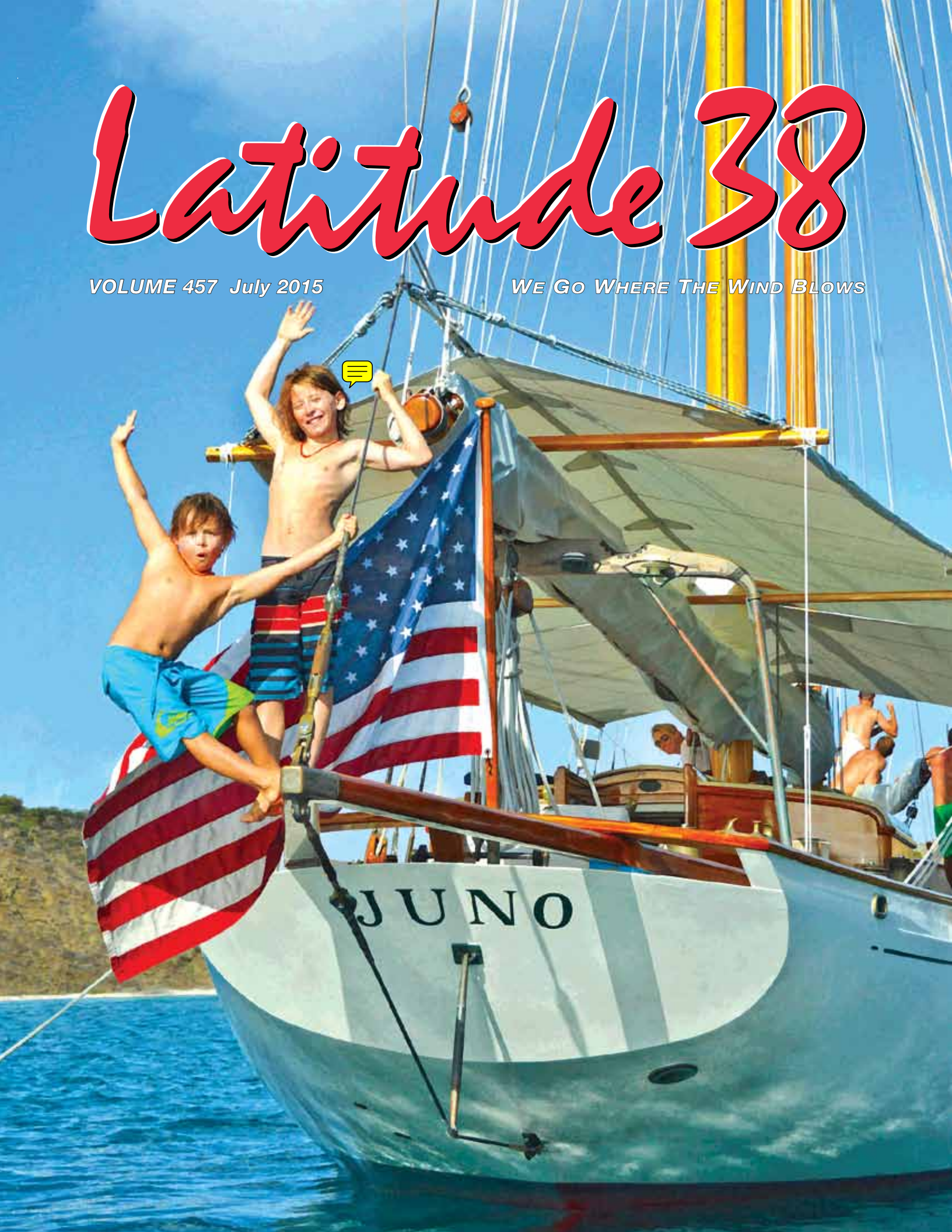


Latitude 38

VOLUME 457 July 2015

WE GO WHERE THE WIND BLOWS



MASTER MARINERS REGATTA —

ALL PHOTOS LATITUDE / CHRIS & ANDY
EXCEPT AS NOTED



Looking back at pictures of recent Master Mariners Regattas — and reminiscing about editions we've sailed in — we're struck by the rugged vessels bucking through white water parted by cleaving prows, creating classic 'bone-in-the-teeth' bow waves. The crews are soaking wet from splash and spray, and the heavier craft really get romping. But that look was mostly absent from this year's Master Mariners on May 23.

Conditions were relatively mild that Saturday, and a monotone fog cast a dull light on the slow start, between St. Francis and Golden Gate Yacht Clubs on the San Francisco waterfront, where the Marina meets Crissy Field.

The seven-boat Bear one-design class started first, along with the scow schooner *Alma*, at high noon. Starts continued every five minutes until 1:05 p.m., when the fastest-rated boat, the M-Class sloop *Pursuit*, started all by herself. During that hour, a building flood pushed the boats around, but the breeze did fill in a bit for the later starts.

