do what we're doing, it would be that the time spent in searching for the right gear will be richly rewarded. The amount of gear required for this trip has been amazing. To give you an idea, the manufactured weight of the boat is 10 tons, but when we had her weighed in Grenada, she weighed 15 tons. That's 10,000 pounds of stuff that's been put on! Over the course of various airline trips to the boat, we've probably sent 40 bags of luggage at \$50 a bag.

I'm talking about Opti gear, kite-sailing gear, scuba gear, beach stuff, hammocks and so forth. It makes a lot of different having the right stuff going in, because it's hard to find the stuff when you're traveling in an unfamiliar place. And the last thing you want to do is waste time trying to source gear in a place like Turkey during your trip. The safety gear is, of course, the biggest deal of all. We have storm gear, including a drogue and a storm sail. Hopefully we'll never have to use any of it, but having it makes us more relaxed.

Here's something that's proved to be really great: stabilized binoculars. They are great at night, and for Opti coaching. And we love these Waypoint stream lights. They look like a tractor beam. I highly recommend them.

But all in all, I spent about four months figuring out what

horangic family

gear we'd need on the boat. I should have spent 18 months figuring it out. [laughter]

Teddy: Potential cruisers need to realize that cruising is a lot of work. But it's worth it.

Helen: You need to go to the right places, too.

38: Which were your favorites?

Teddy: Istanbul. We were there for three weeks, and it's so beautiful. We were right across the Bosphorus from the Hagia Sophia Museum and the Blue Mosque. We also raced our Optis there against Turkish and other international sailors.

38: Did any of them speak English?

Helen: Some.

Caroline: No matter where we go, it's our son Basil who makes the most friends.

Teddy: That's because the kids relate to each other through video games such as Minecraft.

Caroline: He stays in touch with some of his video game friends through Facebook.

Helen: We stay in touch with some Danish and French kids that we met in the Windward Islands via Facebook.

Basil: We made great friends with a fisherman at Santorini, Greece, who let us raft up to his boat for three weeks. In the beginning we bought him beers to thank him. Then we learned that he was a Muslim [laughter], so we brought him other gifts.

Helen: The island of Milos was one of my favorite places because of the historical walks.

Teddy: Milos has an abundance of mineral and geological things. Everywhere we went we found a new rock formation.

Caroline: I really liked Union Island in the southern Caribbean. I was there with the kids while Basil was gone for two weeks. It was incredibly beautiful and everybody got to know us. The longer we were there, the nicer they were. And the kiteboarding was great for the kids. Grenada and Tobago were wonderful, too.

38: Grenada is fine, but cruisers at both Union Island and Tobago have been the victims of violent attacks in recent years.

Caroline: We have family in Tobago and it was fine. We didn't have any problems at Union Island either.

38: So give us a quick summary of what you've done so far and where you plan to cruise in the future.

Basil: We've done the Eastern Med, meaning all the coast of Turkey, the Aegean, and all the islands to Athens. Then we had to start moving west quickly, so we went through the Corinth Canal, stopped in Corsica for fuel, then continued on to Barcelona.

Caroline: What a great place! I really loved Barcelona.

Basil: Then we sailed the Canary Islands before crossing to the Windward Islands of the Caribbean. We'll soon sail back across the Atlantic and do the Western Med this summer. Then we'll do Fiji, Bali, Indonesia and Thailand with another boat.

Teddy: You forgot that we stopped in Morocco on our way to the Canary Islands. I remember because I partially covered my head and because we all got very bad cases of food poisoning.

Basil: I almost forgot about Morocco. While we were there, our cab caught on fire. I knew what was happening because I'd had a car where smoke came out of the dash, too. "Your car is on fire," I told the guy. He got out, looked at the engine and said, "There's no fire, get back in, let's continue." [laughter]

38: Where did you girls race Optis in California?

Helen: We sailed out of the Port of Redwood City starting with the Peninsula Youth Sailing Foundation.

Teddy: But most of the participants dropped out, so we learned independently.

38: Are you going for a sailing scholarship for college?

Teddy: Hopefully. It would be awesome.

Basil: The main Bay Area Opti programs are out of the San Francisco YC and the Richmond YC, but it's a lot of work for us to get up there from the Peninsula.

Helen: You have to load the Optis, tow the coach's boat.

38: So many kids don't seem to know what opportunities there are in youth sailing.

Basil: I have a sister in Portland who doesn't have a lot of



LATITUDE / RICHARD

Theodora, this month's cover girl, finds a spot on the cabin top.

money, and I told her that our kids are into sailing and that she should get her kids into it. She said she couldn't afford it. I explained that there are lots of older sailors who really want the sport to continue, and that they'll pay for kids to sail. She didn't believe me at first, but now she's got a child Basil's age into a sailing program, as well as three natural triplets. She throws a couple of hundred bucks in from time to time, but most of her four kids' sailing is paid for by yacht club members.

Teddy: My favorite cruising area is a tie between Bodrum and Delos.

38: If memory serves us, when you visit Delos, you have to do it by ferry and they keep you on very restricted paths.

Basil: [laughter] Well, we accidentally missed the last boat off the island at 3:30 p.m. So after exploring all by ourselves, we showed up at the gate at 7 p.m. wanting a ferry ride back. "What the hell are you doing?" said the guard.

Helen: Missing the ferry allowed us to see so much more.

Teddy: Delos is like a city, and it's not all uncovered yet, so

"I explained that there are lots of older sailors who really want the sport to continue, and that they'll pay for kids to sail. She didn't believe me at first, but now she's got a child Basil's age into a sailing program, as well as three natural triplets."

we got to see some interesting parts other tourists don't.

Basil: My favorite Greek ruins are in Turkey, and they're just everywhere. We'd see things like a guy chopping wood on a 3,000-year old column. [laughter]

38: Do they still have the Halikarnas Disco in Bodrum?

Helen: Yes! And that's one thing that I didn't like, the really loud music until 4:30 a.m.

Teddy: We had no idea there would be music, and suddenly

the latitude interview: horangic family

OUTREMER CATAMARANS



A sistership to 'Liladhoc', with waterskiers behind. The Horangics have had their cat to 15 knots in flat water and 23 knots coming down a wave.

late at night the strobe lights and blasting music started.

Helen: Fortunately, the mosque makes them stop 15 minutes before sunrise for prayers.

Basil: That sends everyone out of the disco at about 4:15 a.m. — at which point they head for the after-hours places.

Teddy: You get no sleep.

Basil: I think our best historical find was Lasos, which is a little north of Bodrum. It was a full Greek town, but now there is nobody there and they only get six visitors a year. We loved it and spent a week there.

Teddy: We saw amazing mosaics and paintings. I spent an

hour on the Internet looking for a map of the place so I'd know my way around.

Caroline: It was a great experience for the kids to be there and do their own research.

38: Do you kids scuba dive?

Teddy: Well, our younger brother has to go with dad.

Basil, Jr: I can go, but my dad has to be in the water, too.

Basil: We brought all the scuba gear, and it's great for boat maintenance. But if we were to do this over again, I'd just bring scuba gear for one person. You can rent scuba gear anywhere, and a hookah on a tank is better for boat work. But make no mistake, being able to check things underwater on your boat is something that makes life easier.

38: Where did you get scuba certification?

Caroline: Basil was thinking we'd do it at Monterey, but I wasn't happy with that idea because it's so cold and murky. He got certified at Monterey, but the rest of us got certified at Bodrum where the conditions were much nicer.

38: When did you kids learn to kiteboard?

Teddy: At Union Island. It's a great place to learn.

Helen: We had tried to learn at Coyote Point, but the water was cold and murky, and there were big waves. But at Union Island, whoa, the conditions were perfect — good wind and flat, clear, warm water. Within a week we were all up on the boards.

Teddy: I can go upwind, downwind, and jump a bit. Clear and warm water is wonderful.

— **latitude38/richard**

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Back in the day, about all you needed to get a boat ready for an ocean race was a horseshoe life ring. There was some gear that went with it: a ballasted flag, drogue and strobe light. If someone fell overboard, they could find the gear and so could the boat.

The boat also had to have a good bilge pump, lifelines, a fire extinguisher, at least 800 pounds of ballast and watertight decks. And that was about it. Most of us had all that anyway.

How times have changed! Now the list of mandatory equipment for even a local ocean race is a five-page document with about 56 separate requirements. Most of them make sense, but it was the last one on the list that was the most annoying. There was no way around it: To race my boat in the ocean, I had to attend a Safety at Sea seminar. I reluctantly reserved a spot, sacrificed a Saturday, and drove across the Bay to the club that was hosting the seminar.

It was not really a surprise to see Lee Helm, a grad student in naval architecture and occasional crew, behind the registration table.

"Gets me in for free," she explained. "I'm still, like, a starving student."

Me, I had to write a check. Lee found my name on her reservation list and handed over a name tag and a ticket for lunch. I took a seat near the back of the yacht club dining room, darkened for the projector. Lee took the seat next to me after the registration table closed down.

The first item on the syllabus was all about the "culture of safety." I expected something preachy, but the talk featured a lot of hard data on sailing fatalities and boating accident statistics — it was

Lee Helm loves the pockets on this low-tech PFD. They allow her to carry all sorts of essential gear.

many levels above what we're used to being fed from other boating education organizations.

The next speaker moved the discussion to person-overboard tactics. It began in very familiar territory with a description of the usual 'quick-stop' method, but quickly got interesting as soon as he started taking questions. Everyone had his own story of an over-

"The victim was found with his inflatable PFD all off to one side of his head."

board incident. Interestingly, none of them seemed to involve the by-the-book quick stop. The anecdotes, as is often the case with this sort of lecture, were by far the most informative part of the talk.

This was followed by a really good lecture on medical emergencies at sea. Then another speaker had some interesting comments about boat handling in storm conditions under much-reduced sail.

"Every dinghy sailor knows this," Lee remarked when the diagram on the screen showed the relationship between heel and helm balance. "A 470 in 25 knots handles about like a big cruising boat in 55. But the sailing schools never give you a chance to practice with a cruising boat in 55 knots of wind, so, like, I guess all these big-boat owners who never sailed dinghies really need to learn this stuff some other way."

The next topic was life jackets, and I remembered that there was something in the new rules that I found even more annoying than having to go to a seminar: crotch straps.

"Beginning last year with the 2014 season," explained the expert from the lectern, "all PFDs have to have leg straps, and they have to be worn by all crew at all times when on deck."

"Like, I guess he thinks 'crotch' is impolite in mixed company," Lee giggled.

"Have people actually been using those straps?" I asked Lee,

knowing she'd crewed in some of the local ocean races last year.

"In theory, for sure," she whispered evasively. "But, like, truth be told, I switched back to my favorite foam type-three work vest after the start. I only switched back to the inflatable with the crotch straps if we were called in for a post-race inspection."

"That was against the rules," I said as I waved my index finger accusingly.

"Well, duh," she answered. "But inflatables have problems. Read the US Sailing report

on the fatality when a race boat washed up onto San Clemente Island after a rudder failure: The victim was found with his inflatable PFD all off to one side of his head instead of around his neck. No wonder he drowned — I don't think anyone could keep their head above water, let alone swim anywhere, in that totally asymmetric configuration. There's a good chance the guy would have been fine, like the other five people who abandoned that boat in the surf, if he had been wearing a foam type-three."

"Yes, but maybe the crotch strap would have prevented the PFD from slipping up and over his head," I suggested. "But then again, if a lot of sailors aren't using the straps anyway..."

"To be fair," Lee conceded, "there's anecdotal evidence in favor of inflatables, too. Bryan Chong, the *Low Speed Chase* crew who was washed off the boat at the Farallones and survived, reports that it was like being in a giant washing machine full of boulders, and the inflatable gave him some critical padding as he was bouncing off the rocks."

"That's not your usual MOB situation," I countered. "And I'm surprised the barnacles on the rocks didn't puncture the air bladders."

"Like, Bryan thinks it saved his life."

"I'll allow that the jury is still out on this one," I said. "Anecdotes on both



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A singlehander tests his emergency rudder setup while racing on the Bay. How effective is your e-rudder? You won't know until you try it.

sides."

"For sure, Max. But, like, the real reason I still wear my foam PFD is because it's warm and comfortable, and has pockets for my VHF, GPS, protest flag, mini binocs, and all the other gear I need to have on me when I'm navigating from the windward rail. Not having good pockets to stow your personal safety gear is a hazard in itself. And, like, try leaning back against the cockpit coaming for a long night watch with an inflatable, and you'll wish you were back in the good old days of foam PFDs."

"Reliability, too," I added.

"The best large-scale study found 10 to 12% failure rate for type-five inflatable PFDs," Lee asserted.

"That high?"

"Mostly pilot error," she explained, "like people forgetting to replace old cylinders or other dumb things that a little due diligence would prevent. But still, pilot error or no, the foam vest always works."

By this time we were getting nasty looks from the people sitting around us, who seemed to think that the speaker's presentation was more interesting than my discussion with Lee. Fortunately, that's when it was time for the assem-

bly to break for lunch, right after the pool demo.

The pool demo began, appropriately enough, with a comparison of two PFDs: One volunteer with a foam type-three, the other with a rules-compliant (although not Coast Guard-approved) inflatable with the required 33 pounds of lift. "They really should be in full foulies, sea boots, and a couple of fuzzy warm layers inside," complained Lee. "And equipped with flashlights, rigging knives and

radios to weigh them down even more and make the simulation complete."

The volunteers jumped into the deep end. They both went right underwater, and both their heads popped back up within a couple of seconds. It was hard to say which one was back on the surface faster: The inflatable PFD was floating the person's head much higher, as expected, but the foam lifejacket didn't have to wait for the inflation mechanism to activate before going to work.

That test was a draw. The swimmers moved to the edge of the pool, and then the lecturer reached over to the head of the person with the foam jacket and easily pushed him back under water. Then he tried the same with the inflatable, and couldn't do it without applying a lot more force.

"I see the difference between 15 pounds of buoyancy and 33," I said.

"Like, it's not the buoyancy so much as the waterplane area," Lee corrected me. "Heave response is a function of the area of the water surface that intersects the floating object. The waterplane area determines the change in the buoyant force when the object moves up or down."

"But it helps if the object is more buoyant to start with," I added.

"Not really. Think of a single rowing shell. It's so long and narrow that it's unstable in roll unless the oars are in the water, and even if the oars have neutral buoyancy, they will still keep the boat from rolling because the buoyant force on each oar changes with its immersion. It's the change in buoyancy that counts, not the amount of buoyancy. It doesn't matter if the net force is up or down. You could use oar blades made of lead and they would still keep the shell upright if each blade was partially immersed."

The instructor asked the seminar participants to try pushing the two heads of the volunteers in the pool underwater, so they could feel the difference themselves. The instructor, correctly in my view, attributed the difference to the extra buoyancy of the inflatable, while Lee continued to go on about waterplane area.

"See?" she said. "The guy with the foam vest only intersects the water at

"The real reason I still wear my foam PFD is because it's warm and comfortable, and has pockets."

his neck, so waterplane is very small and there's very little change in buoyant force when he's pushed underwater. Even his head doesn't have that much cross section. It's like a soft spring. But the inflatable PFD is floating the other guy with the water surface intersecting the inflated chambers, so there's lots of waterplane area, and a big change in

A foam vest and an inflatable compared in the pool. The inflatable wins in the freeboard, reserve buoyancy and waterplane categories. The foam wins for comfort and pockets.



buoyant force when he's pushed down. It's a stiff spring. But, like, bottom line is that I agree with the conclusion: It doesn't matter how well you can swim. If you fall into the ocean on a windy day, with breaking wave crests everywhere, you'll have, like, a lot more chances to

"Pockets, padding, comfort, warmth, reliability. It's a trade-off."

"You'd think there'd be a market for a hybrid PFD that combined the best features of the foam and the inflatables."

"You can't, but it's easy to measure the blade area of an e-rudder, and a reasonable formula would not be hard to implement. Point is, there's no substitute for blade area in the water when the

main rudder is gone. At the very least, the rules should require a live test with the main rudder locked, to filter out all the hokey drogue rigs and show that the emergency rudder has some umph."

"Would they have had time to deploy an emergency rudder in that situation?" I asked. "They lost the rudder very close to a lee shore."

"It was more than two hours from the rudder failure to the grounding," Lee answered.

"I read that report too," said another seminar attendee who had been listening in on our discussion. "I blame it on the anchors. The heaviest hook on that boat weighed only seven pounds. It's no wonder they dragged right through the kelp bed and onto the bricks."

"Seven pounds. Does that meet the requirement for a 32-ft boat going ocean racing off the California coast?" I asked.

Lee had the ISAF website up on her phone in just a few seconds, and read off the anchor requirements:

"Here it is: 'Two anchors with a suitable combination of chain and rope' is all the guidance we get from the ISAF equipment requirements."

"That could mean almost anything," I noted.

"Our local Ocean Yacht Racing Association gives us a little more guidance: 'A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.'"

"Okay," I said. "All you need is a 'manufacturer's recommendation' for your size boat."

"The Fortress anchor selection guide," said our new friend, "has the lightest anchors for the biggest boats, so that's what all the race boats use. Now, there's nothing wrong with Fortress anchors. The selection guide is very clear that the recommendations are for areas with 'moderate protection from open seas' and for winds up to 30 knots. But inspectors up and down the coast are accepting the Fortress selection guide as the authority for 'manufacturer's recommendation' even for Category One races."

FORTRESS MARINE ANCHORS		Selection Guide							
Anchor size recommendations are for boats of average windage and proportions, 30 knots of wind, average bottom conditions, and moderate protection from open seas. For storm conditions, we recommend using an anchor one or two sizes larger.									
Fortress Model		FX-7	FX-11	FX-16	FX-23	FX-37	FX-55	FX-85	FX-125
Boat Length	(ft)	16-27	28-32	33-38	39-45	46-51	52-58	59-68	69-150
	(m)	5-8	8-10	10-12	12-14	14-15	16-18	18-21	21-46
Weight	lb (kg)	4 (1.8)	7 (3.2)	10 (4.5)	15 (6.8)	21 (9.5)	32 (14.5)	47 (21.3)	69 (31.3)
Replaces Steel Fluke Anchors	(lb)	6-9	10-13	14-18	19-28	33-50	50-65	70-90	100-170
	(kg)	3-4	5-6	6-8	9-13	15-23	23-29	32-41	45-77

breathe and swallow a lot less water if you're using an inflatable PFD with the full 150 Newtons of buoyancy."

"Aha! So it is about the buoyancy. That's how they get the waterplane, as you call it."

"Well, sure. And, like, you need the volume of those air chambers for the reserve buoyancy. I just wish they would explain it correctly."

Next came the liferaft demo, and the crowd moved to the other side of the pool to watch a new six-person raft inflate.

"Knowing what you know about waterplane and reserve buoyancy," I asked Lee, "why do you still switch to your old-fashioned foam PFD after the start?"

The Fortress anchor selection guide. There's nothing wrong with Fortress anchors, but the chart is often used to justify some very lightweight anchors for conditions that go well beyond the intended limits of the chart.

"It's my fantasy lifejacket," sighed Lee. "A foam PFD with lots of pockets and an integral harness. And also some inflatable air chambers to bring the total up to the required 33 pounds would be awesome. If the foam provided the first 17 pounds of buoyancy, then the inflatable part could be smaller and the cylinders would need only half the capacity. Plus, if you fell in you would have a choice: Swim around with the low buoyancy and more maneuverable foam PFD, or pop the inflator and get the added waterplane and reserve buoyancy from the air chambers. And, like, even if the inflation mechanism fails, or if the air chambers leak, you still have the flotation of a type-three life jacket."

"You think it would have saved the guy in the surf on San Clemente?"

"No way to know," Lee shrugged. "But, like, a couple of other things closely related to the required equipment list could have saved him for sure, starting with the emergency rudder that they didn't have. For that race, all they were required to do was certify that they had tested some means of steering the boat without the rudder, and they said they could steer with the sails. Yeah, right. With that deep high-aspect keel, there's no way in heck it could be directionally stable with the rudder gone. No way. Like steering an arrow with the feathers in front."

"But how could you test an emergency steering system without taking the rudder off?" I asked.

RELATED WEBSITES THAT MAY BE OF INTEREST

- USS 2013 Islands Race Report on the *Uncontrollable Urge* fatality: <http://www.ussailing.org/wp-content/uploads/DARoot/Offshore/SAS/PDF/2013%20Islands%20Race%20Report.pdf> or <http://tinyurl.com/ldfjuuej>

- Northern California Ocean Yacht Racing Association equipment requirements: <http://norcalorc.org/sites/default/files/US%20SER%202015.0%20NCORC.pdf> or <http://tinyurl.com/q34uif2>

- ISAF Offshore Special Regulations <http://www.sailing.org/specialregs>

RULES, RULES, RULES

"I wonder what 'moderate protection from open seas' means," added Lee.

"I've wondered about that too," he said. "Everyone seems to use this recommended anchor size chart for the aluminum Fortress anchors to validate their ultra-light gear as being 'suitable' for their boat."

"It would make much more sense to have a formula for required total weight of anchor and chain, as a function of boat displacement," suggested Lee.

"That would level the playing field," our friend agreed. "And put an end to people going to sea with inadequate gear just to save a few seconds at the finish line."

Looks like we can blame the equipment rules three different ways for that fatality at San Clemente," Lee concluded. "First there's the very lax standard for emergency steering, with no verified test. If they'd had a decent e-rudder they could have sailed or motored away from the lee shore. Then there's the

subjective and usually misinterpreted anchor size requirement, with no minimum anchor weight, so they dragged right through the kelp bed with their seven-pound anchors. And finally, the over-regulation of the PFD-type requirement, making them use a product that

"You don't get to practice climbing into a raft from the water very often."

turned out to be all wrong for the conditions, the way it came off his head and went all on one side.

"That last one is very conjectural," I pointed out.

"Okay, two-and-a-half ways the equipment regs killed the guy," conceded Lee.

Meanwhile, the liferaft demo was

getting more interesting as the canister was thrown into the pool. The raft expert pulled the cord, and described the various features as it inflated.

"Don't mind the hissing sound," he explained. "That's not a leak, it's the relief valves letting some gas out to regulate the pressure."

When he finished explaining the various features of the new raft, he invited everyone to jump into the pool to check out the raft's main cabin. At first there were no takers.

"You don't get to practice climbing into a raft from the water very often," he added. "A chance to do this is worth the price of admission to the seminar."

"Here, hold these," said Lee, as she handed me her backpack and her cell-phone.

A second later she was in the pool, without removing any of her clothing.

"Gotta make it realistic," she said when her head was back above water.

I handed her gear to our friend, along with my own wallet and phone, and jumped in after her.

— max ebb

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THE RACING

The Mexico spring season concluded with the *Newport to Ensenada Race*; two weeks and very different conditions separated the *OYRA Lightship* and *Farallones Races*; the *Elvstrom Regatta* turned 40 at this year's *Elvstrom Zellerbach*; SYC's *Women Skippers Regatta* was family-friendly; and 10 classes raced in Folsom Lake's 49th *Camellia Cup*. Plus **Box Scores.**

Newport to Ensenada Race

Last month in this space we reported on the rip-roarin' Newport to Cabo Race; the Newport to Ensenada International Yacht Race was much shorter but also much slower. The Newport Ocean Sailing Association's 68th N2E started on April 24 off the Balboa Pier. Early morning showers put a damper on the wind, and the start may have looked more like a raft-up from a distance. With just enough wind to carry the boats over the starting line, however, no postponement was needed.

Last year's big winner, *Mama Tried*, a 28-ft custom tri sailed by Pete Melvin, dropped out during the night, as did 18 other boats.

H.L. Enloe's ORMA 60 trimaran, *Mighty Merloe*, bested the 205-boat fleet, slipping into Ensenada minutes before dawn at 5:55:35 on April 25 to secure best elapsed time honors. (*Mighty Merloe* was fresh off setting a course record in March's Newport to Cabo.)

Last year's N2E first to finish winner, Tom Siebel's MOD70 tri *Orion*, crossed the finish line in the light of day at 6:24:29 a.m.

John Shulze's Santa Cruz 50 *Horizon*, from Balboa Yacht Club, was this year's big winner, taking home four trophies: President of the United States Trophy for best corrected time in PHRF, Tommy Bahama Trophy for best corrected time for all boats, the Governor of California Trophy for best corrected time in PHRF-A, and best corrected time for a member of a Newport Beach Yacht Club.

Shulze bought the boat last year, and it came with a winning record and crew. With the win this year, *Horizon* has pulled off a rare N2E three-peat. This summer, Shulze and crew will compete in the Transpac, the Islands Run and the Santa Barbara to King Harbor Race.

Hailing from Oyster Point and berthed for the season in San Pedro is StFYC member Dave MacEwen's *Lucky Duck*, a Santa Cruz 52. *Lucky Duck* won their division of the Cabo race; in the N2E they placed second in division and third overall. "We're real excited," MacEwen told us. "We're having a good year and we're gearing up for Transpac. These Southern

California events are really about racing with the same group of boats that we'll be racing with in the Transpac, getting some ocean miles in, and getting some success, so it's really great to have some good results so far."

MacEwen bought the boat in 2012, raced in the 2013 Transpac, and spent most of 2014 on San Francisco Bay.

He described N2E as a very light air race. "The boats that started in front of us were just sort of bobbing around. We did some optimization of the boat over the last two years, and so this was a good test of it in the light air. It did really well, kind of crept out, and the bigger boats passed the smaller boats in the first few hours. We found ourselves up front with some of the really fast boats like the TP52s. *Medicine Man* passed us but not until way down the track. This is the way it went for hours, this light air stuff. We hadn't even gone down halfway to San Diego by nightfall.

"Our navigator, Randy Smith, did his homework very nicely, and there's two ways to play it, right? Some guys



Two views of 'Lucky Duck' on the way to Ensenada. Bowman and boat captain James Clappier really got around!

are going to play an offshore breeze when it's really light — they're going to be in toward the beach." *Lucky Duck*

played it the opposite way. "Our bet was that the wind from the northwest was going to find its way down to the fleet eventually and so being out offshore we were going to pick that up first. The wind at the time was from the south, easterly at times. So we went off to the outside and the shift came in mostly from the west. And it kind of crept up for a while and then it just changed — bam! And we jibed in about 11-12 knots. We got down the course OK after that."

The wind filled in nicely, topping out around 14 knots. *Lucky Duck's* average speed for the race was 5.75 knots. "That's really slow for us," said MacEwen. "We changed sails because of wind direction but never because we were overpowered."

The SC52 finished late in the morning after 21 hours and 40 minutes of sailing. MacEwen attributes part of their success to being in the right place. "It was definitely not a big boat race," he said. "As the big boats were approaching Ensenada early in the morning there was just no wind at all and they had a big park-up a couple of miles from the finish line. We were able to catch up from behind and save our time on all the big guys. It didn't help their cause at all. We beat *Pyewacket* and *Medicine Man* by about two hours."

The destination host, Hotel Coral and Marina, received praise from the racers, but the weather did not.

"When we got there it was pretty cold and there was some rain — part of the reason the wind was so messed up," said MacEwen. "They had a party scheduled but ended up canceling it because of the rain. There was a bunch of heavy air coming in behind and so a lot of the boats including mine just turned around and didn't stay because of the weather coming in. I think some of the boats got hammered pretty good going home."

This was the team's first Ensenada Race, so they won an award for being the first first-timers on corrected time.

Next up for *Lucky Duck* and many of the Transpac hopefuls would be the So-Cal 300 from Santa Barbara to San Diego on May 22, just after this issue went to press. "That's going to be most likely a very windy race," predicted MacEwen. "People are nervous about it."

— latitude/chris

KEN BROWN

LATITUDE / CHRIS





The rough-water OYRA Lightship sailed on April 25. Spread: Jim Quanci's 'Green Buffalo' charges back from the Lightship. The Cal 40 was built for days like this. Inset: First-time offshore racers, father and son Tim Poli and Jake Feigel crewed aboard their cousin Scott Cyphers' Ericson 35 MkIII 'Ergo'.

NOSA NEWPORT TO ENSENADA, 4/24-25

ORCA — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe; 2) **Orion**, MOD70, Tom Siebel; 3) **Jail Break**, F-32SRX, Jerry Fiat. (3 boats)

MAXI — 1) **Mirage**, SC70, John Delaura; 2) **Pyewacket**, Andrews 63, Roy P. Disney; 3) **Medicine Man**, Andrews 63, Bob Lane. (4 boats)

FAST 50 — 1) **It's OK**, Andrews 50, Lewis Beery; 2) **Javelin**, Farr 49, Dave Fell; 3) **Bolt**, TP52, Craig & Carson Reynolds. (4 boats)

PHRF-A — 1) **Horizon**, SC50, John Shulze; 2) **Lucky Duck**, SC52, Dave MacEwen; 3) **Time-saver**, J/125, Viggo Torbensen. (15 boats)

PHRF-B — 1) **Kite 35**, 1D35, David Nelson; 2) **Pacifico**, Beneteau First 44.7, Fred Lundgren; 3) **Elusive**, Choate 48, Joe Brunner/Rich Pipkin. (9 boats)

SPRIT — 1) **Jelani**, Flying Tiger 10, Clive Daem; 2) **Plankton**, Viper 830, John Staff; 3) **Abacus**, Flying Tiger 10, Timothy Chin. (3 boats)

PHRF-C — 1) **Flyingfiche**, 1D35, Chris Wacker/Robert Zellmer; 2) **Buena Vista**, Olson 40, Dwight Rowe; 3) **Problem Child**, B32, Dan Rossen. (8 boats)

J/120 — 1) **J Almighty**, Michael Hatch; 2) **Hasl Free**, Rudolph Hasl; 3) **Caper**, John Laun. (5 boats)

PHRF-D — 1) **Blueflash**, J/88, Scott Grealish;

2) **Uncle Bob**, Schumacher 35, Larry Leveille; 3) **Zephyr**, J/109 Jack Mayer. (5 boats)

PHRF-E — 1) **Gray Goose**, Olson 30, Jeremy Quinton; 2) **Energy Squared**, Beneteau First 36.7, Greg Tice; 3) **Rocinante**, J/105, Juan Lois. (10 boats)

PHRF-F — 1) **Day Tripper II**, Hunter 40, Andy Horning; 2) **Renegade**, Beneteau First 38s5, Ben Smith; 3) **Wind Dancer**, Catalina 42, Paul Edwards. (10 boats)

PHRF-G — 1) **Sly McFly**, PSN FLY 30, James Baumgart; 2) **Pussycat**, Peterson 34, John Szalay; 3) **Sol Mate**, Beneteau First 35s5, Cindy Wynne. (8 boats)

PHRF-H — 1) **Lodgehall**, Hunter 28.5, Michael Rosenlof; 2) **Campaign II**, C&C 34, James Devling; 3) **Cimarron**, Ericson 35-2, David Basham. (12 boats)

TRANSPAC — 1) **Expression Session**, Express 37 turbo, James Kirkpatrick; 2) **B'Quest**, Tripp 40, Keith Ericson; 3) **Transformer**, Beneteau 523, Joel Young. (3 boats)

CRUZ NON-SPIN — 1) **Fly'n-Bry'n**, Catalina 42, Jerry Bryan; 2) **Paramethia**, Catalina 350, Philip Herzfeld; 3) **Helenski II**, Catalina 36T, Bob Morton. (9 boats)

CRUZ SPIN-A — 1) **Tara**, Catalina 36T, Nik Froehlich; 2) **Encore**, Irwin 41 Citation, John

McEntire; 3) **Shadowfax**, Jeanneau 43SD, Steve George. (11 boats)

CRUZ GEN-A — 1) **Swept-away**, Beneteau 500, Austin Artis; 2) **Izablue**, Catalina 42, Mark & Lisa Doliva; 3) **Island Starr**, Catalina 445, Bill King. (6 boats)

CRUZ GEN-B — 1) **Pura Vida**, Catalina 42, Bob Kennedy; 2) **Valhalla III**, Olson 34S, Paul Landsom; 3) **Summer Wine**, Catalina 42, Walter Gonzales. (13 boats)

Full results at www.newporttoensenada.com

OYRA Lightship & Farallones

Two weeks and vastly different conditions separated OYRA's Lightship and Farallones Races.

The OYRA kicked off their ocean racing season with the Lightship on April 25 and followed up with their toughest event, the Farallones Race, on

May 9. The racers in the OYRA Lightship described big square waves, with an 8-ft swell topped by wind waves. The wind cranked up into the 20s out on the ocean. Although the start off St. Francis YC had plenty of wind, the Bay was comparatively calm for the returning sailors. Buzz Blackett on *California Condor* was first around the turning mark. He reported 22 knots at the Lightship, aka the SF Bay Entrance buoy. The *Condor* crew took a southerly route on the return, at one point on a heading toward Ocean Beach, but they were lifted toward the

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One Meter Worlds • Lady and the Tramp
Phyllis Kleinman Swiftsure Regatta
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Havana Challenge, Delta Ditch Run,
Golden Gate Racing Challenge, Sinko
de Mayo, Delta Ironman Challenge,
and much more!

THE RACING



ALL PHOTOS THIS PAGE FRED FAGO

Scenes from the South Bay Inter Club race on May 9, clockwise from top left: the race's youngest sailor on Amy Wells' F-27 'Wingit'; Doug Perry's Schock 34 PC 'Choices' at 1NAS; a wave from the 'Choices' crew; and Mark Zimmer's F-25c 'Khimara' decked out in safety orange, with a parade in the background.

Gate. They were thrilled to finish before the next boat even reached the bridge.

Aboard Bill Helvestine's SC50 *Deception*, Don Ford, an all-around utility man who was stationed at the mast for the Lightship Race, describes the most exciting moment in their race. "We blew up the A3. That was, like — whoa, did we just do that? I couldn't believe that the A3 just disintegrated out there in front of us like that. It went bang! You know, on a Santa Cruz 50, that's a big spinnaker.

"Heading out to sea, the conditions were fine," Ford reports, "with steady wind and somewhat small swells. Passing the entrance channel, the wind and seas increased. Wind was in the high 20s with 8- to 10-ft swells. Then we started getting gusts of more than 28 knots. Time for the Roller Coaster of Love (Shana Bagley's nickname for *Deception*) to round the Lightship and pull the trigger — absolutely perfect conditions for a great SC50!

"We took our time, double-checked each other first, and hoisted. The A3 kite went up with a loud 'Whomp!' Bill

Helvestine was driving a rocket. Tactician Jasper was searching for waves to surf — and found them. Several times the boat was sliding down the face of a swell going 18 knots." As *Deception* neared the Gate, the seas got smaller but the wind increased. Then it happened...

"I was aft, just forward of the port primary looking forward when suddenly the A3 shattered along the starboard tape. It took us by surprise because we were just talking about how our finish was looking good. (My mama always said, 'Don't count yer chickens before they're hatched!') I think we were going around 14-16 knots boatspeed.

"It was a scramble getting the pieces down and re-rigging for a symmetrical S-2, but, with another whomp, *Deception* was ripping along under the bridge and to the finish. After the douse, for a brief moment, we just kinda looked at each other with these big silly grins. Someone broke the silence, 'Who wants a beer?' That was one cool ride!"

Everyone on *Deception* has years, even decades, of sailing experience.

"While you need serious sailing skills to wrangle a boat like *Deception*, it is the chemistry and camaraderie that makes this crew special," said Ford.

Deception corrected out to sixth place in their nine-boat division in the Lightship, but the crew would go on to win the much milder OYRA Farallones Race, which saw flat seas and calm conditions that made for a very long day. At 50 miles, the course of the Farallones Race is twice as long as the Lightship. Not everyone was able to hang in for the duration. Whereas some boats dropped out of the Lightship due to the rough seas, some dropped out of the Farallones Race for lack of breeze.

Pat Broderick of the Wyliecat 30 *Nancy* tried going north, and after four hours found himself wallowing around somewhere near Bolinas. Nearby, Jim Quanci's Cal 40 *Green Buffalo* tossed in the towel at 1:30. "We decided at 2:00 to follow," said Broderick. "Of course the wind came up a few minutes later! We had a very nice sail back to Point Bonita and into the Bay. My calculations, based on other boats around us that also went north, is that north was not the way to go." Broderick thinks he would have fin-



TOP PHOTOS LATITUDE / CHRIS



LAURA RAMIREZ PUEA



MARK DOWDY / HANA HO

ished around 11:00 p.m. had he stuck it out. "We still had 18 miles to go to the island when we quit."

Tom Siebel's MOD70 trimaran *Orion* was first to finish the lengthy race at almost 4:00. *Deception* was next — two and a half hours later.

— latitude/chris

OYRA FULL CREW LIGHTSHIP, 4/25

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Bright Hour**, Farr 40, James Bradford; 3) **Hana Ho**, SC50, Mark Dowdy. (7 boats)

PHRO 2 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Kilo**, Synergy 1000, Michael Radcliffe; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp. (8 boats)

PHRO 3 — 1) **El Raton**, Express 27, Ray Lotto; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (10 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Plus Sixteen**, Olson 911S, Paul Disario. (6 boats)

OVERALL — 1) **California Condor**; 2) **El Raton**; 3) **Encore**; 4) **Bright Hour**; 5) **Agibail Morgan**, Express 27, Ron Kell.