Getting around Little Harding Buoy, the first mark, was slow going, as was getting back to Blackaller at the west end of Crissy Field. But at 2 p.m. the fog finally lifted off the Cityfront, and a narrow lane of wind in the Slot intensified and spread out. John Tuma, sailing on the Angelman ketch *Makani Kai*, would

later report a top wind speed of 15 knots.

From Blossom Rock downwind all the way to Southampton Shoal, *Pursuit*, helmed by Hank Easom, had a boat-for-boat race with the lovely Port Townsend-based schooner *Martha*, which was visiting the Bay — where she was built in 1907 — before heading south to Los Angeles for this month's Transpac race to Honolulu. *Martha* kept trying to pass *Pursuit* to leeward, but to no avail.

A STATELY PARADE



Janice and Bill Belmont's Farallon Clipper 'Credit' sails to leeward of the Port Townsend-based schooner 'Martha' on the way from Little Harding, in the shipping channel, to Blackaller Buoy, near the San Francisco shoreline.

The two boats rounded the dilapidated Southampton platform together. "Hank took it so close," exclaimed one of the *Pursuit* crew. "Oh my God, aren't there pilings under there?!"

During the final beat, *Pursuit* finally pulled away from *Martha*. "They go to weather better," commented Skip Allan, *Martha's* tactician.

At the finish east of Treasure Island, the breeze was light and the flood strong

again, but *Alma* was the first in the Big Schooner division to finish. This was her second win (the first was in 2001). The crew of *Freda B* handed the crew of *Alma* a bottle of champagne in the Estuary.

Freda B and *Seaward* competed with *Alma* in Big Schooners, with the two faster vessels both starting at 1 p.m. "Our start time was changed so that we started with *Seaward*," said John Skoriak, crew aboard *Freda B*. "We played the *Mission*

Impossible theme at the start, but then we beat *Seaward* anyway."

After the finish, many of the classic craft continued on down the Estuary to Encinal Yacht Club in Alameda for a big raft-up, party and awards ceremony. First to the dock was neither *Alma* nor *Pursuit*, but rather *Aida*, Skip Henderson's 55-ft LOD Colvin gaff schooner. "We were making one knot against the flood in San Francisco," Henderson explained,

MASTER MARINERS REGATTA —



MARTHA BLANCHFIELD / RENEGADE SAILING

Clockwise from top left: The Herreshoff 41 'Radiant' and a pack at Blackaller; mutual photography on the 52-ft S&S yawl 'Legend'; a Jim DeWitt painting of 'Sunda' adorned this year's shirts (longtime shirt and mug artist Caleb Whitbeck passed away last year); the 40-ft Chapelle schooner 'Bluenose'; a lot of bailing kept the partially-restored Farallon Clipper 'Mistress II' afloat; besides being popular for fishing, the Torpedo Pier has a great view of the jibe at Blackaller Buoy.

"so we dropped out."

But despite the lack of really big breeze, a good time was had by all.

— **latitude**/chris

MASTER MARINERS REGATTA, 5/23

BIG SCHOONERS — 1) **Alma**, 88-ft LOD

Steiner scow schooner, 1891, Jason Rucker; 2) **Freda B.**, Charles Wittholz topsail schooner, 1991, Marina O'Neill/Paul Dines; 3) **Seaward**, 82-ft Russ Wooden Marconi schooner, 1988, Alan Olson. (4 boats)

GAFF I — 1) **Yankee**, 52-ft Stone schooner, 1906, Alexis McNeill; 2) **Brigadoon**, 65-ft Herre-

shoff schooner, 1924, Terry Klaus; 3) **Tiger**, 38-ft Pinky schooner, 1993, Luc Maheu. (6 boats)

GAFF II — 1) **Makani Kai**, 40-ft Angelman Sea Spirit ketch, 1970, Ken & Kristine Inouye; 2) **Sea Quest**, 36-ft Angelman Sea Witch ketch, 1961, Stephen Carlson; 3) **Sequestor**, 36-ft John Hanna ketch, 1940, Hans List. (3 boats)

MARCONI I — 1) **Pursuit**, 82-ft M-Class sloop, 1929, Ron MacAnnan; 2) **Martha**, 68-ft Stone schooner, 1907, Robert d'Arcy; 3) **Elizabeth Muir**, 51-ft McInnis schooner, 1933, Peter Haywood. (8 boats)

A STATELY PARADE



NATHAN BOSSETT



JOHN TUMA



MARCONI II — 1) **Sunda**, 35-ft Seaborn sloop, 1941, Bob & Colleen Rogers; 2) **Lydia**, 40-ft Schock cutter, 1956, Bob & Christine Hanelt; 3) **Stroma of Mey**, 41-ft Reginald Freeman Bermuda ketch, 1936, Barry Rabbitt. (4 boats)

MARCONI III — 1) **Viking Red**, 30-ft whale boat, 1938, Sea Scouts; 2) **Random**, 30-ft Hurricane sloop, Kers Clausen; 3) **Vixen**, 31-ft Swanson yawl, 1904, Steve Kibler. (8 boats)

MARCONI IV — 1) **Jabulani**, 28-ft Herreshoff, 1997, Jeff Wilson; 2) **Morning Star**, 32-ft sloop, 1984, Barbara Ohler/Gary Costigan; 3) **Eos**, 27-ft

Clockwise from top left: 'Pursuit's' owner Ron MacAnnan stands behind helmsman Hank Easom; jibe-preventer Lee Krasnow on 'Stroma of Mey'; 'Aida' is greeted at EYC; the raft-up forms; Ken Inouye at the helm of 'Makani Kai'; prepping the jib on the bow of 'Martha' during the approach to Southampton.

Feather, 1945, Keith Dunlop. (5 boats)
OCEAN I — 1) **Bounty**, 52-ft Sparkman & Stephens yawl, 1950, Sue & Dan Spradling; 2) **Legend**, 52-ft Sparkman & Stephens yawl, 1954, Tim Mullins; 3) **Nirvana**, 44-ft Fellows & Stewart, 1946, Bill Conneely. (4 boats)

OCEAN II — 1) **Spirit**, 33-ft Sparkman & Stephens sloop, 1960, George Kiskadden; 2) **Neja**, 35-ft Lapworth, 1961, Jim Borger; 3) **VIP**, Farallon

Clipper, Don Taylor. (5 boats)
BEAR — 1) **Magic**, Tim Maloney; 2) **Puff**, David Sandry; 3) **Renegade**, Russ & Christine Katz. (7 boats)
BIRD — 1) **Cuckoo**, Bill Clausen; 2) **Skylark**, Jim Josephs. (3 boats)
L-36 — 1) **Leda II**, David James; 2) **Papoose**, Allen Edwards. (2 boats)
Full results at www.mastermariners.org

A BRIEF (MOSTLY) SAILING HISTORY

We hope you enjoyed last month's Part 1 of our *Brief Sailing History of San Francisco Bay*, which took us from Juan Cabrillo and Francis Drake sailing by (but not entering) the Bay in the 1500s, to the antics of Jack London and the launching of *Alma* at the end of the 19th century. This month, we board the way-back machine in 1900 and ride it back to the present.

1901 — On February 22, in thick fog, the 370-ft auxiliary sailing liner *City of Rio de Janeiro*, inbound from Hong Kong, strikes rocks off Baker Beach. She goes

COURTESY MYSTIC SEAFORT



The deadly sinking of the auxiliary liner 'City of Rio de Janeiro' in 1901 was one of the saddest days in Bay Area history.

down in 10 minutes with 128 of the 210 souls aboard. This remains the worst maritime disaster in Bay Area history. While a few of the survivors manage to launch lifeboats, and a few are rescued by the United States Lifesaving Service (which later becomes the US Coast Guard), most are rescued by members of the local Italian fishing fleet. Sections of the wreck, along with bodies,

The Mile Rocks light originally had multiple layers. Construction began in 1904.



wash ashore for years afterward, including the wheelhouse 18 months later — with the remains of Captain William Ward still in it. Although many searchers claim to have found the ship over the years, her exact whereabouts are not known for sure until 2014, when NOAA scans finally reveal the *Rio's* ghostly form 285 feet below the surface.

1902 — Brothers Theodore and Robert Stephens open a boatyard in the farming community of Stockton and begin construction of the sloop *Dorothy*. In its 85 years of operation, the Stephens Brothers Boat Builders will design and build many great yachts (including 19 Stephens-designed Farallon Clippers), and many more utility and military craft. Their last wooden boat is built in 1974. The yard closes its doors in 1987.

1904 — Contractor James McMahon is awarded a contract to build the foundation of a lighthouse at Mile Rocks (so named because it is a mile inshore of the shipping lanes). On a boat trip out to assess the job, his entire crew takes one look at the wind- and wave-swept rock and quits. McMahon heads

down to the wharf to hire some real men, and a crew of deepwater sailors toughs out the conditions to blast the rock flat and build the four-foot-thick, 35-foot-high concrete walls that form the base of the light. The elegant lighthouse is first lit on February 15, 1906. Sixty years later, in 1966, the light is automated and its top blasted off for a helicopter landing pad, leaving us with the stumpy eyesore seen today.

1906 — The Great Earthquake occurs in the early morning hours of April 18. When the estimated 7.8 magnitude shaking is over, 3,000 people are dead and 80% of the City is destroyed. It remains the worst natural disaster in the history of California. At Stone Boat Yard, on the present site of the St. Francis YC, the schooner *Yankee*, under construction, is shaken off her cradle. She is eventually righted, repaired and completed and is still sailing today.

1906 — Clarence MacFarlane sails his Honolulu-based 48-ft schooner *La Paloma* into San Francisco in mid-May. He has worked hard to gather together a fleet for a race to Hawaii that spring. However, arriving less than a month after the Great Earthquake decimates the City, he realizes nobody cares much about sailing right then. So he sails south, gathers together a small fleet — only two other boats — and Transpac #1 gets underway off LA in June.