Full results at www.jibeset.net

Clockwise from top left: The large SSS fleet includes a wide range of diverse craft, exemplified here by the modern, racy Antrim Class 40 'California Condor', which won the doublehanded monohull division of the Round the Rocks Race on April 18, and the Westsail 32 'Tortuga', which appears ready to cruise the seven seas; 'Deception' riding the wild seas of the OYRA Lightship, moments before losing the A3 kite; Charles Froeb and Jim Johnstone sailed the F18 'Kaos vs. Control' in the Elvstrom Zellerbach.

OYRA FULL CREW FARALLONES, 5/9

PHRO 1 — 1) **Deception**, SC50, Bill Helvestine; 2) **Adrenalin**, SC50C, Greg Mitchell; 3) **Rufless**, Melges 32, Rufus Sjoberg. (5 boats)

PHRO 2 — 1) **Elan**, Express 37, Jack Peurach; 2) **Maggie**, C&C 37/40R, Dave Douglas; 3) **Javelin**, J/105, Robert Goosey. (8 boats)

PHRO 3 — 1) **Carnaval**, Santana 35, Bill Keller; 2) **Red Sky**, Olson 34, Brian Boschma; 3) **Ahi**, Santana 35, Andy Newell. (7 boats)

SHORTHANDED — 1) **Ventus**, J/88, Chris Cartwright; 2) **Temerity**, Olson 34, David Nabors; 3) **Wetsu**, Express 27, Phil Krasner. (4 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel (2 boats).

Full results at www.jibeset.net

Elvstrom Zellerbach Regatta

At the Elvstrom Zellerbach Regatta on the first weekend of May, 88 entries from six dinghy classes plus formula boards and foiling kites took to the waters in front of St. Francis YC for two days of competition. This year marked the 40th anniversary of the Elvstrom

Regatta, an event that started in 1975.

In the 1970s, Paul Elvstrom was a superstar in the world of sailing, with four Olympic gold medals and 11 world championships in eight different classes, including Snipe, Soling, Star, Flying Dutchman and Finn.

That same year, StFYC member Don Trask was holding a seminar to promote a new 14-ft high-performance sailboat: the Laser. To help build excitement for the seminar, Trask invited Elvstrom, from Denmark, to attend. Elvstrom obliged, but only on the condition he would be able to compete. It would be his first time sailing a Laser. Participation in the seminar was so strong that it was moved to nearby Marina Middle School because StFYC could not hold the crowd.

On the first day of the regatta, more than 100 Lasers were on the starting line. Every fast young sailor from up and down the coast was there, including John Bertrand, Jeff Madrigali and

THE RACING

Russ Silvestri, all of whom would go on to become Olympians. The starting gun went off. At the pin end of the line, perfectly timed, Paul Elvstrom port-tacked the entire fleet. Word passed from boat to boat, "Look at Elvstrom! Look at Elvstrom!"

A port-tack start at the inside buoy at StFYC is one of the greatest thrills a sailor can have. Though it was his first time in a Laser, Elvstrom pulled it off with seeming ease.

The Zellerbach Regatta started in 1962 in memory of Isadore Zellerbach to promote singlehanded sailing in Olympic class boats. Over time, the two regattas became one, and they now stand as an annual display of fast boats, great sailing and plenty of capsizes.

This year, the weekend consisted of six races for 505s, F18 catamarans, Club 420s, Laser Standards, Laser Radials, Formula Windsurfers and Hydrofoil Kites. The breeze built both days and topped out in the low 20s, providing plenty of wind power.

All classes saw competitive racing, with standout performances in three fleets: Neil Marcellini of Richmond YC in the 29er; Lawson Willard of StFYC in the 420; and Jack Barton, SFYC, in the Laser Radial, scored all bullets after their throwouts.

— *meredith laitos*

STFYC ELVSTROM ZELLERBACH, 5/2-3 (6r, 11)

505 — 1) **Blue Boat**, Mike Martin, StFYC/



MARTHA BLANCHFIELD / WWW.RENEGADESAILING.COM

The crew adjusts the spinnaker pole on Marika Edler's Beneteau 45f5 'Ohana' in SYC's Women Skippers Regatta.

NHYC, 7 points; 2) **Black Boat**, Michael Menninger, StFYC/NHYC, 8; 3) **Long Shoremen Caused Tour**, Howard Hamlin, NHYC/ABYC, 13. (12 boats)

F18 — 1) **Aurora**, Phillip Meredith, SeqYC, 7 points; 2) **Kaos vs. Control**, Charles Froeb, SFYC, 10; 3) **Nacrartemis**, Michel Kermarec, Ecole de Voile Rochelaise, 18. (6 boats)

LASER RADIAL — 1) Jack Barton, SFYC, 5 points; 2) **Treadstone**, Andrew Holdsworth, StFYC, 13; 3) **No Excuses**, Walt Spevak, Okoboji YC, 14. (15 boats)

LASER STANDARD — 1) **Christine Robin**, Tracy Usher, StFYC, 8 points; 2) Rodion Mazin, ABYC/USCG, 14; 3) **Misery Stick**, Charlie Buckingham, NHYC, 17. (13 boats)

420 — 1) Lawson Willard, StFYC, 5 points; 2) **Harmony**, Gwyneth Dunlevy, StFYC, 9; 3) **Not So Slim Shady**, Nolan Van Dine, StFYC, 19. (13 boats)

FORMULA WINDSURF — 1) Eric Christianson, 7 points; 2) **Starboard 2015**, Xavier Ferlet,

UK Windsurfing Assn, 13; 3) **Electric Banana**, Tom Purcell, PresYC, 13. (6 boats)

HYDROFOIL KITE — 1) **Red Right**, Nico Landauer, SDYC, 7 points; 2) Eric Due, StFYC, 10; 3) **F4**, Chip Wasson, StFYC, 11. (12 boats)

29er — 1) **Impetuous**, Neil Marcellini, RYC, 5 points; 2) Jack Sutter, RYC/StFYC, 13; 3) **Swag**, Hannah Baylis, StFYC/SFYC, 20. (4 boats)

Full results at www.stfyc.com

SYC Women Skippers Regatta

Competition was friendly and family-oriented at Sausalito YC's 34th Women Skippers Regatta held on Saturday, May 16. Two division starts took nine boats over separate race courses: Spinnaker racers covered 6.1 miles and non-spinnaker crews sailed 6.9 miles. The fleet enjoyed a steady breeze and the usual morning fog, combined with great views of adjacent wooden boat racing, plus mark roundings in the Phyllis Kleinman Swiftsure Regatta along the San Francisco Cityfront.

SYC presented three perpetual trophies. For the All-Woman Team, accolades went to 11-year-old Ava, who raced in the non-spinnaker class on the 38-ft custom Carija *Carodon*. This was her second time helming a race. The Crystal Trophy, awarded to a member of SYC, was bestowed upon Marika Edler. Her Beneteau 45f5 *Ohana* also placed first in the spinnaker division, earning her yet another name-engraving on the bronze

SSS ROUND THE ROCKS, 4/18

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**, F-27, David Morris; 2) **Raven**, F-27, Truls Myklebust. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg/Kyle Gundersen; 2) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis; 3) **Mojo**, F-25c, Christopher Harvey/Bob Hyde. (10 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Hot Ice**, C&C 110, Mike Haddock; 2) **Jacqueline**, Freedom 30, Mike Cunningham; 3) **Kynntana**, Freedom 38, Carliane Johnson. (3 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Nemesis**, Pearson Commander, Jeff & Pat Sullivan; 2) **Nozomi**, Cal 40, Robb Walker/Rowena Carlson; 3) **Q**, Schumacher 40, Glenn Isaacson/Todd Hedin. (7 boats)

SINGLEHANDED PHRF >162 — 1) **Summertime Dream**, Schumacher 1/4-Ton, Scott Owens; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Tchoupitoulas**, Santana 22, Stephen Buckingham. (10 boats)

THE BOX SCORES

DOUBLEHANDED PHRF >162 — 1) **Green Dragon**, Cal 20, Marcus Choy/Howard Weiss; 2) **Zeehond**, Newport 30 MkII, Donn Guay/Dave Salinovich; 3) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton. (6 boats)

SINGLEHANDED PHRF 111-159 — 1) **Rhapsody**, J/32, Chris Boome; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Crinan II**, Wyliecat 30, Don Martin. (9 boats)

DOUBLEHANDED PHRF 111-159 — 1) **Uno**, Wyliecat 30, Brendan Meyer, Steve Wonne; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Terry Benett; 3) **Paradigm**, J/32, Luther Izmirian/Ken Brown. (12 boats)

SINGLEHANDED PHRF <108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Lightspeed**, Wylie 39, Rick Elkins; 3) **Ventus**, J/88, Chris Cartwright. (5 boats)

DOUBLEHANDED PHRF <108 — 1) **Califor-**

nia Condor, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **Yucca**, 8-Meter, Hank Eason/Kevin Burell; 3) **Bullet**, Express 37, Laurence Baskin/Jim Murray. (11 boats)

SINGLEHANDED SPORTBOAT — 1) **Jet-Stream**, JS9000, Daniel Alvarez; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **Wetsu**, Express 27, Phil Krasner. (3 boats)

DOUBLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Sparrowhawk**, Moore 24, Bill & Caitlin Gutoff; 3) **Wild 1**, Flying Tiger 10, John Lymberg/Chris Jordan. (4 boats)

DOUBLEHANDED EXPRESS 37 — 1) **Verve**, Ron Snetsinger/Stanly Martin; 2) **Dianne**, Steve Katzman/Jeff Fellicetti; 3) **Ergo**, Chris Gage/Ralph Treadway. (4 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **JetStream**; 2) **Summertime Dream**; 3) **Can O'Whoopass**; 4) **Rhapsody**; 5) **Warpath**. (30 boats)

OVERALL DOUBLEHANDED MONOHULL — 1) **California Condor**; 2) **Yucca**; 3) **Uno**; 4)

sailboat trophy. At the helm for her first race was 13-year-old Sarah Borton on the Beneteau 350 *French Kiss*, which finished third in non-spinnaker.

Competitors and guests enjoyed brunch, then solid racing conditions, followed by a champagne toast at the club, music and a BBQ.

— martha blanchfield



JOHN POIMIROO

Dave Nielsen (left) from the Oroville-based Butte Sailing Club, with crew Scott Rovanner of Walnut Creek, won the Camellia Cup. Their enthusiasm was infectious.

Brisk winds during the week preceding Camellia Cup had area sailors hopeful that the weekend regatta would be invigorating, but high pressure blanketed Northern California, generating hot and still sailing conditions. Of five planned races, only three could be completed on Sunday, the second day of racing.

The Camellia Cup is the Sacramento area's oldest and largest sailboat race. This year's regatta attracted boats from across Northern California and as far away as Eugene, Oregon, for the Santana 20 Western Championships.

FLYC's Mark Erdrich of Elk Grove captained his boat, *Fusion*, to win the 11-boat Santana 20 class and become the Santana 20 Western Champion, returning the perpetual trophy to California. He also won the Open Keel Boat Perpetual Trophy.

— john poimiroo

FLYC CAMELLIA CUP REGATTA, 4/18-19 (3r, 0t)

BANSHEE — 1) **Ghost**, Charles Witcher, 4 points; 2) **Cruzin**, Steven Cassingham, 5; 3) **Tim Loomis**, 12. (5 boats)

CATALINA 22 — 1) **Colonel Mustard II**, Doug Brennan, 5 points; 2) **Blue Diamond**, Dave Strain, 6; 3) **Sirius**, Mike Rayfuse, 7. (5 boats)

DAY SAILER — 1) **Long Gone**, Dean Iwahashi, 4 points; 2) **Hot**

Flash, Craig Lee, 7; 3) **Flight Risk**, Steve Lowry, 7. (7 boats)

LASER — 1) **Because I'm Happy**, Steve Aguilar, 3 points; 2) **Ben Seward**, 7; 3) **Afternoon Delight**, Nick Cave, 12. (4 boats)

LIDO 14 — 1) **Todd Craig**, 4 points; 2) **Blitz**, Harold Ho, 5; 3) **Mel Morrison**, 10. (5 boats)

SANTANA 20 — 1) **Fusion**, Mark Erdrich, 5 points; 2) **2-Step**, Mark Werder, 6; 3) **Bipolar**, Glenn Hughes, 9. (11 boats)

OPEN CENTERBOARD BLUE — 1) **Greta**, Pelican, Mike Harper, 6 points; 2) **Montgomery** 15, Bruce King, 10; 3) **Klompfen**, Scamp, 12. (3 boats)

OPEN CENTERBOARD RED — 1) **Sea Alice**, Windmill, Dave Nielsen, 3 points; 2) **Osprey**, Thistle, Dan Clark, 8; 3) **C ya**, Wing Dinghy, Steve Cameron, 9. (9 boats)

OPEN KEEL — 1) **Kudzu**, Capri 22, Jerry Lewis, 4 points; 2) **Te Natura**, Wavelength 24, Phil Hodgson, 6; 3) **Capri 22**, Roger Taylor, 9. (7 boats)

SPORTBOAT — 1) **Two Much Moxie**, Melges 24, Jason Crowson, 4 points; 2) **J/70**, Tim Sisson, 7; 3) **Maverick**, VX One, Kelly Pike, 7. (3 boats)

Full results at www.flyc.org

SYC WOMEN SKIPPERS REGATTA, 5/16

SPINNAKER — 1) **Ohana**, Beneteau 45f5, Marika Edler; 2) **Wind Speed**, J/30, Joan Byrne/Maureen Castruccio. (2 boats)

NON-SPINNAKER — 1) **Just Em**, Cal 20, Sally Clapper; 2) **Cattitude**, Tartan Ten, Deana Maggard; 3) **French Kiss**, Beneteau 350, Tara Borton. (8 boats)

Full results at www.sausalitoyachtclub.org

Camellia Cup Regatta

A Roseville man rode a Windmill on Folsom Lake to win the 49th Camellia Cup Regatta on April 18-19. Dave Nielsen, 62, sailed the two-person, 15.5-ft *Sea Alice* to beat 60 boats and win Folsom Lake YC's 49th Camellia Cup Regatta.

It was Nielsen's first Camellia Cup championship and his second win as top Open Centerboard sailor in the regatta. In addition to being named the Camellia Cup's best overall sailor, Nielsen won the Open Centerboard class and Red Open Centerboard fleet with first-place finishes in three races.

Arcadia; 5) **Bullet**. (45 boats)

Full results at www.sfbaysss.org

SFYC RESIN REGATTA, 4/18-19

MELGES 24 (5r, 0t) — 1) **Wilco**, Doug Wilhelm, 5 points; 2) **Posse**, Jan Crosbie-Taylor, 16; 3) **Go211**, JC Raby, 18. (7 boats)

EXPRESS 27 (4r, 0t) — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Peaches**, John Rivlin, 9; 3) **Athena**, Peggy Lidster, 14. (9 boats)

KNARR (4r, 0t) — 1) **Three Boys and a Girl**, Chris Perkins, 5 points; 2) **Adelante**, Don Nazzal, 13; 3) **USA 125**, Jon Perkins, 16; 4) **Gjendin**, Graham Green, 19. (16 boats)

Full results at www.sfyc.org

StFYC J/FEST, 4/18-19 (5r, 0t)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Feral Rooster**, Paul van Ravenswaay, 16; 3) **Fly by Night**, Alex Schultink, 19. (8 boats)

J/70 — 1) **1FA**, Scott Sellers, 9 points; 2) **Loose Lucy**, Justin Kromelow, 16; 3) **Jennifer**, Chris Kostanecki, 16. (9 boats)

THE BOX SCORES

J/105 — 1) **Godot**, Phillip Laby, 21; 2) **Mojo**, Jeff Littfin, 21; 3) **Jam Session**, Adam Spiegel, 27; 4) **Arbitrage**, Bruce Stone, 29; 5) **Akula**, Doug Bailey, 31. (21 boats)

J/111 — 1) **MadMen**, Dorian McKelvy, 5 points; 2) **Bad Dog**, Richard Swanson, 12; 3) **Swift Ness**, Nesrin Basoz, 15. (6 boats)

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Peregrine**, David Halliwill, 8; 3) **Mr. Magoo**, Stephen Madeira, 15. (5 boats)

Full results at www.stfyc.com

TYC BEHRENS REGATTA, 5/16 (3r, 0t)

ULTIMATE 20 — 1) **UAgain**, David Woodside, 4 points; 2) **Uhoo!**, Mike Josselyn, 5; 3) **Breakaway**, John Wolfe, 10. (4 boats)

PHRF SPINNAKER — 1) **Siento el Viento**, C&C 29, Ian Matthew, 3 points; 2) **White Bear**, Nonsuch 30, David Harp, 7; 3) **Don Wan**, Santana

28, Don Kunstler, 8. (3 boats)

PHRF NON-SPINNAKER — 1) **Galante**, Folkboat, Otto Schreier, 4 points; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 7; 3) **Joyride**, J/105, Bill Hoehler, 10. (6 boats)

Full results at www.tyc.org

StFYC PHYLLIS KLEINMAN SWIFTSURE REGATTA, 5/16-17 (5r, 0t)

J/105 — 1) **Mojo**, Jeff Littfin, 13 points; 2) **Arbitrage**, Bruce Stone, 25; 3) **Perseverance**, Steve Gregg/Paul Kent, 27; 4) **Blackhawk**, Ryan Simmons, 28. (17 boats)

J/111 — 1) **Skeleton Key**, Peter Wagner, 5 points; 2) **Perseverance**, Bennet Greenwald, 14; 3) **Bad Dog**, Dick Swanson, 19. (8 boats)

J/120 — 1) **Peregrine**, David Halliwill, 8 points; 2) **Mr. Magoo**, Steve Madeira, 12; 3) **Chance**, Barry Lewis, 14. (5 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel, 5 points; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck, 14. (2 boats)

Full results at www.stfyc.com

*With a special report this month on **A Mini-Expedition to the Farallones Marine Sanctuary** plus **Charter Notes**.*

A Schooner Sail to California's Galapagos

We've got nothing against celebrating Mother's Day by sipping mimosas, brunching on eggs Benedict, and enjoying quiet conversation with the moms in our life. But when we heard about the charter schooner *Freda B's* first annual Mother's Day cruise to the South Farallon Islands, we jumped at the chance to join the fun.

Despite all the places we've sailed to in Northern California and beyond, we'd never been out to the South Farallones, a cluster of jagged granite pinnacles that jut up from the sea floor 28 miles west of the Golden Gate. (The North Farallones lie five and a half miles farther to the northwest.)