1908 — In perhaps the biggest sea-going spectacle the Bay has ever seen, Teddy Roosevelt's Great White Fleet steams through the Golden Gate. An estimated one million people line every available piece of real estate to watch the 16 battleships, six destroyers and several auxiliary ships stream in. As well as a show of support for the City after the earthquake two years earlier, the event sets a model for regular Navy visits, a tradition that eventually becomes Fleet Week.



1915 — The Panama-Pacific International Exposition — created to celebrate the opening of the Panama Canal the year before — kicks off in San Francisco. Famed British America's Cup Challenger Sir Thomas Lipton is scheduled to field a 12-Meter team for part of the sailing festivities, but is unable to make it because of World War I. He returns in later years to participate in a race series that by then has been named for him. The Lipton Cup lives on today as a competition among West Coast yacht clubs.

1915 — The 216-ft steam schooner *Wapama* is launched in Oregon. One of an estimated 235 ships built for the



LATITUDE / ANDY

The lovely schooner 'Yankee' tacks up Raccoon Strait in 2008 — 102 years after she was shaken off her cradle during the Great Earthquake.

"Scandinavian Navy" (for the many Danes and Norwegians who crewed them), the *Wapama's* early peers are actual schooners that braved the dangerous 'dogholes' of the North Coast to load mostly lumber for the growing cities to the south. As the boat type develops, they are fitted with larger and larger en-

OF SAN FRANCISCO BAY, PT II



An artist's rendering of the Panama-Pacific Exposition. The Palace of Fine Arts (lower right) is all that remains of it. Inset: An overpowered sailboat takes a spin through the yacht basin.

engines and smaller and smaller sail plans until, like *Wapama*, they are essentially steamships with small masts. After dozens of schemes to restore her over the

almost up to the day he dies in 2000, at age 94.

1919 — Fred Brewer, a naval architect with Sausalito's Madden & Lewis boatyard, sketches an affordable, heavy-duty 30-ft sloop able to handle the Bay's boisterous conditions. Alden Designs draws up the final plans for what is originally called the S Class, but is quickly named the Bird Boat, San Francisco Bay's first one-design class.

1927 — Possibly the largest yacht to be built in the Bay Area slides down the ways at Stone Boat Yard. She is 140-ft auxiliary schooner *Northern Light*, commissioned by the Field Museum of Chicago and built extra-heavily to withstand conditions during her intended scientific expeditions to the Arctic. Later on, *Northern Light* serves as a Boston pilot boat and is part of the Hooligan Navy (more on that later) during World War II.

1930-31 — Millionaire Templeton Crocker completes the first known circumnavigation that starts and ends in San Francisco. The voyage is aboard his 118-ft schooner *Zaca*, which is built in Sausalito (and christened by Oscar-winning actress Marie Dressler). During preparations before he leaves, his mother visits the boat and remarks, "Templeton, surely you're not going to sea in this little thing."

1931 — Construction begins on the first Bear Boats at the Nunes Brother's Boatworks in

Sausalito. The hardy little 23-footers are an immediate hit. Bears are also significant in that the Nunes brothers may have been the first to offer a bare hull and deck for the owner to finish. In the 1990s, the original Bear, *Merry Bear*, is donated to the Maritime Museum, restored, and relaunched in 2008.

1936-1938 — Construction of the Golden Gate and Oakland Bay Bridges begins, along with a 400-acre artificial island north of Yerba Buena. Originally dubbed the Magic Isle, Treasure Island gets its permanent name from a line in the Marx Brothers movie, *At the Circus*. The original name of its little cove, 'Port of Tradewinds

Harbor', also doesn't last long. Nicknamed for Pan American's beautiful China Clippers (flying boats), it has been Clipper Cove ever since. Also underway: conversion of the formerly rundown Black Point area into Aquatic Park, with almost all funding coming from Franklin Roosevelt's Works Progress Administration, part of his New Deal.

1939 — The Golden Gate Exposition opens on the newly-completed Treasure Island. Created in part to celebrate the recent openings of the Golden Gate and Oakland Bay Bridges, the exposition also features sailing demonstrations — including the one and only start of the Transpac from San Francisco!

The legendary schooner 'Zaca' was built at Sausalito's Nunes Brother's Boatworks, and was once owned by actor Errol Flynn.



Myron was a marvel: a jack of all trades — including playing concert violin.



The arrival of Teddy Roosevelt's Great White Fleet was a very big deal. The procession was the precursor to our modern Fleet Week.

decades come to naught, *Wapama* is finally broken up in 2013.

1915 — Ten-year-old Myron Spaulding moves with his family from Eureka to San Francisco. He will grow up to become one of the true Renaissance men of the Bay Area, and the entire West Coast. His first and forever love is sailing, and he is good at it. His many racing victories — including skippering the 1936 Transpac winner *Dorada* — make him the West Coast's first 'rock star' sailor. He also becomes a boat designer and builder, mentor to many, and a professional musician, playing first violin with the San Francisco Symphony! Myron's long life is blessed with amazing health and agility, a sharp mind, an almost photographic memory, and a kind spirit. He drives his own car and runs his own business — Spaulding Boatworks in Sausalito —



A BRIEF (MOSTLY) SAILING HISTORY

1940-42 — The Coastal Picket Patrol — aka the "Hooligan Navy" — is born of a deal between the CCA (Cruising Club of America) and the Coast Guard. The idea is to patrol both coasts with private yachts in the early days of World War II — before there are enough airplanes to

do it. Composed mostly of big sailing yachts, it involves a USCG officer and a largely volunteer crew heading out 50 or more miles, sometimes for weeks on end, sailing back and forth looking for subs or other warships — German ones off the East Coast, and Japanese ones off the West Coast.

'Merry Bear' was the first of her type, and she's still sailing today.

Many West Coast yachts (or eventual West Coasters) take part, including *Kelpie*, *Viveka* and *Zaca*.



1942 — The 375-ft LOA four-masted steel bark *Pamir*, built in Germany but under a New Zealand flag, calls in San Francisco. She may be the largest engineless sailing ship ever to visit. (For an idea of how big she was, imagine adding almost 75 feet and another mast to the the San Francisco Maritime Museum's *Balclutha*.) *Pamir* also holds the distinction of being the last sailing ship to carry a commercial cargo around Cape Horn in 1949. She is lost in a hurricane southwest of the Azores in 1957.

1951 — Deepwater sailor Karl Kortum convinces the City to let him open a small maritime exhibit in the old ship-shaped bathhouse in Aquatic Park. With the acquisition of the 301-ft steel bark *Pacific Queen* in 1954 (re-christened with her original name, *Balclutha*), the 219-

Taking the name of the entrance it spanned, the Golden Gate Bridge united North and South Bay communities, and became an international icon.



ft lumber schooner *C.A. Thayer*, in 1957, and a half-dozen other historical vessels over the years, Kortum's "small maritime exhibit" grows into what is now the San Francisco Maritime National Historic Park, one of the most renowned exhibitions of its kind in the world.

1960s — Philip Marion "Spike" Africa assumes office as President of the Pacific Ocean. The honor is bestowed by his brother, and there's not a single dissenting vote from any of his constituents. If anyone deserves the title, it's Spike. Born on an Ohio farm, Spike ventures west to become one of the last 'old school' tallship sailors. His sailing resume is too vast to even attempt to condense here. Most of his official duties as president — such as saving mermaids and sea serpents — are discharged from his own brand of oval office, the No Name Bar in Sausalito. Before he passes away in 1985, Spike transfers the POPO title to the late Merle Peterson of the Bay-based schooner *Viveka*.

1962 — Kenichi Horie, a 23-year-old Japanese national, sails unannounced into San Francisco on a 19-ft homemade boat named *Mermaid*, becoming the first person to sail solo west-to-east across the Pacific. He arrives with no money and no passport — and is promptly arrested. Fortunately, things soon get sorted out and Mayor George Christopher awards Horie a 30-day visa and the key to the City. In the following decades, Horie returns to San Francisco many times for outrageous trans-Pacific sailing projects, all aboard boats named *Mermaid* — the smallest boat (9 feet), a pedal boat, a catamaran made of beer kegs — all of which raise money and awareness for ecological and recycling causes. Horie's last voyage to the Bay in 2002 is a recreation of his initial one, from Japan to California aboard a replica of his original *Mermaid*, this one built entirely of recycled materials.

1963 — Sterling Hayden defies a court order and sails out the Golden Gate bound for the South Seas with his four children aboard the 95-ft former pilot schooner *Wanderer*. Upon his return a year later, he's brought before a judge for essentially kidnapping his children. The judge calls it "a regrettable incident." Hayden calls it "the best year

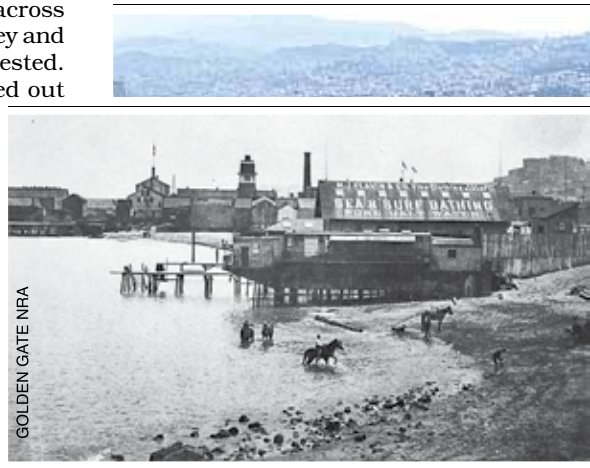


At first, authorities didn't know what to make of 23-year-old Kenichi Horie, who arrived from Japan aboard the 19-ft sloop 'Mermaid'.

of my life."

1964 — The St. Francis YC creates a series to showcase big boat racing talent from around the world. Only nine boats show up that first year, with Jim Wilhite's S&S 63 yawl *Athene* beating Jim Kilroy's brand-new *Kialoa* for top honors. After the first race up to Duxbury Reef stalls out in no wind, the decision is made that all future races will be held inside the Bay. The official name is the St. Francis Perpetual Trophy Series, but a few years later, someone coins "Big Boat Series," and that's what it's been ever since.