Although these remote isles are barren and somewhat forbidding, they host an enormous population of seabirds and marine mammals, but only about a half dozen humans reside here, all research scientists who rotate onto and off the island every six weeks or so.

The idea to try a Farallones Mother's Day cruise — and make it an annual tradition — was dreamed up by Paul Dines and Marina O'Neill of SF Bay Adventures, largely because Paul has been fascinated with these desolate isles for decades due to his involvement with the Farallon Pa-

On the return to the Bay five-year-old Ben, the youngest crew member, strikes a pose beneath the Golden Gate with his daddy, Zac.



trol, a group of volunteer mariners who shuttle scientists and supplies from the Bay to the islands. The group was originated by the late Charlie Merrill, one of Paul's principal sailing mentors when he was young.

Roughly 30 passengers spanning several generations showed up at 9 a.m. on that overcast Sunday morning, all bundled up for what they suspected would be a chilly, but exciting adventure. Belowdecks, in the 80-ft steel schooner's comfy, wood-trimmed salon, was a spread of bagels, fresh fruit, cereal and hot beverages that served as a hint of the culinary treats that would follow — no one goes hungry aboard the *Freda B*.

After a short safety briefing, Captain Paul and his well-practiced crew shoved off from the schooner's berth in the 'front row' of Sausalito Yacht Harbor, and were soon hoisting sails — all without winches, in the tradition of old-school marlinespike seamanship. A traditionally rigged gaff schooner, *Freda B* typically carries a mainsail, foresail, staysail and jib.



With their abundant food supply, the South Farallones serve as a waterside resort for all sorts of marine mammals.

As we cruised south from Sausalito toward the Golden Gate, a strong, cold breeze roared down Hurricane Gulch, and crewmen began passing out waterproof lap blankets to keep all passengers on deck cozy and warm.

Once outside the Gate and beyond the Point Bonita Lighthouse, *Freda B* tacked northwest, slowly pulling away from the Marin Headlands and angling toward open ocean. After an hour and



ALL PHOTOS LATITUDE / ANDY

a half or two, the coast faded away and the silhouette of the Farallon peaks came into view. Everyone seemed to have their cameras at the ready, as we'd already seen several seals and dolphins, plus a pair of spouting humpback whales.

By this point guests were on their second or third course of tasty, homecooked food: After the breakfast spread came hot quiche, then plates of cheese and sliced baguettes, after which the smell of steaming minestrone soup began wafting up through the midship companionway.

As if by special arrangement, the overcast dissipated as we drew near the islands, revealing a brilliant blue sky.

Having been here many times before, Paul knew he could safely anchor in Fisherman's Bay — the only possible spot to do so.

As the crew stripped off their outer layers and enjoyed hot soup and beef stew, seabirds and marine mammals put on a show on the rocky shore, a mere 30 yards away. Scientists tell us that the Farallones are home to the largest colony of seabirds in the contiguous



in the early 1800s Russian fur traders decimated populations of fur seals, sea lions and elephant seals here.

While his guests relaxed and marveled at the abundance of nearby wildlife, Captain Paul shared one of the more bizarre chapters of Farallones history. During the Gold Rush, fresh eggs — along with many other basic commodities — were extremely scarce around San Francisco Bay. So groups of men would sail out to the islands and strip the rugged terrain of eggs laid by birds called common murre. They reportedly had a very pleasant taste, and according to Paul, they were sold back in San Francisco for as much as a dollar apiece — big money at the time. Despite such prices the murre population was devastated. But eventually the practice was outlawed,

"Brie and baguettes anyone?" Tasty treats seemed to be coming up from the galley all day long.

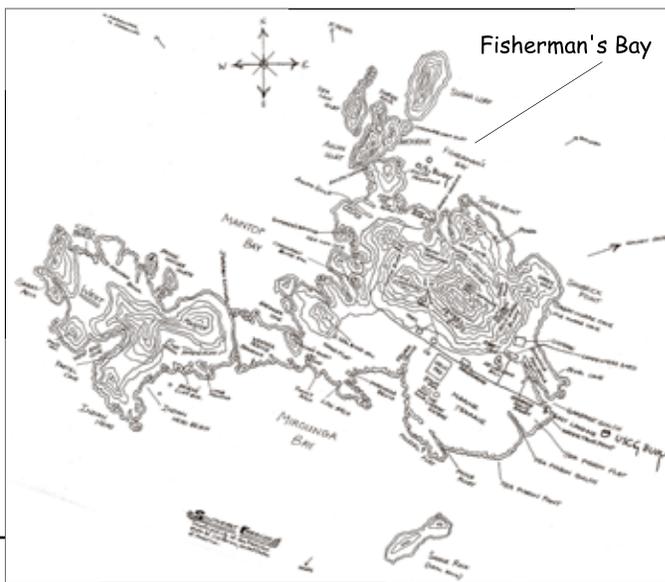
Above: Captain Paul swings 'Freda B' into Fisherman's Bay. Below: Charlie Merrill's hand-drawn map of the South Farallones.

United States — some 300,000 of them (from 13 species) during the nesting season — in addition to many marine mammals such as sea lions, sea otters,

seals and whales. Hence the nickname "California's Galapagos." Great white sharks are often spotted here also, although we didn't see any on this trip.

Why such a proliferation of species? Because of the Farallones' unique location. They lie far from the direct influences of human habitation, while also near the 6,000-ft dropoff of the continental shelf, where they are surrounded by a rich soup of nutrients brought up from the depths by upwelling — especially in the spring and summer. Lying within the federally protected Gulf of the Farallones National Marine Sanctuary, these unglamorous isles are "amid one of the most productive marine food webs on the planet," according to Sanctuary scientists.

As prolific as birds and marine mammals are today, however, they have endured several dark chapters. For example, historians tell us that



WORLD OF CHARTERING

and populations of wildlife eventually began to rebuild after the Farallones' protected status was codified in 1909 by President Teddy Roosevelt, who declared most of the islands a National Wildlife Refuge.

Before sailing back to the Bay, we took a spin all the way around the South Farallones, observing not only the landscape but the few man-made structures, such as the crane that hoists a special launch into and out of a tiny cove — the only way ashore — and the two identical houses, originally built for light-house keepers, that now accommodate visiting scientists from all over the world.

Unfortunately, the strong winds forecast for the return trip never materialized, but we had a pleasant motorsail back to Sausalito nonetheless. The 60-mile round trip was probably the longest daysail any of us had ever taken on a charter boat. But this was one Mother's Day cruise that would not soon be forgotten.



Using the detailed map drawn by his childhood sailing mentor, Capt. Paul points out various topographical features of the South Farallones.

As a final note, we should point out that this mini-expedition is a great example of the sort of outside-the-box thinking that might lead you to dream up other unique daysails that utilize the Bay Area's professionally crewed charter fleet.

For more info on *Freda B*, contact SF Bay Adventures via www.sfbayadventures.com.

tures.com. You'll find a comprehensive list of other Bay Area charter operations in the "Chartering" section of www.latitude38.com.

— andy

Charter Notes

We've boxed ourselves into a corner this month, but we do have room to share one important thought: If you've been hoping to do a charter beyond the Bay Area this summer, there's still time, especially if September or early October will work for you.

Considered the "shoulder season" in many prime Northern Hemisphere charter venues such as the Med, Aegean, Adriatic and Pacific Northwest, chartering during the late summer will result in lower prices, much less crowded anchorages, restaurants and shops — and you may also find better sailing breeze than is typical during the hottest weeks of mid-summer. So quit procrastinating and pull the trigger.

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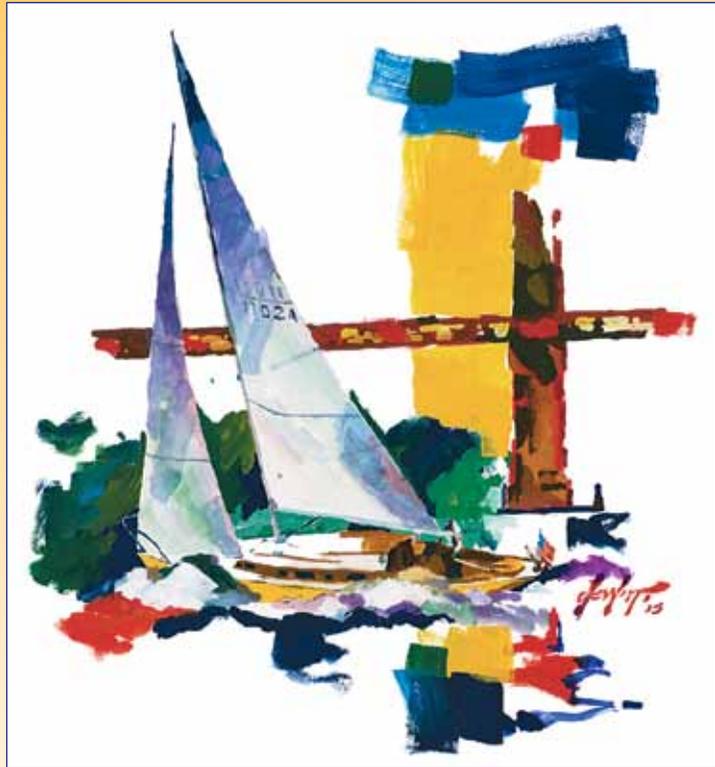
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CHANGES

With reports this month from **Shamwari** on an eight-week cruise to Southern California; from **Celebrate** on completing a 14-month circumnavigation as part of the World ARC; photos from **Jan Grygier** on being a walk-on crewmember at Antigua Sailing Week; from **Beach House** on a visit to Havana; from **Harmony** on the first three years of cruising on the East Coast and in the Caribbean; and **Cruise Notes**.

Shamwari — Tayana 37 Charles Lane A California Cruise (Castro Valley)

I recently returned to San Francisco after 37 days of cruising Southern California and visiting the Channel Islands.

My single-handed passage from Marina del Rey to the Golden Gate in just under five days is probably my personal best — and not bad for a five-knot d o u b l e -ender.

For this trip I had a copy of Brian Fagan's excellent book, *The Cruising Guide to Central and Southern California: Golden Gate to Ensenada, Mexico, Including the Offshore Islands*. It was a huge help. For example, following his advice I waited out a strong afternoon blow hunkered down in tiny San Simeon Bay, then jumped out for the long sprint past Big Sur and Carmel.

However, halfway up this desolate stretch of coast, meaning at the worst time possible, the engine quit. It just stopped. I was five miles offshore at the time, and thanks to no wind but a heavy swell, *Shamwari* was rolling vigorously. Working the problem, I ruled out major breakage, bled the fuel lines, and

The much-traveled Tayana 37 'Shamwari'. She finished her 37 days in SoCal with a five-day singlehanded passage from MDR to S.F.

restarted it. I got her going several more times, but each time she'd stop again without warning.

By this time I had developed a very fast routine to open the secondary filter bleed, use the finger lever to pump fuel, and, when it flowed out the top, tighten everything. At that point she would fire right up again.

But the engine kept dying, so I replaced all weepy fuel lines and hot swap tubing with a new single hose, tightly clamped, that connected the diesel line directly to the fuel pump. It was as simple as you can get, but the engine still stopped a few more times. But she always restarted right after purging.

When I got back home, Frank Magnotta, a sailing friend, told me my engine problems were caused by having one large un baffled fuel tank forward while rolling heavily. He said that the fuel becomes like a giant milkshake in a blender in such conditions, and tiny air bubbles form that enter the fuel line and kill the engine.

He might know what he's talking about, because once the rolling ceased, the engine purred all the way home. Any thoughts from *Latitude* readers?

During the trip I also replaced the engine's transmission.

— charles 04/15/2015

Celebrate — Taswell 58 Charlie and Cathie Simon Around the World In 14 Months (Spokane/Nuevo Vallarta)

[Editor's note: According to Andy Barrow, who crewed for the Simons during the first leg of the World ARC, if you saw Charlie and Cathie walking down the street, you wouldn't assume that they were the kind of people to circumnavigate. But indeed they did, so we interviewed them in the Caribbean after they finished.]

38: You just sailed around the world in 14 months as part of the World ARC Rally. How was it?

Cathie: It was easy! Except for a little bit in the Indian Ocean when it got a little rough. The hard part was adding all the new equipment and safety gear, and getting the boat ready to go.



Charlie: Once you start sailing, you just put one foot in front of the other, and after 14 months you've sailed around the world.

38: What did the rally cost, somewhere in the neighborhood of \$25,000?

Charlie: I don't remember exactly, but it was a lot of money. [Laughter.]

38: Was it money well spent?

Cathie: Yes, we both think so.

Charlie: It sounds really expensive, but you have to realize that they take care of all the dock fees, the agent fees, and all kinds of things like that.

Cathie: We started our trip on the West Coast, and had to sail down Central America, through the Panama Canal, and up to Florida before we got to the start in St. Lucia. Having to check in and clear out of all these countries really got tiring. It was wonderful having the rally people take care of all that while we went around the world. The ARC people have been doing this for years, so they knew all the officials and could handle any problems.

Charlie: When we pulled into Brazil,

SHAMWARI

SHAMWARI



IN LATITUDES



LATITUDE / RICHARD

Spread; Cathie and Charlie aboard 'Celebrate', the Taswell 58 they sailed around the world in just 14 months. Inset top left; The map shows the tropical route that the fleet took. Twenty of the 40 boats made it around in 15 months. Inset bottom left; The couple in one of their two saloon areas.

for example, it would have been hard for us to clear in because neither of us speaks Portuguese. But we just gave our passports and documents to the rally lady and we were done.

Cathie: The World ARC is actually a 15-month party. Every time we arrived somewhere, we were greeted with Champagne at the dock, followed by a party, and later a tour.

38: You didn't get the feeling that it was a predigested experience?

Cathie: Not at all. And we could be independent, too. For example, when we got to the Indian Ocean, Charlie decided it was best for us to leave two days early, so we did. As a result, we made it to Richards Bay, South Africa, before everyone else, and before the worst of the weather.

Charlie: *Celebrate* is also a 33-ton boat, so she and we could handle rougher weather more easily than most of the other boats anyway.

38: Can we presume the rally helped you make a lot of lifelong friends?

Cathie: Yes, although we lost a lot of great friends in Fiji because that's where some boats headed off to New Zealand or New Caledonia, perhaps to rejoin the next rally next year. Twenty of the 40 boats left at Fiji, and it was very hard to say goodbye to so many people we'd become such good friends with. On the other hand, we soon learned that a group of 20 boats is much tighter than a group of 40 boats could have ever been. It became a more cohesive group.

Charlie: A 20-boat rally was better than a 40-boat rally.

38: What are your thoughts about the speed at which you went around?

Cathie: It was fast, no doubt about it. We actually did it in 14 months instead

of 15, because after Carnival in Rio we decided that we'd have more fun in the Caribbean than Brazil. So we took off and finished a month early. But yes, it's a fast pace and you can get tired. By the time we got to Cape Town, I was a little tired. But after six weeks in Cape Town — which we loved! — I was rested and ready to go again.

Charlie: At some point everyone did get tired.

38: If you had to do it over, would you do it the same way?

Charlie: You have to understand that we're of the age where one of us could become debilitated at any time. So if we had started a five-year circumnavigation, there was a greater possibility that we wouldn't have been able to make it around.

Cathie: Had we been on our own, we'd have gone slower. But we can go around again or fly back to the places that we really liked. Those places aren't lost to us. For us, the important thing was that we were able to do a circumnavigation.

Charlie: We had signed up to do the Ha-Ha on our way to the World ARC start in St. Lucia, but I ruptured a disk while at Catalina and had to be flown to L.A. for surgery. So we missed the Ha-Ha. But from what I've read and heard from other people, the Ha-Ha is presented in a different tone than the World ARC, which is, after all, run by a bunch of Brits.

38: Are you saying you think the Ha-Ha is more fun-loving, light-hearted and casual?

Cathie: Let me put it this way, the ARC hosts great parties, but they are all very official and British.

Charlie: You don't have to wear formal wear, but the parties are more formal than those in the Ha-Ha. That said, we did wear formal clothes to the grand finale party in St. Lucia, which was great, and which is where everybody got thrown into the pool.

Thanks to "mechanical advantage", Cathie and Charlie were able to doublehand most of the way around the world with relative ease.



LATITUDE / RICHARD

CHANGES

38: You bought a Taswell 58 just for the event. How did you like her?

Charlie: Our boat was outstanding!

Cathie: I was the one who picked her out. But it was a hard choice, as after sailing on *Latitude's* 63-ft cat *Profligate* on Banderas Bay, I could see that it

was doable on a cat. And I loved the gorgeous *Catana* 52 cat *Bright Wing* that *Latitude* arranged for us to tour. But in the end, I've been sailing monohulls for 40 years, and I wanted to go with something I was familiar with.

38: Cruisers sometimes have a tendency to get more gear than

Charlie, at the edge of the volcano at Tanna Is.

they need. How about you?

Cathie: We added what the ARC required and then some.

Charlie: I added three jumbo solar panels on a rack on the back, which turned out to be really great. When we hauled in Fiji, the solar panels were enough to power the freezer.

38: What do you like the most about the boat?

Cathie: That she's so stable. Actually, we almost bought a Taswell 60.

Charlie: We went so far as to make an offer on a Taswell 72, too, but fortunately we didn't get her. She would have been too big. Anything over 60 feet would have been too big.

Cathie: Our 58 was plenty big. *Celebrate's* main saloon has love seats with small tables on both sides of the boat. I threw a Champagne party for Charlie's 60th birthday, and we had 90 people on the inside of the boat. And a bunch more outside. *Celebrate* has plenty of space.

At some point in the World ARC everybody gets tired. Fortunately for the Simons, for them it was at South Africa. The had a great six-week rest.

Doña de Mallorca: Plenty of space means plenty to clean, doesn't it? That's why I never let the Wanderer into the port hulls of *Profligate* and *'ti Profligate*. I barricade them so he can't mess them up or get them dirty.

Cathie: One of the great things about Cape Town — and there were many — is that I was able to get a girl to come in once a week to clean for \$50 a day. In South Africa, that's a lot of money.

Charlie: The guy who worked on our gel coat charged just \$75 a day!

Cathie: We feel we were lucky with our boat because we haven't sailed that many big boats, and she turned out to be a great ocean-going boat. She's reasonably fast upwind and on a reach, and super stable.

38: Big boats require big crews. How many did you have?

Charlie: Most boats had a total of four, and some of the big cats had six or eight. But Cathie and I like to sail our own boat.

Cathie: We'd do six hours on, six hours off.