1965 — The Master Mariners Re-



GOLDEN GATE NRA



OF SAN FRANCISCO BAY, PT II

gatta is revived, and has been raced on Memorial Day weekend every year since. Participant boats must have been built before World War II, or built to pre-war designs using traditional methods and materials. Nowadays, as in the original 19th-century competition, winners of the top classes receive a long banner with a strutting gamecock and the word 'Champion' emblazoned on it.



Actor Sterling Hayden was a regular on the Sausalito waterfront, where he berthed his schooner 'Wanderer'.

1969 — American Indians occupy Alcatraz in November and stay for 19 months. Almost all of the transfer of people and supplies to the island is done under the cover of darkness by private yachts which run a gauntlet of Coast Guard craft.

1977 — A 29-year-old street artist and surfer "learns" to sail by capsizing a borrowed boat and getting rescued by the Coast Guard. Still, he likes sailing so much that he decides to publish a

magazine about it. The first issue of *Latitude 38* hits the streets in November.

1982 — In the worst recreational boating tragedy in Bay Area history, the 100-plus-boat Double-handed Farallones fleet is ravaged by unforecast winds of 35-40 knots, with gusts over 60, combined with an unusually strong northerly current. Seven boats and six lives are lost, with seven more boats and 17 sailors rescued. Only 40 boats manage to finish the race.

1987 — San Francisco puts together its first America's Cup syndicate. Led by Tom Blackaller, the Golden Gate Challenge, based at the St. Francis YC, builds two 12-Meters, both named *USA*. One of them, "R-1," sports a forward rudder. Despite showing bursts of speed, R-1 only makes it to the quarterfinals of the Challenger series off Fremantle. Dennis Conner's *Stars and Stripes* goes on to win America's Cup XXVI, whipping the Australian *Kookaburra 4*-zip.

1988 — Bay Area sailors John Kostecki, Will Baylis and Bob Billingham win silver in the Soling class at the Olympics in Pusan, Korea. Kostecki also wins the Soling and J/24 Worlds in 1988, and is named Rolex Yachtsman of the Year.

1989 — The Loma Prieta Earthquake rocks the Bay Area. Liquefaction busts water and gas pipes all over the place in the Marina District and fires burn out of control. Sailors are among those who help quench the flames by running length after length after length of firehose attached to the hero of the day, the fireboat *Phoenix*, stationed in the San Francisco Marina. Saltwater puts



During the politically turbulent 1960s, one of the craziest acts of protest was when Native Americans occupied Alcatraz for 19 months.

out almost all the big fires that day.

1996 — Bay Area sailors Jeff Madrigali, Jim Barton and Kent Massey win bronze medals in the Soling class at the 1996 Summer Olympics in Atlanta.

2000 — Paul Cayard forms the AmericaOne syndicate for the 30th America's Cup. Also backed by the St. Francis YC, the team makes it to the finals of the Challenger series, where a series of mysteriously explosion-prone green spinnakers ultimately lead to a 5-4 loss to Prada. Team New Zealand goes on to win the Cup bout over Prada, 5-0.

2003 — The third Bay-based America's Cup team is BMW Oracle Racing, created by Oracle oracle Larry Ellison and sponsored by the Golden Gate YC. They are eliminated in the challenger series of the 2003 and 2007 America's Cups, both of which are won by Switzerland's Alinghi Challenge.

2008 — *Maltese Falcon*, the 289-ft 'modern clipper' built by Tom Perkins, visits the Bay. Although commercial sailing ships of the 19th and early 20th centuries were bigger, *Falcon* is the largest modern private yacht ever to sail under the Golden Gate.

2010 — Third time's a charm for Larry Ellison. Following prolonged legal wrangling, Ellison challenges Ernesto Bertarelli's Alinghi team to a one-on-one race, which is legal under the America's Cup Deed of Gift. The best-of-three bout is sailed off Valencia, Spain in Febru-



The now-venerable 'Latitude 38' made its debut in 1977.



Today, Aquatic Park and its adjacent Maritime Museum are among the Bay's most precious resources. Left: As it looked pre-development.

SF MARITIME NATIONAL HISTORIC PARK

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

ary. Golden Gate Challenge's giant 90-ft catamaran trounces Alinghi's giant trimaran — and the Cup heads to its new home to San Francisco Bay.

2012 — On a visit to the Bay, the French foiling trimaran *Hydroptere* covers a measured mile at an average of 37.5 knots (43.2 mph). This is the fastest measured mile ever recorded on the Bay for a sailing craft. Back home in France, *Hydroptere* becomes the first sailboat to break the 50-knot barrier (in 2008). The boat has hit a top speed of 56.3 knots (almost 65 mph).