38: Are you saying that you double-handed your heavy 58-footer?

Charlie: We had a third person aboard for three of the 15 legs. Andy Barrow of Nuevo Vallarta did the first leg, from St. Lucia to Panama, with us. It was a good thing he did, because Cathie came down with a wicked flu right after the start.

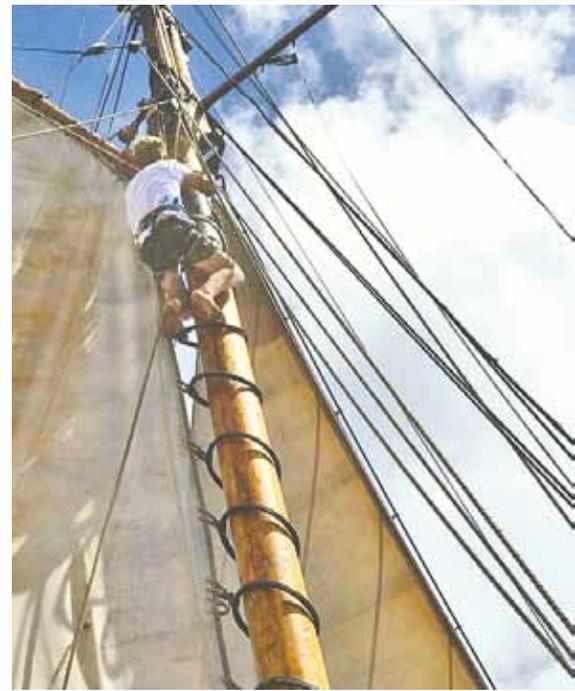
38: But six on and six off for days on end on a 58-ft boat!?

Charlie: We also had one crew for the longest leg, to the Marquesas. But for Cathie and me, the important thing is how much time we get off watch. We could always force ourselves to do two extra hours on watch, but we each needed to have a good sleep. So Cathie and I are used to six and six. Andy was great crew, but I have to say, he wasn't used to being on watch for six hours at a time.

Cathie: I have a lot of tricks to stay awake. I go up and down the companionway steps, I check on this or that, I change where I'm sitting, things like that.

Charlie: And we love our Watch Commander, which is a glorified timer. We'd set it for 15 minutes, and after 15 minutes it would go beep, beep, beep. If you didn't turn it off right away, an extremely loud alarm would sound, alerting the person off watch that whoever was on watch had fallen asleep — or overboard. It's a great device.

Cathie: When you



think about it, if you each do a six-hour watch at night, then it's daytime.

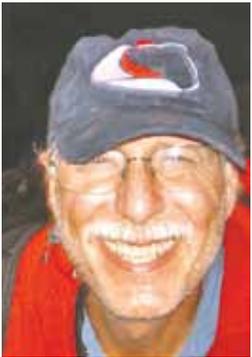
Charlie: One thing we noticed about boats that had racers on their crew is that they wanted to go top speed all the time. Their attitude was that if you weren't breaking stuff, you weren't sailing fast enough. Baloney!

Cathie: We wanted to be tender with our boat and gear. We were happy to go a knot slower than we could have gone, but not break stuff.

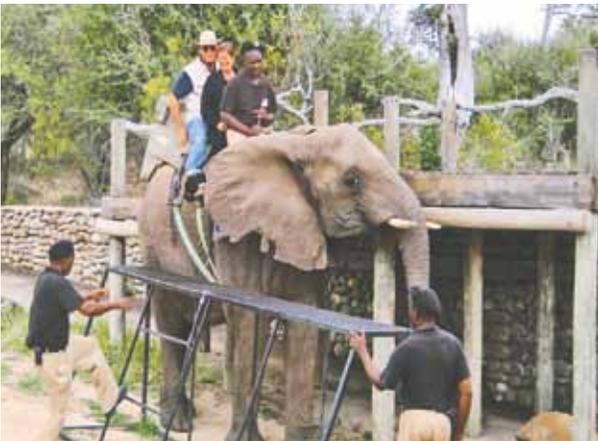
The circumnavigation proved to us that we're cruisers. It seemed to us that the racers and the sailors who weren't as experienced didn't have as much fun as we did. A couple of the boats with less experienced crew got discouraged and dropped out.

Charlie: When you've cruised — and Cathie and I have a combined 100,000 ocean miles now — you don't get upset when things break or fail. [Laughter.] You're used to it.

CELEBRATE



CELEBRATE



IN LATITUDES



ALL PHOTOS COURTESY JAN GRYGIER

forecast 15-knot headwinds, but they turned out to be 35 knots. Thirty-five knots isn't that bad, but you don't like it when it's 20 more knots than forecast.

Actually, our worst weather was off Cape Hatteras on the way to the start. [Laughter.] In fact, it was at Hatteras that I learned something that few people know — that Raymarine anemometers top out at 99 knots. We were anchored at Cape Lookout near Hatteras in February. It started to blow 40 knots and the anchor dragged, so we pulled it up and motored around in the pitch black. Suddenly the wind was really howling and we were doing 8.5 knots under bare poles.

Cathie: I couldn't believe it, but I was seeing 99 knots on the anemometer. Then I heard a tornado warning.

Charlie: I couldn't believe what I was seeing on the anemometer either. But it was good it happened, because you can't have an anchor that drags in just 40 knots of wind. So we bought a 200-lb Bruce. We had the biggest anchor in the fleet, so we slept really well. We had to replace the chain with bigger stuff, and of course the gypsy, too. While replacing it, we found out that the last 150 feet of old chain had rusted together in a single heap.

Cathie: You would have loved doing the World ARC with *Profligate*.

Charlie: Although in a cross sea the people with cats complained.

38: Beam seas aren't the most comfortable on cats.

Charlie: Our boat was fast, but downwind, such as from St. Lucia to Panama, the cats cleaned out clocks.

But seeing squalls to 40 knots was not unusual, but we didn't see many squalls over 50 knots. You can tell a lot about a squall with your radar. I got to know the boat well and from time to time got lazy, so I'd leave the full main up in 30 knots. It really helped that we had power furling

"You can tell a lot about a squall with your radar," says Charlie, which allowed him to get a little lazy about reefing the main.



Jan Grygier showed up at Antigua for the Classic Regatta in April and 'walked the dock'. The result was a crew position aboard the 91-year-old Dutch gaff top fishing schooner 'Samsara' — and these fine photos. So many great adventures are to be had by simply showing up.

38: Give us a better idea of your sailing experience.

Cathie: We've sailed San Francisco Bay for 36 years. Then we cruised to Alaska twice on our Beneteau 461 *Cher*, and later sailed her around to the East Coast.

Charlie: We're coming up on 30,000 miles on *Celebrate* since I replaced all the instruments.

Cathie: We put so much new stuff on the boat that it's lucky that Charlie is an engineer and could do most of it himself.

Charlie: Which meant I knew how everything worked, which really helped.

38: What kind of breakdowns?

Charlie: All the usual little things. Cathie and I were doing the 2,500-mile passage from Salvador, Brazil to Grenada ourselves, the longest one just the two of us did, and about halfway along the

generator overheated and quit. A hose had broken and dumped all the coolant into the bilge. We replaced it and were golden again. That's not a breakdown, but you have to expect stuff like that.

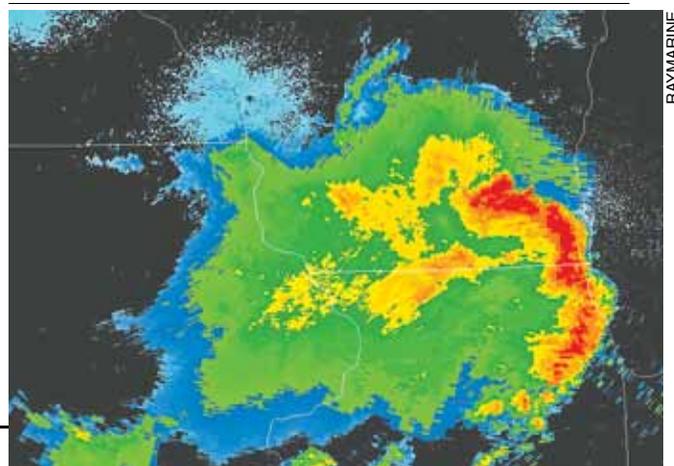
We also had to replace the Raymarine autopilot twice. I later learned the largest

Raymarine autopilot has a displacement limit of 77,000 pounds, and *Celebrate* is just under that. But that displacement, combined with the fact that the rudder bearings needed replacing, toasted the autopilots.

38: What was the worst weather you had?

Cathie: The Indian Ocean was worse than anywhere else, but it wasn't too bad.

Charlie: The GRIB file



RAYMARINE

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on the headsail and in-boom furling on the main.

Cathie: The in-boom furling made it easy for either of us to reef alone. It was key that I could operate it myself and not have to wake Charlie.



Cathie and Charlie — they've 'been around'.

We also had a surround cockpit that we could completely enclose. I insisted on it, and it was wonderful. We never got wet when it was rough, and when it was cold out, we were warm in the enclosed

cockpit.

Charlie: The enclosed cockpit made a lot of difference going around South Africa.

38: So what's next?

Cathie: We really like our boat, so we're trying to figure out whether we do upgrades to a 10-year-old boat, or do we get something else?

We've got our next year planned, as we're doing the ARC USA to Bermuda, then we're going to sail the Chesapeake Bay. At the end of the season we'll visit the Annapolis Boat Show to see if there are any other boats we might like.

Charlie: We really like *Celebrate*, but there's no room for an office, and we'd really like that.

Cathie: But we're cruisers, so we don't really know what we're going to do.

— latitude/rs 04/15/2015

Beach House — Switch 55 Scott Stolnitz and Nikki Woodrow Havana (Marina del Rey)

Dani and Tate aboard the Louisiana-based Westsail 32 'Sundowner' started their circumnavigation with a stop at Hemingway Marina.



BEACH HOUSE

[Editor's note: This is Part Two of Scott and Nikki's adventures in Cuba.]

During our second day at Hemingway Marina outside Havana, we met Dani and Tate, a nice young couple from Louisiana on the Westsail 32 *Sundowner*. They've just started what they plan to be a five-year circumnavigation. Young and tough, they will have had quite the adventure by the time they return home.

Speaking of Americans, there were between 15 and 25 US-registered vessels at Hemingway Marina. Technically, Americans aren't supposed to visit Cuba with their boats because it would require that they 'trade with the enemy', which is illegal. But the bottom line is if you're an American and want to bring your boat to Cuba, the Cubans will welcome you with open arms, and the US government won't do anything about it.

Not wanting to wait for a mechanic who would never come, we found Ricardo, a young tour guide who spoke perfect English, to escort us around in his associate's 1952 Chevy Bel Air. One of the first buildings he drove us past was the Russian Embassy, which he correctly identified as "the ugliest building in all of Havana."

Embassy Row, made up of old colonial homes, didn't have a U.S. Embassy because we don't have one. We do, however, have an 'Interests Section', which is located on the *malecon* away from all the other embassies. The Interests Section has been located in Havana since just after the revolution in 1958.

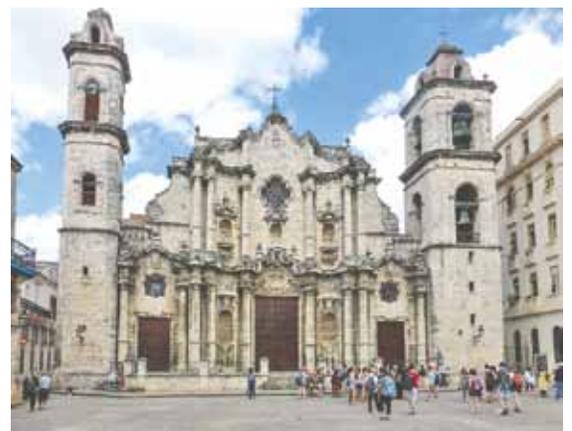
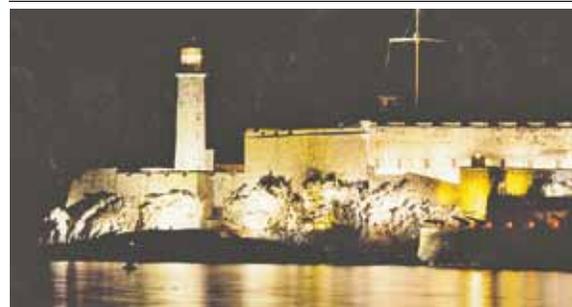
As we continued down the *malecon* we would see the Military Morro fortress across the way, with the Fortress de San Carlos de la Cabaña just inland. The La Cabaña Fort was Che Guevara's domain after the Revolution, and it's where at least several thousand Cubans, many of them guilty of nothing, were executed. Ricardo forgot to mention this.

Opinions of Che remain divided.

For a favorable view, one should read *Che Guevara, A Revolutionary Life* by Jon Lee Anderson. For a less favorable view, check out *Exposing the Real Che Guevara, and the Useful Idiots Who Idolize Him* by Humberto Fontova.

A huge rendering of Che's famous image is on the Ministry of the Interior building — which some call the Secret Police Building.

The Morro Fort on the point was used to protect Havana Harbor from raiders,



pirates and fleets of other nations until the Spanish-American War. By that time it was, like most of the other forts, rendered obsolete by technology.

Havana Harbor is where the *USS Maine* blew up, precipitating the Spanish-American War. How the *Maine* met its demise is as controversial as Che. Some say it was the Spanish, some say it was an accident, and some even suggest — which I'm sure must be poppycock — that the U.S. blew it up as a *causus belli*.

Tourism is big in Cuba and particularly in Havana. We saw many buses lined up that had brought hordes of tourists on day trips from the many hotels on the Varadero Peninsula.

Obispo Street is the happening tourist mecca in Old Havana, so we got out to do a walking tour. In the distance we could see the capitol building, the design of which was inspired by the US Capitol building. Obispo Street has been extensively rebuilt to be an important tourist destination. But just off to either side are the familiar slums.

One of the first attractions we saw was the United Buddy Bears exhibit at the

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BEACH HOUSE



Scenes from a Communist country stumbling toward the future. Clockwise from above: A classic Chevy that's nearly 60 years old. The Cathedral de San Cristobal. Modern invaders come on tourist buses. The military fort. An unknown Cuban. The Hotel Nacional, a mafia favorite. Hemingway.

Plaza de San Francisco. This is a touring exhibit, co-sponsored by the United Nations and private donors, to promote tolerance amongst the peoples of the world. The Cuba Bear was an attraction, but no bear had a bigger line for families to pose in front of than — what a surprise — the USA Statue of Liberty Bear.

We visited the beautiful old Cathedral de San Cristobal de la Habana, which is known for its uneven and asymmetrical towers, and Christopher Columbus being interred there from 1795 until 1898. Columbus 'discovered' Cuba in 1492, and described it as "the most beautiful earth that human eyes had ever seen".

Among our other Havana stops were the Hotel Ambos Mundos (Two Worlds), which is famous because it was here that Ernest Hemingway wrote *A Farewell to Arms* and *Green Fields of Africa*. Hemingway's fifth-floor room is now a museum. It also has a model of his beloved fishing boat *Pilar*.

We then returned to our 'ride', which

was now being driven by Remy. He told us that he had inherited the car from his dad, and that the original engine had been replaced with a Nissan diesel. I asked him how many miles it had on it. "The odometer broke at 287,000 miles," he said. "That was about 25 years ago."

We then went to a nice lunch at a local *palador*, which is a private home that functions as both a restaurant and a residence for the owners. Capitalism is slowly but surely creeping into Cuban life. It's an exciting prospect for many Cubans, as it allows them to supplement their meager incomes.

Cubans receive a ration card each month, which they told us generally works out to about half of what they need for the basics of life. As a result, almost all Cubans must have some other means of supplementing their incomes.

Health care is free, but as

Orwell said, "not all animals are created equal". The elite and tourists get quick and very good treatment. Ordinary Cubans, not so much.

Nonetheless, our young guide was very optimistic. He told us that all of Cuba is excited about the prospect of normalized relations with the US, and the ending of the embargo. Although Cubans can't say it out loud, my distinct impression is that once Fidel and Raul have passed on, the next generation of leaders will make major positive changes for the general population.

After all this sightseeing, it was time for a visit to the very up-market Hotel Nacional for a mojito. The Nacional was built by mafioso boss Meyer Lansky as his Cuban retreat. Apparently, the mob bosses, including Al Capone, would meet here to discuss 'business'. Cuba became the center of casino gambling and rum running during Prohibition. The Nacional is beautiful and commands one of the best views of the *malecon* and Havana Harbor. Another refreshing feature was that we had one of the two best mojitos ever. Mojito means, 'the little moistener', and was apparently Hemingway's drink of choice.

Would I recommend taking one's boat to Cuba? Absolutely. Would I want to live there. Absolutely not. And I'm not alone. In December alone, the U.S. Coast Guard interdicted 481 Cubans hoping to find freedom in the United States.

— scott 03/15/2015

Harmony — F/P 43 Belize Cat Brit and Sandy Horn Three Years of Cruising (Cazadero)

"Ever since I was a teenager growing up in San Diego's North County, it was my dream to sail my own boat wherever I wanted," Brit told *Latitude* during an April interview in the French West Indies.

The Horns bought 'Harmony', a former charter boat, three years ago on the East Coast. They've been cruising her ever since.



HARMONY

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Apparently the ocean flows through the family veins, for his father was a “big time wave guy as early as the 1940s, and later surfed with legends such as Greg Noll, Peter Cole and Buzzy Trent.”

Brit would eventually spend more time in the ocean than his father. In addition to being a lifelong surfer, he was a lifeguard in Southern California for 14 years at famed spots such as Malibu and Leo Carrillo State Beach. And prior to retiring six years ago, for 17 years he ran the California state lifeguard program on the rugged Sonoma Coast.

Brit's into the water more than ever. He and his wife Sandy currently carry “six or seven surfboards between 5'10" and 7'7", two SUPs, three kite boards and four kites, plus dive tanks and scuba gear” on their boat. The complete waterman program.

The tropics are ideal, of course, for enjoying all these watersports, yet Brit is one of the few cruisers who salivates at the idea of being able to leave the tropics in the winter to return to the very chilly waters of Northern California.

“I'd love to go home in the winter to surf the big waves of the Sonoma Coast. There are some great spots north of Bodega Bay during that time of year, and I've got some great waterman friends that I really like to surf with.”

Because Brit's busy time of year during his lifeguarding career was the summer, and he could travel in the winter, his wife Sandy always worked as a substitute rather than full-time teacher.