2013 — The Bay Area hosts its first-ever America's Cup. As holders of the Cup, Oracle Team USA changes the boats from the IACC (International America's Cup Class) 80-ft sloops, which had been used since 1992, to radical 72-ft foiling catamarans with hard wings for sails. Only three challengers show up. Emirates Team New Zealand easily wins the Challenger Series. In the actual AC



Once Oracle Team USA figured out how to foil upwind, they staged one of the most stunning comebacks in sports history.

ing, the first team to score 9 points (1 point per win) wins the America's Cup. Before racing even starts, Oracle is nailed with a two-race penalty for a rules infraction from an earlier race series — so they actually have to win 11 races to win the Cup! ETNZ dominates in the early going, and by mid-series has 8 points to Oracle's 2. In one of the greatest comebacks in sporting history, Oracle Team USA never loses another race, and goes on to win AC 34. During the Cup racing, Emirates Team New Zealand posts the highest outright sail-

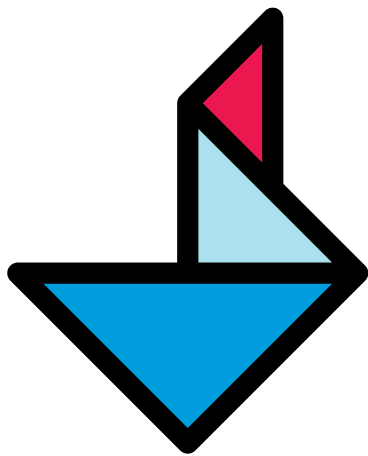
ing speed ever recorded in San Francisco Bay: 47.57 knots (55 mph) on September 24 — ironically, during a race they lost.

The "long version" of San Francisco Bay's colorful sailing history would take volumes to chronicle properly, and we hope someday that some brave soul

takes on the task. Even the rough cut of this two-part 'short' version was so long that about half of it ended up on the cutting room floor. Still, it was a kick to put together and we hope it gives you some newfound respect for the great boats and characters who have sailed our waters in days gone by.

As for the things we didn't include — there are lots — we apologize to anyone offended by the omissions. They weren't intentional. If you feel strongly enough about some person, boat or event that didn't make the cut, please let us know and we'll include it the next time we do this . . . in 100 years or so.

— *latitude/jr*



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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.

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.

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.

See 'Lectronic Latitude' for updates at www.latitude38.com. In the magazine, look for fleet profiles this summer and a complete recap in December.



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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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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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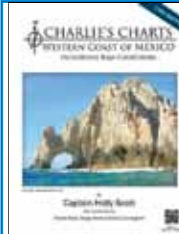
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TRANSPAC 2015 PREVIEW —

This year's 48th Transpac is shaping up to be one of the most high-profile spectacles in the history of the race. There will be all-out assaults on both the monohull and multihull (elapsed time) records, as well as the 'Barn Door' record. With the West Coast being invaded by two of Australia's fastest 100-ft supermaxis, a new California-based, fixed-keel 100-footer, and one of France's most famous racing trimarans of all time — in addition to a healthy fleet of sub-100-footers — this summer's biennial yacht race from Los Angeles to Honolulu promises to be full of excitement and perhaps a few surprises.

Covering 2,225 miles on the rhumb-line and dominated by the often-stationary Pacific High, Transpac is a big-boat chess match and downwind romp through the trades that attracts much of the world's top sailing talent, including many of its brightest navigators. Great talent can't guarantee a win however. Considering that the three starts for the 61-boat fleet will be spread over six days from July 13 to 18, plus the potential of atypical El Niño conditions, as well as the fleet's great diversity — ranging from a 30-ft monohull to a maxi-trimaran that's capable of logging 700-plus miles a day — competitors will not only need to be superior sailors to win, but they'll need to be lucky as well.

The Big Guns in Division 1 July 18 Start

The late Roy E. Disney and his son Roy Pat Disney have chased — and broken — Transpac records for decades with their famed *Pyewacket* racing syndicate. In fact, the senior Disney was so enamored with setting elapsed-time records to Hawaii that he created a trophy for it, and this year Roy Pat is determined to win it back for the first time in a decade.

With hopes of setting a record, Transpac die-hard Roy Pat Disney has chartered Australia's legendary 100-ft supermaxi 'Wild Oats XI'.

To do so, he's chartered what is arguably the world's fastest monohull, the legendary Reichel-Pugh-designed, canting-keeled, 100-ft supermaxi *Wild Oats XI* — the latest in a long line of Aussie-built boats to carry the 'Wild Oats' moniker, in honor of owner Robert Oatley. A faster, more highly-developed

Competitors will not only need to be superior sailors to win, but they'll need to be lucky as well.

sistership to the current record holder, *Alfa Romeo II* (5d 14h 36m), *Wild Oats XI* has been modified specifically for the Transpac with an 880-lb-lighter keel bulb, while her DSS horizontal foil has been removed. Combine this with a world-class crew from Australia and New Zealand (including the boat's regular skipper Mark Richards), working alongside several *Pyewacket* regulars, plus Palo Alto resident Stan Honey navigating, and it appears that *Wild Oats XI* has all of the tools necessary to sail into the record books. "Stan knows the numbers and the way the boat needs to go, and he feels very confident that we can get this done," says Bay Area rigger and longtime *Pyewacket* crewmember Scott Easom. "He thinks we can go plenty of extra miles to the south if need be, and that it won't be a problem."