“Our first cruising boat was a Cheoy Lee 30 Bermuda ketch,” recalls Sandy, “that we'd sail to the Channel Islands each year. In 1991, we sailed her down Baja and up to La Paz. We didn't have radar, refrigeration, a watermaker — not even a depthsounder.”

“I set aside 3½ weeks for the Bash

Sandy and Brit Horn at a colorful spot in the Bahamas, an island group they loved. The Bahamas' weather is different from the Caribbean's.

from Cabo to San Diego,” recalls Brit, “but it turned out to be not long enough. The boat had an old Atomic 4 gas engine that I'd rebuilt with the help of Sandy's dad, but old fuel tanks and bad fuel were a bad combo and caused a lot of trouble. We finally blew the crankshaft motoring between Cabo and Mag Bay. Thanks to a combination of sailing and motoring with a 7.5-hp outboard we stuck on the back, we eventually made it to Turtle Bay.”

“By then we were out of time,” says Sandy, picking up the story. “So we left the boat in Turtle Bay for what would be three weeks, and made our way to the Transpeninsular Highway to catch the bus to Ensenada. It was Easter and the buses were packed. They kept telling us there were no seats, but for some reason other people kept getting on the buses. We finally discovered that while there were no seats, we could sit in the aisle. It was a 13-hour ride sitting on our duffel bags, but it was actually a lot of fun because we got to talk to all kinds of college kids on vacation.”

Brit and his brother would eventually return with a long-shaft outboard and motorsail back to California. It was a long and slow trip, the epitome of a Baja Bash.

“We've actually 'Bashed' both up and down Baja,” laughs Sandy, “as we had to sail to windward to get to Cabo in October.”

“It's true,” says Brit. “Besides, with just working sails we needed 15 knots to sail downwind at any kind of speed.”

“Which seems to be about how much wind we need to sail our F/P 43 Belize catamaran we bought three years ago,” Sandy says, laughing again. “What's different is that we're now pushing two hulls instead of one.”

No matter if you have a catamaran or a monohull, if you want to go downwind in light air, you need a spinnaker or gennaker, and you need folding props.

In order to buy their cruising boat, the Horns sold their Russian River rental, but not their home in Cazadero, which they describe as “in the Sonoma rain and redwood country.”

“We mostly looked at boats in the Caribbean and East Coast because that's where the catamarans are — although we did look at an old CSK catamaran in



Santa Cruz,” says Brit.

“If you buy that,” Sandy remembers telling him, “you're going to be going alone.” There are a lot of things that I'd did at 30 that I won't do in my 50s. Being uncomfortable all the time on a boat is one of them.”

Eventually Brit narrowed the field down to Belize 43 cats, and a broker found one in Charleston, South Carolina.

“As soon as I walked aboard, I went, ‘Yeah, I can do this,’” says Sandy. “The cat was within our budget, plenty big, and clean enough. But she still needed work.”

“She was a 2002 that had been in a charter program, and was in fair shape,” explains Brit. “We didn't get a chance to sea trial her until the day before we had to close the deal, and the sea trial consisted of a few miles on a river. But the Belize 43 is a known commodity, so we went ahead with the purchase.

“We paid a couple of hundred thou-



IN LATITUDES



SPREAD BY LATITUDE / RICHARD; INSET COURTESY HARMONY

Spread; Sandy and Brit. Their current cruising life is but a shadow — see inset — of the kind of tranquil life they lived in Cazadero.

sand for *Harmony*," says Brit, "which we think was a fair price. But we immediately sank another 30k into her."

"*Harmony* came with one original 30-hp Yanmar 3GM diesel and one 2009 Yanmar 3YM diesel, both with saildrives. They start and run just fine — unless you have to push into anything, at which time they are ridiculously underpowered.

"The joke," Sandy says, "is that you're not supposed to push into it."

For most cats, that's not really a joke.

"If I had the money to repower, I would," says Brit. He would also like feathering props and new sails. The latter are in next year's budget.

Since buying *Harmony* three years ago, the couple have made two round trips between the East Coast and the Caribbean, plus a third trip to the Caribbean.

"The first year we took the ICW south from Charleston, and then crossed over to the Bahamas," says Brit.

"I hated the ICW because the VHF antenna atop our 62.5-ft mast kept scraping the bottom of the bridges," says Sandy. "It was so stressful." Indeed, the following year the anemometer wand was knocked off by an ICW bridge.

"We spent three months in the Bahamas in our first season, and it was great," says Brit. "There were the typical cold fronts once a week, which meant the wind would change directions, and we'd usually have to change anchorages. We dragged anchor once, which really stressed out an already stressed-out Sandy. Most of the time she was ready to fly home."

Sandy eventually did fly home for a month, leaving Brit

on the boat alone — which he found stressful. When the Horns told us that Sandy had flown home for a month, it almost sounded as though they thought it was unusual. A spouse flying home for a month is not uncommon at all.

While Brit was initially stressed by being alone with the cat, it actually turned out to be a major turning point in the Horns' cruising lives, as he discovered he didn't have a problem handling the boat alone. Every sailor/cruiser will tell you there's a special moment of freedom when he/she learns he/she doesn't have to have help to run their boat.

When the Horns were ready to leave Charleston for their second trip down the ICW to Lauderdale to start their second cruising season, it was so cold there was snow on the decks. "The whole city was shut down by the snow and ice," says Sandy. "But we finally made it out."

"Our cat has an air conditioner that can be reversed to create heat," says Brit, "but the generator to drive it was dead. So we had to buy a Honda portable genset to run it. We made it all the way down to Lauderdale to do work on the boat, then had a great six weeks in the Bahamas.

"We then continued south to Georgetown in the Bahamas, which is nicknamed 'Chickentown' because that's where a lot of cruisers decide not to continue on down to the Caribbean. It's a big scene in Georgetown, and we stayed two weeks, which is really a very long time for us to spend in any one place."

The couple was lucky to find a weather window that allowed them to sail outside the Turks & Caicos to Mayaguez, Puerto Rico, as Sandy had a deadline to meet her daughter, who was interning at Woods Hole Institute in Massachusetts. This was the second time in two years that Brit was left on the boat alone, but now he was ready for it.

"I have to admit that the first year of cruising was very stressful on our marriage and our relationship," Brit says. "But when I learned that I could deal with

The Horns have found that cruising isn't just one happy moment after the other. But there are great ones, such as with friends.



HARMONY

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the boat alone, it suddenly made things much easier. Sandy could leave if she was stressed or wanted to, and it wasn't a big deal. So I continued on alone to the Virgin Islands, often in company with Matt and Jen and their kids on *Perry*, a Privilege 48 catamaran. We'd met them working on our boats in Lauderdale and had come to just love their boys. They just transited the Canal.

"After a month of being alone, I picked Sandy up in Puerto Rico, at which point we started heading back to the States via the Dominican Republic, the Caicos, and the Old Bahama Channel . . . on the back of hurricane *Albert*."

"It was really scary, with waterspouts, thunder, lightning and 35-knot winds. It sure would have been nice to have radar," says Sandy."

In any event, the couple made their way up the East Coast to Toms River, where Sandy has family, and spent a week in New York.

"We anchored at Liberty Harbor, which is the anchorage — without a dinghy dock — behind the Statue of Liberty," says Sandy. "Then we'd cross the Hudson River in our dinghy with our bikes, and pay \$10 a day to tie up at a park. Then we rode all over Manhattan. We had a ball!"

Then they spent a month in Cape Cod, at which point both returned home to the West Coast for about a month.

By the time the couple got back together again, Brit had installed two new refrigeration systems. But it was also October in Cuttyhunk, and "it was butt cold with snow flurries, and all the mooring balls had been removed for the season." It was time to make the 640-mile trip across the Gulf Stream to Bermuda.

"The first two nights were really cold," remembers Brit, "and the wind came from all directions. In addition, unlike down

When winter comes to Cuttyhunk — and it can start darn near late October — you need to have gotten your boat and your butt to the tropics.



by Florida, the Gulf Stream was all over the place, with back eddies everywhere."

"After 5½ days we made it to Bermuda," says Sandy, "which was nice and warm, and which I really loved. The people were so friendly, which is how we met Steve Hollis, the Doyle Sails guy and owner of the Venus gaff-ketch *Segue*. We not only met his son Austin and friend Will Tucker, but went surfing with them and spent Thanksgiving with them."

"When we finally sailed south to the Caribbean, we kept our eye out for them and *Segue* in St. Barth, as they had sailed south, too. We arrived late and didn't really know where to anchor, so we just dropped the hook — right next to *Segue*! And Will's dad Dal took us surfing at Lorient."

The Horns are the first to admit that there is more than one reason they like their cat.

"One reason we got a cat is because we needed room for all our water toys, and the cat has that," says Sandy. "But it's also because from time to time we both need personal space. And we're not alone. We met one cruising couple on a monohull who have a dinghy named *TAZ* — for Temporary Autonomous Zone."

"I love Sandy dearly and would go around the world naked for her," says Brit, "but it can be hard to be with anyone 24/7. At least the cat gives us the space you can't get with a monohull."

Although the couple believe they'd need three more seasons to really see the East Coast — they missed Maine, Annapolis and Delaware — their plan was to head Down Island for two months, then put their cat in Guatemala's Rio Dulce by July 1. They'll leave the boat there and go home for three months.

"I can only afford to go home once a year to see my mom and do other stuff," says Brit. "Five weeks is too short a period and seven months is way too long."

Three months is about right for me — although I really wish I could go home twice a year so I could also hit the winter surf with my friends."

"We women are a little different from men," says Sandy. "We really miss our family and friends. The members of the transient cruising community are great, but it's your longtime core friends that give you sustenance. So I like to stay home longer. And



I want to pick berries and do things like that."

"Plus," Sandy continues, "I worry more on the boat and am more sensitive about things. One time during our first season we dragged anchor. That really stressed me out and was a big factor in my going home. I also get really stressed when parking the boat or dropping the hook in crowded anchorages. Once we dropped the hook behind a German couple in Virgin Gorda, and they just glared at us. I'm really sensitive to things like that."

Brit solved the dragging problem by upgrading to a hefty 85-lb anchor at the end of 200 ft of chain. As for Sandy's sensitivity problem with people glaring at her because *Harmony* anchored behind them in the Caribbean trades — which is exactly what you are supposed to do — like every sailor she has to develop confidence in knowing what she/they are doing is the right thing. When you have confidence you're right, you can ignore numbskulls with impunity and peace of

IN LATITUDES



PHOTOS BY LATITUDE / RICHARD

Spread; If you like blustery winds and cold-weather sailing, Galway, on the west coast of Ireland, might offer the kind of cruising you like. Inset; Unfortunately, it's not possible to go sailing at any state of the tide. But Galway has plenty of warm pubs, and the Irish will talk as long as you want.

mind. How do you gain that confidence? By cruising. And yes, by making mistakes from time to time.

There is one decision the Horns made that they are very happy with — not selling their home.

"We talk to a lot of cruisers who come home and couch surf with family and friends for a couple of months," says Sandy. "They tell us it gets old quickly, so we're really happy we kept our home."

— *latitude/rs* 04/15/2015

Cruise Notes:

Oops! Due to technical difficulties — a brain fade on the part of the *Changes* editor — Part II of Geoff and Linda Goodall's report on their circumnavigation of South America with their Vancouver-based Rival 36 **Curare** will not appear until next month. Our apologies. Speaking of the Goodalls, here's their most

recent report:

"Linda and I were lucky enough to get on **Flying Buzzard**, the committee boat for the Antigua Classic Regatta. We're not great photographers, but we couldn't help but get some great shots of the action. The *Flying Buzzard* folks were fantastic hosts, and you could never hope to meet a greater cast of cruising characters. It turns out that I knew the captain, Mike. Thirty years ago we'd spent time together on Gabriola, a tiny island in the Pacific Northwest."

Not many people sail directly from California to the Marquesas, but Mike and Deanna Ruel did with their Delaware-based Manta 42, **R Sea Cat**.

"Yay! We've just an-

chored and have gotten a full night's sleep for the first time in three weeks," they wrote. They were pleased to soon find themselves in a very international group of cruisers, with boats from Germany, Australia, the Netherlands and South Africa.

One of the problems with sailing to the South Pacific is how to get back to the West Coast.

Dietmar Petutschnig of the Las Vegas-based Lagoon 440 **Carinthia** decided to bite the bullet by sailed back to California by way of Hawaii. He and crew Dan Bornholdt sailed the 3,146-miles from

Fiji to Hawaii in 46 days. It wasn't a nonstop trip, and we think 46 days includes the number of days on the hook.

"The last 10 days to the Waikiki YC in Honolulu were upwind in 20 to 35 knots of wind," Petutschnig reports. Not exactly a Lagoon 440's ideal sailing conditions. Dietmar has come a long way with his sailing. He started cruising with the 2008 Baja Ha-Ha, at which time he admittedly knew next to nothing. But now, well, he's got a lot of open-ocean experience under his belt.

"I took a couple of water-oriented photos for *Latitude* while cruising here in Thailand," reports Tom Van Dyke of the Santa Cruz-based Searunner 31 trimaran **En Pointe**. "The first was of the Scilly Isles-based ketch **Innisfree**, which somehow managed to end up on Phuket's Kuta Beach on the calmest of days. I have no idea how she got there or if she got off in one piece.

"I also took photos of the **Song-It's unclear how 'Innisfree' ended up on Kuta Beach, Phuket on such a calm day. And why she hadn't been kedged or pulled off.**



"Land ho!" Dietmar finally spots Honolulu.

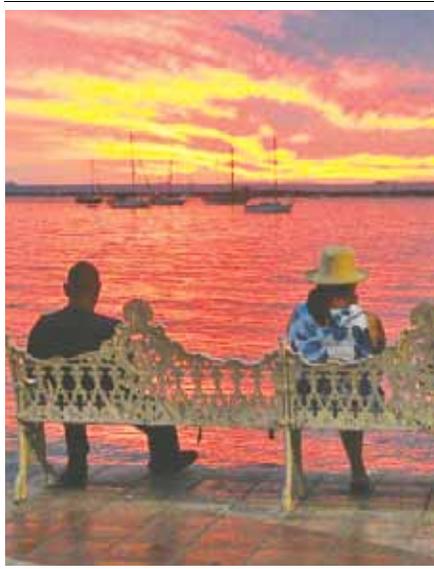


TOM VAN DYKE

CHANGES

Kran Festival celebrations in Thailand. At the start of the Dai peoples' new year, which happens to correspond with the onset of the warmest months in already sizzling Thailand, believers have traditionally sprinkled water over the heads of friends and loved ones as signs of love and respect, and to cleanse them for the start of the new year. As one might imagine, irreverent western tourists embraced a tortured version of the ritual with reckless enthusiasm. No gentle sprinkling of water for Aussies and Yanks, who started splashing, spraying and dousing everyone in sight — including the police. As a result, tourists have hijacked the serious Dai ritual into something akin to a nationwide water fight that is now known as the Water Festival. An important aspect of the Songkran Festival is that adherents must throw away everything they have, as keeping it into the new year would be bad luck. Surprisingly, westerners have yet to embrace this aspect of the cleansing ritual."

"Lately it's been calm — like a mountain lake — here on La Paz Bay at night," reports Bob Willmann of the Colorado-



LA PAZ TOURISM

La Paz in the late spring. Not only do lots of dolphins swim around the boats, the sunsets are breathtaking.

based Casamance 47 catamaran **Viva!** "While sitting in my cockpit, I've been able to hear dolphins gasp for air as they circle around my cat. At this time of year there are a lot of baby dolphins swim-

ming around with adult supervision. The babies must just be learning to breathe, because they make wimpy, almost desperate gasps, as though they've been holding their breath too long. Based on the sound of the gasping, I can tell if it's a mother, a calf or two mature dolphins around, even in the dark. Dolphins almost always travel in at least pairs. Lots of dolphins is one of the many good things about the cruising life in La Paz. I feel privileged to be living this lifestyle."

Speaking of dolphins and porpoises, the Mexican government has agreed to pay the **Sea Shepherd Conservation Society** \$69 million dollars to conduct two years' worth of surveillance and scientific monitoring to prevent the illegal fishing that threatens the vaquita marina porpoises. Only about 100 of the vaquita porpoises, which only live in the northern Sea, are still alive. A tip of the hat to the Mexican government for funding this program. We hope they do more, particularly in the Sea of Cortez.

What do you do following a circumnavigation? If you've read our interview

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with Charlie and Cathie Simon of the Taswell 58 **Celebration** earlier in this *Changes*, you know they're going to continue sailing, and perhaps upgrade to a sailboat with an office. As for Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who has been out there for about eight years now, and who will cross his outbound path near the Galapagos next year, he says he'll cross the Pacific at least one more time. He and partner Nicki Woodrow have put *Beach House* in RAM Marina on Guatemala's Rio Dulce for the hurricane season and to get some major work done. When they return to the cat in November, they'll head for Isla Providencia, the San Blas Islands, and the Panama Canal.

"I think we'll sail with the Pacific Puddle Jumpers all the way to Oz next season," says Stolnitz, "as that means Nikki will get to complete her circumnavigation, too. After Australia, I have no idea what we'll do. Maybe ship the boat back to Fort Lauderdale and put her up for sale."

Louis Kruk reports that so far this

year he's made two trips to his Beneteau First 42s7 **Cirque** in the Bocas del Toro region of Panama, where he's been joined by a total of seven guests. The first was Frank Goddard, who did the 2007 Ha-Ha with Louis and Louis' late wife Laura. Next came Louis' niece Gwen and her two 20-something cousins, Michelle, a civilian engineer for the Army Corps, and her brother Trevor, who flies C-17s for the Air Force.

"Upon their departure," reports Louis, "I was joined by Aussie Cheryl Ann Osborne, who stayed for six weeks of cruising and diving the archipelago. The onboard food was fabulous. My last two guests were Rick and Julie Sullivan."

"I'd flown home between guests," continues Louis. "On my flight from SFO to Houston on my way back to Panama, I took a walk to the back of the plane to



At the far right is Gwen, Louis' niece, with her cousins Trevor and Michelle. They dove right into the cruising life aboard 'Cirque'.

use the facilities. While in the latter, I palpated my lower abdomen, and I was wracked with anxiety on my return to my seat. In the previous four months I'd experienced a wide array of curious health symptoms. Since I had been to exotic places such as Detroit, Tokyo, Phnom Penh and others, I decided to resolve the situation right then. I used the fast airport Wi-Fi to Google 'hospitals' in Houston, and before long I




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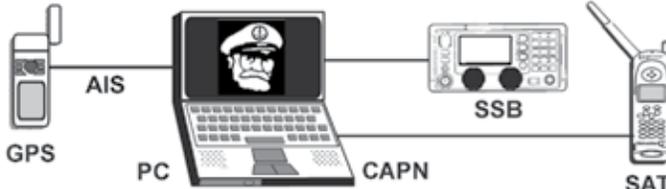
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was on a Super Shuttle heading to the emergency room at Houston Methodist, the best hospital in all of Texas. After a night of blood tests, X-rays and scans, I was diagnosed as having an infection. I was given antibiotics and a bunch of other meds, and was admonished not to leave Houston until it was obvious the infection was gone. When nobody was looking, I sneaked out of the hospital and got a Super Shuttle to the airport to catch the midday flight to Panama City.

Trying to achieve progress in the troubled Mexican **Temporary Import Permits** (TIPs) process has been one step forward, one step back, then one step sideways. "But at least the Mexican government has started accepting our suggestions," reports **Tere Grossman**, president of the Mexican Marina Owners Association. "A big improvement in the latest TIPs is that there is now a space on the forms for the owner *and* the captain (or driver if a boat is being trailered to Mexico.) Another big change is that the TIP document looks slightly different if it's been requested by the private owner of the boat as opposed to a boat owned by a corporation that is run by a captain."



Some of the old Temporary Import Permits (TIPs) were a lovely ruby color. The new ones aren't so stylish. But the old ones are still good.

Grossman also asked that *Latitude* repeat the different ways for people to cancel their TIP. Why cancel a 10-Year TIP? It makes sense if you know for sure you're not coming back to Mexico.

Because if the boat has a TIP that hasn't been cancelled, the boat can't return to Mexico under new ownership. There's only one TIP per boat. You can cancel your TIP either when clearing out of Mexico for the last time, or by sending it to the following address via registered mail: Administración de Operación Aduanera "3", Administración Central de Operación Aduanera, Av. Hidalgo No. 77, Módulo IV, 1º piso, Col. Guerrero. C.P. 06300, México, D.F."

There was tragedy in the Atlantic 500 miles south of the Azores on May 6, as winds of 50 knots and seas to 45 feet had the crews of at least four recreational boats calling for help. The sequence isn't clear to us, but one of the boats, **Reves Do**, a nearly new Lagoon 40 catamaran with a family of four aboard, capsized, caught fire, and sank. The 37-year-old mother and her nine-year-old son managed to get into the liferaft, and were rescued in good condition by the 900-ft bulk carrier **Yuan Fu Star**. The 39-year-old father and six-year-old daughter didn't make it to the liferaft, but floated

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The Cruiser's Home in Mexico

for seven hours before they were rescued by a hospital ship. Unfortunately, the young girl succumbed to the effects of hypothermia after being rescued.

A Portuguese Air Force helicopter rescued the crew of the Norwegian-flagged Swan 44 **Kolibri**, which had been rolled and knocked down several times. Two Dutch crew from the boat *Grandul*, type and hailing port unknown, were rescued by another ship after abandoning their vessel. We were unable to get details on the fourth vessel, which was also abandoned.

You don't find many West Coast sailors, even those who are doing circumnavigations, sailing around in the Netherlands. The biggest reason is that The Netherlands is so far out of the normal cruising routes. But despite the cold and blustery conditions, the toxic-looking brown water, and the short summer, the Dutch are crazy for sailing. We've been to the Netherlands twice in the last two years on business, and both times have been flabbergasted at the number of boats. It seems as if there are about

three for every family.

The most classic of Dutch boats are the *skûtsje*, which are sailing barges traditionally used to transport cargo. The Dutch are nuts about these flat-bottom lee-boarded boats, and race them competitively. We can't read Dutch, but the best we can understand it is that 14 of these

sponsored boats follow a two-week route of day events around Friesland, during which time they are followed by about 15,000 fans. The partying is said to be wild. We always assumed that the crews would sail these flat-bottomed cargo boats flat, but they sail them on their ears. They even knock them down. When knocked down 90 degrees, the *skûtsjes* stay on their sides because the water is almost always less than six feet deep.

We're not sure where Jeanne Socrates



This is just a photo of a photo, but it gives you a sense of how the Dutch race their lumbering cargo boats as though they were dinghies.

is headed, but the East London friend of *Latitude's* who at 70 became the oldest woman to singlehanded around the world nonstop, recently pulled into Mazatlan aboard her Najad 380 **Nereida**. When asked for local knowledge, Michael and Melissa of the S&S 44 **Tortue** gave her the following advice:

"Make sure you secure everything, including your dinghy and outboard, if you anchor at Stone Island or the Old

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Harbor. Sadly, there has been a spate of thefts in those areas recently. A safer option might be at the northeast corner of Isla Venados, the middle of the three islands off the more northern part of the city. Sometimes it's roly, but you can find good holding in sand in about 15 feet of water. There is an extended sand spit to the south. We normally anchor there when returning to Mazatlan, as we never attempt to come into the jetty at the north end of town unless it's daylight and unless we have a favorable report on conditions from someone who is there."

Sounds like good advice to us.

Readers from time to time ask for our advice regarding the best camera for cruising. It's changed over the years as technology has evolved, but as far as we're concerned nothing can compare with the **iPhone 6+**. It's incredibly versatile and easy to have with you all the time. In addition to taking fabulous hires photos, it has instant slow-mo, time lapse, video and stabilization. Eight photos in this month's *Changes* were taken with our iPhone 6+. It also does all those other non-camera things astonishingly well, too. The built-in editing features

are sensational. We spend half our time on long flights massaging some of the 12,000 or so high-res photos we have on our phone. We felt like killing ourselves when our iPhone 6+ wouldn't charge during our last week in the French West Indies. Not only did we not have our most valuable editorial tool, we hadn't backed up in two days and were missing some terrific photos and two digitally recorded interviews. When we got back to L.A., the Apple techs fixed it in two minutes. They removed the grain of rice that had become imbedded in the power receptacle!

Want to make your iPhone camera/phone even more valuable? Dump your current carrier and sign up for a no-contract plan with **T Mobile**. We dumped the evil AT&T for T Mobile, and for one-third the price we are now getting unlimited data and texting in the United States — plus 119 other countries! It's worked great in the Caribbean islands, the States, Ireland and the Netherlands so far. It's not always ultra high-speed, but

it works and it's free. Wi-Fi phone calls are free from 120 countries, and if you don't have Wi-Fi, they're only 20 cents/minute. Call us iPhone and T Mobile 'fanboys' if it makes you feel good, but for us the proof is in the results.

If you want to enter the **SoCal Ta-Ta**, the Southern California version of the Baja Ha-Ha that takes the fleet from Santa Barbara to Catalina via Santa Cruz Island, the Channel Islands and Paradise Cove, the time to sign up is now. There is only room for 50 entries, and 39 spots were grabbed in just the first couple of days. The dates are September 13-19. For complete information, visit www.socaltata.com.

As for the 22nd **Baja Ha-Ha** that starts on October 26, 48 boats signed up in the first week. The earlier you sign up, the higher your boat is on the list for a slip at Cabo San Lucas. Getting a slip in Cabo may not seem like a big deal now, but it might after you've been at sea or on the hook for nine days. For full info on the Ha-Ha, visit www.baja-haha.com. The editor of *Changes* will be the Grand Poobah again, and can't wait to go south with you.



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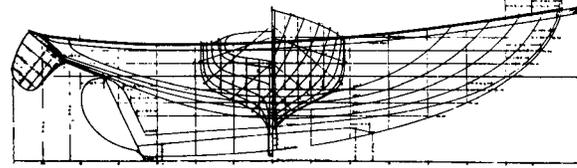
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BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at www.baja-haha.com shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.



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In addition to many first-timers, there are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

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If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.



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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 2. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

Get a head start on the process at our constantly updated Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

Sept. 2, 4-6 p.m. – Mexico Cruising Seminar, featuring presenters from Mexico marinas. Free! Encinal YC in Alameda.

Sept. 2, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC in Alameda.

Sept. 15, midnight — Deadline for all entries to be received.

Oct. 17 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 24 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 26, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 26, 11 am — Start of Leg 1

Oct. 31, 8 am — Start of Leg 2

Nov. 4, 7 am — Start of Leg 3

Nov. 6 — Cabo Beach Party

Nov. 7 — Awards presentation hosted by the Cabo Marina.

Nov. 19, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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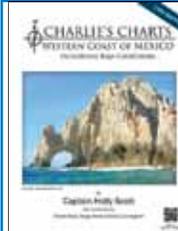
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DEADLINE

it is **ALWAYS** the **15th at 5 pm**

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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.



24-FT WYLIE WABBIT, 1983. San Diego, CA. \$5,500. Wabbit sail #8415, hull #3, Several Natls and Ditch wins. New sails: 3 sets, 2 masts, 3 spin poles. Hull faired and painted 2011. Galvanized trailer. Call (619) 414-6264 or asturm.adds@gmail.com.



22-FT CATALINA, 1970. Santa Cruz. \$1,500. "Rare antique," hull number 26 of over 15,000 manufactured. Good condition, on sound trailer. Two sets of sails: one standard set, one excellent set of heavy weather sails. Seagull outboard. More info at bugmenow@sbcglobal.net or (831) 427-2611.



14-FT WEST WIGHT POTTER, 1976. Santa Cruz. \$1,500 or trade. Good condition overall, three sails: main and two jibs. Trailer, electric outboard, marine battery, submersible LED taillights, oars, registration current. Will trade for minivan in good running condition. Info at (831) 427-2611 or bugmenow@sbcglobal.net.

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10-FT PORTA-BOTE, 2014. Elk Grove. \$1,500. New. Oars, tie-down straps and seats included. Information at (916) 647-6203 or (916) 595-8035 or davidgagne84@yahoo.com.



PACIFIC SEACRAFT - DANA 24, 2001. Anacortes, WA. \$84,000. Cutter-rigged. 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 rharmel@mac.com or (310) 823-8900.



24-FT J/24, 1978. Alameda Marina. \$8,000/obo. Fast. Trailer included. Verm job done. Brand new: Micron66 bottom paint, KiwiGrip, spinnaker, motor, tiller, sail cover. Carbon fiber genoa, Tacktick electronics. Inspected. Needs new traveler (~\$350). For more info contact: nathanielwroblewski@gmail.com.



17-FT COM-PAC SUNCAT, 2009. Truckee, CA. \$11,500. 20hp Volvo Penta torque-do e...vanized trailer...new-1st reg...ly a few time...system.

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.



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18-FT MARSHALL SANDERLING, 1976. Napa. \$9,500. LOA 18'2", Beam 8'6", Draft 19" board up, 4'4" down. Sail area 243 sqft. Includes a 4hp Yamaha outboard with adjustable mounting bracket. Depth gauge. Info at (707) 287-5632 or garylmichaud@gmail.com.



CAL 20, 1967. Belvedere, CA. \$1,750. Hull #1050. Ready to race or cruise. Standing rigging replaced in 2010. Crispy sails. Great shape. Please call (415) 987-8055 or (415) 717-3613 or amorkemo@gmail.com.

22-FT NONSUCH, 1987. San Mateo. \$19,800. High quality easy to sail with distinctive wishbone rig. Hull 49. New sail. Yamaha T9.9 with controls in cockpit. Standing headroom and enclosed head with potti. Clean throughout. Trailer available. Contact kilbrid3@gmail.com or (650) 288-8839.

25 TO 28 FEET



26-FT INTERNATIONAL FOLKBOAT. (Modified), 1973. Alameda. \$29,900. Blue-water cruiser, fiberglass, fully rigged for world sailing. Double-spreader aluminum mast. Lines to cockpit. Windvane. Autopilot. Radar. Liferaft. Parachute anchor. Sail inventory for all conditions. Asking price reduced. Beautiful, serious boat. Family events require sale. Email for info. jdarh@lycos.com.



CATALINA 27, 1975. Fort Bragg. \$5,900. Atomic 4 inboard runs good. Schaefer roller furling genoa. Sails in good shape. Head and galley w/alcohol stove and ice box. Slip available in Dolphin Isle Marina \$95/mo. Contact (641) 919-7371 or dwightwind@gmail.com.



26-FT COLUMBIA, 1970. San Diego. \$9,750. 2011 Honda 9.9, 4-stroke, remote steering station. 2012 new rigging, mast lighting, electrical panel/wiring, LED lighting, carpet. Replaced interior/cockpit cushions, canvas, hatch, windows, paint. 3-sails, spinnaker. Well maintained, TLC. Contact dockmom@mac.com or (858) 459-5978.

25-FT NORDIC FOLKBOAT, 1976. SF Marina West. \$9,300. US 101 for sale. Svendsen's-built. Fully equipped; Ready to sail. F/G hull, cabin and deck. Teak trim. Finished interior. Extra sails. More info at (408) 607-4740 or (408) 779-6195 or jefraser@charter.net.

27-FT CATALINA, 1982. Delta Bay Marina. Price! 135% wheel steering. For picture.

SOLD



27-FT CAL 2-27, 1975. Redwood City. \$6,300. Standing rigging, lifelines, roller furling replaced 2010. New 85% jib 2014. Universal M18 diesel, folding prop. Head w/holding tank. 2-burner CNG stove. Raymarine autopilot, VHF, depth gauge, knotmeter. More information at (408) 841-6648 or Christopher.Burns@sandisk.com.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$23,500. 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.



26-FT MACGREGOR, 1987. Alameda. \$8,500. MacGregor 26 w/trailer includes a recently serviced electric-start 9.9hp in very sound condition. Complete cockpit cushions, interior is like new. New items include: jib, mainsail cover, LED lighting and all lines. Private toilet area, pop-top - canvas "like new," two new batteries. Immaculate and definitely ready to sail today! Info at <http://tinyurl.com/njw8sxw> or contact mac26forsale@gmail.com or (510) 253-5883.



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. Contact (415) 271-6267 or us115@myastound.net.

28-FT NEWPORT, 1980. Marina Bay, Richmond. \$6,750/obo. Diesel, wheel steering, new batteries, new fuel tank, spinnaker, pole, roller furling jib, depth/knotmeters, full cushions. Great Bay boat, sails beautifully! Please contact (209) 527-7530 or (209) 204-7137 or Mike.chiavetta@gmail.com.

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.



27-FT CATALINA, 1973. Berkeley. \$9,950/obo. Prettiest C27 on SF Bay. Hauled out 2014 w/new Mercury 9.9 w/electric start/tilt/ cockpit controls, Dyneema lifelines, lines led aft, jiffy reefing, lazy jacks, custom heavy duty anchor roller w/Rocna 10, internal halyards, new standing rigging, new Schaefer furler w/ reefable jib, Bad Boy wifi antenna, new radio/antenna, new thru-hulls and bottom, all new professionally installed wiring/panel, wireless speed/depth, flat screen AC/DC TV/DVD player and much more. Sad to sell but a bigger boat beckons! More info at <http://sfbay.craigslist.org/eb/boa/5011613050.html> or contact davidsteeleonline@gmail.com.

27-FT ERICSON, 1976. Ballena Isle Marina. \$4,300. Great boat! 2012 Honda 8hp extra long shaft/electric start. Good sails. New hatch cover. VHF, depthsounder. 100% jib w/Harken furler. Rigged for singlehanded. Contact (408) 206-5504 or mxbag@comcast.net.

29 TO 31 FEET



30-FT ERICSON 30+, 1986. Redwood City. \$15,900 for fast sale. Universal diesel with rebuilt Hurth transmission, wheel, furling jib, dodger. Autopilot, depthsounder, wind indicator, GPS. Good singlehanded with self-tacking jib and all lines led to cockpit. Please call (408) 691-7271.

29-FT CAL 2-29, 1973. Sausalito. \$6,000. Roller furling jib. One-year-old 9.7hp outboard with electric start. Pictures and condition in recent survey report available upon request. Opportunity for sailor/handyman to make repairs identified in survey. Contact (415) 461-1604 or kendale@comcast.net.



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30-FT BRISTOL 29.9, 1979. Moss Landing, CA. \$13,000. Herreshoff design, Yanmar diesel, all new standing and running rigging, batteries, anchor system, canvas, VHF, Harken furler. 2014 new bottom paint and thru-hulls. Beautiful wood interior, very clean. More info at (831) 402-9169 or danagrnt@aol.com.



31-FT PEARSON SLOOP, 1978. San Rafael, CA. \$18,500. Excellent Bay boat. Volvo diesel, new Hugin 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.



30-FT FISHER MOTORSAILER, 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 WYLIECAT, 1997. Santa Barbara. \$84,500. Dazzler. Major refit 2007-08, Yanmar Diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shore-power, charger. Seller highly motivated. rrwawles@gmail.com.

CATALINA 30, 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/5000578898.html>. (510) 708-5581 or greg@gregotoole.com.



30-FT J BOAT J/29, 1984. Alameda. \$16,000. A regular on the podium, *Audacious* is a well maintained, fractional rig J/29. She has been upgraded with new standing and running rigging, full Harken deck layout, lifelines, Head Foil, Micron racing bottom and rebuilt outboard. Full complement of well used racing sails. In excellent condition, *Audacious* is turnkey and ready for both Bay and ocean racing or cruising. The nicest J/29 in Northern California! Contact kevin@kmcourdy.com or (650) 575-1329.



30-FT SANTANA 30/30, 1986. Marina del Rey. \$9,990. Custom tall mast, keel. 3-cylinder diesel rebuilt 2014. Recent rigging, new head, new cushions. No worries. Races like a dinghy. Multiple trophy winner. 30/30s have an almost one-design fleet in MDR. Fun competition. (310) 920-1478 or (213) 369-9872 or cazintl@yahoo.com.



30-FT C&C, 1980. Sausalito. \$15,000. Excellent condition. Roller furling jib. Dodger. Boarding platform with ladder. Stainless steel barbecue. Refurbished 12hp Yanmar engine. Electronics: autopilot, depth finder, wind indicator, GPS, stereo, and VHF. Galley: Ice box with melted water discharge pump. Head with shower. New batteries. New jib sheet winches. New running rigging. Cushion-lined cockpit. New life buoy. Many extras. (510) 735-6953.



30-FT J/92, 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 daysailer crewed or shorthanded. Please contact tmrsailing@gmail.com or (650) 400-7532.

30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$25,000. Well maintained with self furling jib, diesel engine, wheel. Price includes Marina Green slip! Please contact (650) 400-6898 or Dfoley@ewingfoley.com.

CATALINA 30, 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 mic 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. Four deep-cycle gel 73 batteries with Heart interface monitor. Dinghy with Mercury 4hp outboard. Many other upgrades. Pictures, equipment list, repair and maintenance log available. Contact (925) 984-6556 or craighk@yahoo.com.



31-FT CATALINA 310, 2000. Pier 39. \$83,400. Well maintained turnkey coastal cruiser. Ready for weekends on the Bay or racing. New mainsail 2011, New lifelines, New heat exchanger, Aft motor mounts replaced and more. Information at <http://harmonyboat.weebly.com/>. Contact (408) 431-4333 or dreyes999@gmail.com.

30-FT CAL 3-30, 1974. San Rafael. \$10,000/obo. Sleeps 7. Completely redone sloop, with rebuilt A-4, holding tank, 8 sails, full batten main, 2 poles, new instrument panel, new depth/GPS, new stereo. Contact (415) 386-4509 or romanrivas@sbcglobal.net.



31-FT FAR EAST MARINER, 1972. Brickyard Cove, Pt. Richmond. \$31,000. Capable cruiser. 1972 Mariner 31. Thoroughly restored in Bay Area between 2003 and 2010. Full-keel ketch, solid glass hull insulated between deck and waterline, encapsulated ballast. New chainplates, standing and running rigging. Monitor windvane. Lowrance chartplotter, HD radar, Standard Horizon AIS, Icom M710 SSB. Has called on Mexico, Tahiti, Alaska with current owner since 2010. Consider if you want to go... Contact (415) 999-7698 or reeves0802@gmail.com. Info at <http://figure8voyage.com/a-capable-cruiser-for-sale/>.

32 TO 35 FEET



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 on website: <http://bit.ly/1Kb5kJo> or via email donaldsnyder1@gmail.com or call (541) 890-4168.

NONSUCH 33, 1989. Grand Marina, Alameda. The Nonsuch 33 is a classic coastal cruising yacht. Totally in a class by itself, unmatched for livability with 13' beam, and effortless tacking or running. Bristol condition. <http://gyppyspirits.me>. Please contact (530) 412-0144 or cbellasail@sbcglobal.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. 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.



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35-FT ERICSON, 1972. Berkeley, CA. \$21,975. 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. (510) 213-0202 or quickjantony@gmail.com.



32-FT MARINER, 1971. Sausalito \$39,500 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.



33-FT YORKTOWN, 1977. Stockton. \$27,900. Much teak/mahogany, new top/bottom paint. Most everything updated within 4 years. Sails used 3 times, windlass, refrigeration, hot/cold water, 4 Trojan-sealed 6VDC batteries, canvas, outside cushions, XM1800 inverter. Perkins 4-108 diesel, propane stove/oven/BBQ, CQR anchor with 150' chain, TV/antenna, electric head, autopilot, compass, handheld VHF/GPS, all lines aft, 8' rubber dinghy w/6 hp outboard. Contact (916) 765-5874 or forfun1950@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.



34-FT WYLIE, 1979. Redwood City. \$22,000. Ready to race or cruise, sleeps six and PHRF preformer. New jib and asymmetrical spinnaker, many good sails. Easom running rigging and a reliable Yanmar. Many extras. Email for details: rwcCarthy@gmail.com or (650) 363-7996.



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.

32-FT FOLEY CUSTOM, 1978. Reno, Nevada. \$7,500. *Thirdreef* is for sale. 1978 ULDB., 32-ft., 8-ft. beam. Newer rudder, sprit, dropkeel, 4hp ob. Trailer. This is the boat that Hobie designed the Hobie 33 from. Contact (775) 240-0090 or thirdreef775@gmail.com.



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 contact (831) 345-2656 or dranthonycalciano@gmail.com.

34-FT PANDA CUTTER, 1985. San Diego, CA. \$85,000/obo. Ta Shing-built bluewater 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 herрман@san.rr.com.



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 and 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 WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest33.info. Please contact (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.

34-FT ERICSON, 1988. Vallejo, CA. \$29,000. Autohelm 4000 with windvane, adjustable whisker pole, factory optional bow water tank and newer aluminum fuel tank. 12v refrigerator. 6'3" headroom in cabin. Contact captron34@hotmail.com.



CAL 34 MK III, 1979. Marin, CA. \$24,000. Westerbeke diesel, Harken furling, self-tailing winches, comfortable liveaboard, seven sleeping berths, large cockpit. Good condition. Contact Paul at (415) 860-0543.



WESTSAIL 32, 1975. Brickyard Cove, Richmond, CA. \$28,000. Excellent condition. New 44hp Yanmar diesel, roller furling jib, 7 bags of headsails, Aries windvane, Shipmate 3-burner stove, 3 anchors, new dodger, AC/DC, VHF, stereo radio, trickle charger, galvanic isolator. Recently hauled and bottom painted. Teak and mahogany interior looks like new. Contact johnohareLL@comcast.net or (925) 324-6906.

33-FT FLYING TIGER 10M, 2007. Bayview, Idaho. \$49,000. All upgrades race ready. Betts rudder. 10 bags of sails. Trailer and gen pole. Fast, fun and affordable. More information at www.flyingtiger10m.blogspot.com. Contact (208) 683-0376 or prolinejudd@gmail.com.

36 TO 39 FEET

38-FT BLUEWATER INGRID, 1977. San Rafael. \$38,000. Archer/Atkins ketch. 2-cyl Saab diesel. Solid teak interior and deck. Tanbark sails. Fully found. Needs topside hull paint. Liveaboard berth, San Rafael yacht harbor. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. (562) 899-0774 or sswells@att.net.

36-FT ISLANDER. South Beach Harbor. \$25,000/obo. Perkins 4-108 diesel, low hours, Rod rigging, new mast, spinnaker-rigged, Roller furling jib. Contact Frank. (650) 964-8901.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. \$69,000. Cruising sailboat, day trips, cruising (Mexico for month). Raymarine autopilot, dinghy w/outboard, bimini. Original owner CG Captain. Jeannau website, "previous models," for pictures. (760) 980-0204 or marshalkagan@yahoo.com.



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37-FT TAYANA, 1978. San Francisco Bay. \$92,000. Mk II cutter, Restored with upgrades and extras. *Soltara* is a salty classic, a beautiful and comfortable cruising boat in great shape. See website for details and photos: <http://sites.google.com/site/tayana37soltaraforale/home> [soltara](mailto:tayana37@gmail.com). For info: tayana37@gmail.com.



38-FT MORGAN 382, 1978. Alameda. \$45,000. *Skylark* sailed in the Bay and offshore for 25 years. She is set up for doublehanded. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. More info: (650) 722-4546 or darlene@jscpm.com.



36-FT CATALINA, 1984. Alameda. \$43,500. Price reduced! 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.



39-FT CAL, 1971. Oceanside, CA. \$20,000. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: (949) 280-6220 or granahan@cox.net.



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. (925) 519-3574 or rcbaine@yahoo.com.



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.

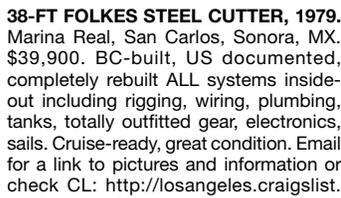
TAYANA 37 MK II CUTTER, 1986. French Polynesia. \$76,000. Well equipped, well maintained. Voyaged extensively, and is ready for more. Currently moored in Tahiti. Custom aluminum hard dodger and plenty of offshore gear. Photos, details on website. http://go2anna.blogspot.com/p/boat_18.html. Contact T37anna@gmail.com.



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 liveaboard. 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.



39-FT JEANNEAU, 2007. Point Richmond. \$159,000. Amenities abound with legendary deck space and belowdeck comfort. Well kept, well optioned deck salon carries ample headroom aft. Twin helms, open layout, large head, abundant storage, light and ventilation. Great live-aboard or comfortable couples' cruiser. Many opening ports, hatches, privacy curtains. 195 hours on diesel, navigation pod swivels 360° atop teak cockpit table. 2-speed electric winch under dodger makes jib or In-mast furling easy. New suncovers on sails. Telescoping whisker pole stored vertically on mast - adds downwind speed and can carry gennaker (gennaker not included). Raymarine electronics include self-leveling radome. Well maintained - clean bilges. "Sun-daysailed" but capable of "bringing many new horizons." More info at www.sailboatlistings.com/view/47126. (432) 214-2387 or yarboat@msn.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.



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 jjkingjrnew1@gmail.com.



37-FT ENDEAVOUR 37, 1979. Berkeley, CA. \$35,000. Plan A. Open cabin layout. Well equipped cruiser. Caribbean and Mexico vet. Currently in transit from the Sea of Cortez. Two autopilots, two Kyocera solar panels, wind generator, SSB, VHF, InReach Sat Com., radar, plotter, full dodger, Xantrex inverter, Seaward water-heater, much more. 10-ft. Avon RIB, 15hp Yamaha, new Schaefer 2000 roller furling drum, 4-cyl Perkins, Ullman fully battened main with Harken bat cars and Mack Pack system, new running rigging, fresh bottom paint. (510) 388-5534.



37-FT CUSTOM-BUILT CRUISER. CA. \$90,000. World's best fiberglass cruiser built by professional boat builder. Launched 1992. Ideal for older cruisers. Alpha autopilot, electric windlass, electric winch, unstayed carbon fiber mast, hard dodger. 3 watertight compartments, 2-piece dinghy, propane galley and heater, refrigeration. 2 staterooms, extensive hand-crafted teak interior with lots of storage. 150 gals water, 85 gals fuel, Yanmar diesel. Interior photos available. A must-see boat. Ready to cruise again! Call (209) 200-9200 or (916) 777-6792.



39-FT AMAZON, 2000. Port Townsend, WA. \$200,000. Steel pilothouse 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.



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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.



39-FT C&C 37/40XL, 1989. Port Huron, MI. \$120,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: www.flickr.com/photos/cclver/. Call to discuss. (919) 656-8899 or sailingnc@gmail.com.



36-FT CATALINA CRUISER, 1983. Oxnard, CA. \$49,500/obo. Fully loaded and ready for coastal, long distance and/or regional travel. Very comfortable as a liveaboard. We have owned the boat for 15 years and moved to Hawaii, never thought we would sell her. Professionally maintained and upgraded. Will consider real estate trades or other tangibles. Big Island of Hawaii A+. Aloha, Captain Dave. For details contact (805) 218-4711 or captaindave_ventura@yahoo.com.



39-FT HORIZON NEMO, 1985. Marina del Rey. \$69,000. SSB, liferaft, watermaker, EPIRB, solar, wind generator, AGM's, electric windlass, hard dodger, Yanmar 30, chartplotter, radar, dinghy, outboard, spinnakers, solid rigging, Monitor wind-vane. <http://losangeles.craigslist.org/wst/boa/5018522754.html>. (831) 402-9069 or Heidyg28@gmail.com.

37-FT EXPRESS, 1985. Friday Harbor, WA. \$45,000. Lots of sails and gear. Located in WA. Email or call for more information. cmcarli@hotmail.com or (340) 643-4388.

40 TO 50 FEET



43-FT J/130, 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.



45-FT EXPLORER KETCH, 1979. Emeryville. \$45,000. Great cruiser or live-aboard. Well built fiberglass ketch, 2 cabins, 2 heads, 200hrs on Cummins diesel. Beautiful teak Interior, many new upgrades but still needs some work. Motivated seller! Contact (253) 370-0269 or dan@danhartjoy.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.



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.

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.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *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/gxjff56ktnxvusa/4REqpVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$239,000. Outstanding example of this Bruce Farr cruiser/racer. Bowthruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furlex genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Please call for additional equipment. Excellent condition. Original owner. Call (916) 969-8077 or curtis@surewest.net.



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.

HUNTER 40, 1986. South Beach SF. \$59,995. Yanmar diesel. 6 sails. New in 2015: Instruments, canvas covers, batteries, charger-inverter, haulout/bottom job, teak refinished, more. See out of the water at SFBoatworks June 4-5. <http://h40.techuity.com>. Contact (650) 733-6090 or tcsmith00@gmail.com.



LACOSTE 42, 1985. Pt. Richmond. \$130,000. Beautiful Dufour-built, S&S design performance cruiser. 2 cabin/2 head. A graceful, fast, comfortable sailing boat. Passage ready, Baja Ha-Ha vet. All new interior and canvas upgrades, B&G electronics/pilot, computerized charting/nav, dual reefer system, separate VHF/SSB/Ham, custom radar arch w/davits, inverter, solar panels, wind gen, full spares and large sail inventory. Perkins 4-108 50hp. Only selling due to work demands. more info at <http://svfavonius.com>. Contact (707) 864-1066 or (707) 631-2816 or mpordes@sbcglobal.net.



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.

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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. Contact (805) 985-4532 or lanikai3@live.com.



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 handhelds; 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, nearly totally enclosed cockpit! (602) 421-9964.



47-FT WOODEN OCEAN CRUISER. 1971. Opua, New Zealand. Best Offer. This is a one-of-a-kind San Diego custom-built wooden cutter with a beautiful story and a proven bluewater track record. March 2015 edition of *Latitude 38* magazine for her story. Come sail the waters of New Zealand, the Pacific Islands, and beyond! More info at <http://sandiego.craigslis.org/csd/boa/4984172082.html>. For more information contact brianamoseley@gmail.com.



40-FT HUNTER 40.5, 1996. Vallejo, CA. \$78,000/obo. 50hp Volvo diesel. Garmin chartplotter, depth, wind, radar. Autopilot. Wind turbine. Well maintained. Beautiful much loved boat, moving. Contact (707) 694-7323 or sailorintney@gmail.com.



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 lightheart45@yahoo.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. More info at (916) 847-9064 or steve@paradigmpilgrim.com.



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 egs@alum.berkeley.edu.



44-FT BENETEAU FIRST 44.7, 2005. Seattle \$193,500. This boat is still for sale but after last weekend we almost lost our resolve. Why would anyone sell this perfect boat? This Farr-design is fast in light wind (PHRF 22/44), perfect 3-cabin, 2-head layout, has new: radar, autopilot, Iversion dodger. Nearly new North head and mainsail with Dutchman system, North Asymmetrical spinnaker. Code zero and sprit, electric winch. Superb condition. Call (206) 284-9004 or (541) 230-0090.



42-FT BENETEAU 423, 2007. Alameda. \$195,000. Immaculate condition with 144 hours on the Yanmar diesel. Full Raymarine electronic package. 2 cabins, 2 heads, new batteries and service. Life raft. Documented, recent survey, needs nothing. Call (925) 323-7181.



45-FT CUSTOM, 2013. Long Beach. \$69,000. New (almost) 45' full keel fiberglass ketch. Built on a bare ct41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr-old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@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

51 FEET & OVER



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.



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 chartplotter, 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://endlesssummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



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47' Beneteau 473, '05 \$238,900



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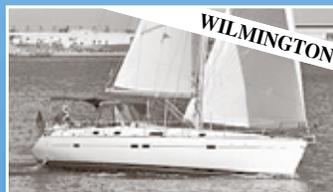
43' Jeanneau DS, '06 \$205,000



42' Hunter Passage, '93 \$93,000



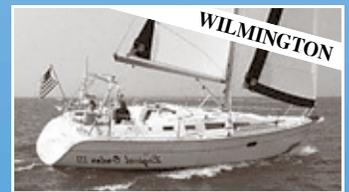
42' Catalina, '93 \$87,000



41' Beneteau 411, '00 \$129,000



40' Jeanneau 409, '11 \$219,000



35' Hunter 356, '03 \$79,900



35' Catalina, '04 \$109,000



32' Catalina, '98 \$57,000



30' Doug Peterson, '78 \$11,900



28' Alerion Express, '09 \$95,000



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46' KELSALL CATAMARAN, 2008

Easy to handle long-distance cruiser, bristol in and out. Twin Volvo diesels, Northern Lights genset, full electronics. Lying in Sausalito Yacht Harbor.

\$324,000

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NEW LISTING



60' STEPHENS HOUSEBOAT, 1966

Immaculate and spacious custom yacht. Lying in a potentially live-aboard slip

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47' VALIANT CUTTER, 1982/2012

Never cruised, but over \$250,000 spent over the last three years getting her READY! Repowered, rewired, rerigged, new electronics, etc.

\$249,000

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50' BREWER-DESIGNED KETCH, 1989

Bullet proof, steel-hulled, cutter-rigged, full keel with cut away forefoot and skeg hung rudder, 5kW Northern Lights genset.

\$179,000

See at: www.marottayachts.com



41' KIRIE FEELING SLOOP, 1996

Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. *Starfinder* is a great example of a great design.

\$134,000

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36' CARVER MARINER 360, 2004

One owner boat shows very nicely inside/out and is competitively priced to boot. Low time (barely 400 hrs) on twin Crusaders, nice elect., much more.

\$126,800

See at: www.marottayachts.com



REDUCED

36' CATALINA, 2001

Very clean example of this MkII and one of only a couple for sale in California at present.

\$89,000

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



46' BRUCE ROBERTS, 1995

Bruce Roberts-designed Spray pilothouse ketch. Very low hours on this bulletproof fiberglass cruising ketch that has never left the Bay! And very competitively priced to boot... \$59,000

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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.

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18' ROTH-BILT CENTER CONSOLE RUNABOUT, 1999

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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**

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' S-2 9.2C Center Cockpit Pocket Cruiser Sloop. Aft stateroom, dodger, diesel, roller furling, autopilot, radar, GPS/plot. Good inventory incl. spinnaker, lazy jacks w/bag, full galley, stereo/CD, enclosed head with shower/tub & MORE! Asking **\$22,450**



37' MOODY Center Cockpit Sloop. High quality UK-built performance cruiser in fine condition. Diesel, RF, self-tailing winches, aft & fwd dbl strms, 2 heads w/showers, large salon w/ship's table/settee, full galley, MORE! Asking **\$69,900**



35' ISLAND PACKET Lightly used on San Francisco Bay so she's super clean/ready to cruise. Huge, comfortable cockpit w/room for everyone. Massive, well equipped galley & fantastic layout below w/roomy aft & forward cabins. Built to high standards to sail safely. Asking **\$110,000**

GREAT VALUE



37' TAYANA Cutter in exc. cond. Salty high quality and unusually stoutly-built traditional Hooking 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' DUFOUR 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 trued & aligned. MORE! Asking **\$19,950**

GLOBAL RANGE



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**

BARGAIN!



30' OLSON 30 Super popular ultra-light displacement racing yacht in nice shape. Wonderfully competitive sloop 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 **\$9,900**



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**

CRUISE READY!



37' RAFIKI Blue Water Cruising Cutter. 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**



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**



47' SCHOONER w/PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, port-side pvt 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 **\$59,950**

REDUCED!



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 **\$100,000**



133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



41' MORGAN Center Cockpit Out Island Sloop. Diesel. Outstanding & very popular cutaway full-keel cruiser design. Live/cruise. REFINISHED in & out. Teak & holly sole. Radar, speed/log, VHF, stereo, GPS/plotter, A/P, spinn., MORE! Asking **\$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**

NEW DIESEL



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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