Whether or not she'll get the record will likely depend on the weather, but *Wild Oats XI* should be a shoo-in for monohull line honors. Should she falter however, her long-time Australian rival *Ragamuffin 100* could sweep in for the victory and, if it's windy enough, the record. A nearly new boat from the one that claimed monohull line honors in the

2013 Transpac race, *Rags* has had a new hull, keel, daggerboards and twin rudders put under her existing deck and rig. She was launched last year prior to the Sydney Hobart. Compared to the continually updated and developed *Wild Oats XI*, Syd Fischer's

latest *Ragamuffin* shouldn't be overlooked. She represents a dark horse capable of changing the script at any moment.

The third 100-footer lining up for this year's sleigh ride to Diamond Head is Manouch Moshayedi's Bakewell-White fixed-keel *Rio 100*. Previously known as *Lahana* before a massive re-build in New Zealand, the now-Newport Beach-based yacht failed to impress in her first few outings, but looks to be getting up to speed after the SoCal 300. With a course that is heavy on VMG running in the trades — the precise conditions that *Rio 100* was built for — Transpac could well be the first opportunity for this boat to truly shine. Either way, she is the favorite to win the Barn Door trophy for fastest monohull that doesn't use movable ballast or stored power — that excludes both *Wild Oats XI* and *Ragamuffin 100*. Given favorable conditions, Moshayedi's new steed should have the pace to break *Bella Mente's* 2011 Barn Door record of 6d 19h 44m (that boat is now called *Wizard*).

Multihulls in Division 0 July 18 Start

As if a trio of 100-ft supermaxis entering the Transpac wasn't flashy enough, Renaud Laplanche and Ryan Breymaier have entered the 105-ft maxi-trimaran *Lending Club 2* (ex-*Groupama 3* and *Banque Populaire VII*) in order to take care of some unfinished business from 2013 and make another all-out attempt at the Transpac record.

Lending Club 2 has a very real shot at knocking as much as two days off of the record currently held by Frenchman Bruno Peyron and his 86-ft catamaran *Explorer* with a time of 5d 9h 18m. Even more exciting than the potential of smashing the record is the campaign itself. Breymaier, a top American offshore sailor, teamed up with LaPlanche (who is CEO of San Francisco-based Lending Club) last winter before embarking on a record-breaking campaign aboard the 105-ft VPLP-designed trimaran, which sailed around the world in 48 days to win the Jules Verne Trophy before winning the last two Route du Rhum races. After a successful record attempt across the English Channel from Cowes to Dinard this spring, the big tri absolutely crushed the Newport to Bermuda record, lowering the reference time to just under a day.



HONOLULU, HERE THEY COME



Manouch Moshayedi's fixed-keel 'Rio100' may not take monohull line honors, but she could capture the famous Barn Door trophy (inset).

The famous tri then sailed to San Francisco via the Panama Canal for a month of corporate outings, topping 40 knots with Lending Club employees aboard!

Mirroring a trend that is growing around the world, multihull participation is on the way up and Transpac is no exception. Lloyd Thornburg's Gunboat 66 *Phaedo* is back for 2015, two years after blasting off from Long Beach to put up a 427-mile day just before dismasting. Stacked with talent, including legendary multihull sailor Brian Thompson, *Phaedo* will have her work cut out for her competing against sistership *Extreme H2O* from Santa Barbara, which is loaded with pros including former *Wild Oats XI* and Volvo Ocean Race navigator Tom Addis, as well as Bay Area phenom Matt Noble. Also in the running is the Gunboat 62 *Chim Chim*. With a growing MOD70 and ORMA 60 fleet on the West Coast and 400-500 mile-per-day 'cruising cats' sailing up and down the West Coast, we can't wait to watch the Transpac unfold for the multihulls, both this year and in the future.

Division 2 — July 18 Start

In the wake of the 100-footers, there's a very exciting seven-boat division filled with everything from Mini-Maxis to TP52s. The R/P 74 *Wizard* is the fastest of the bunch, but a TP 52 is always a weapon with which to win on handicap. Upstart TP52 program *Bolt* is going well, and with Mexican stalwarts *Patches* and *Destroyer*, the TPs are well-represented this year. Add in the venerable R/P 78 *Zephyrus*, STP65 *Bad Pak* and Kernan 70 *Peligroso*, and Division 2 will be one to watch.

Sleds in Division 3 July 18 Start

Surfing long tradewind swells on the way to Hawaii is what the sleds were built for, and on many occasions — particularly when it's lighter — the classic sleds are the right horse for the course. The crew of the 2011 overall

winner, *Grand Illusion*, a Santa Cruz 70, will have their hands full fending off fellow SC70 *Holua*, which has recruited world-famous navigator Adrienne Cahalan and a host of top San Francisco and Santa Cruz talent for the race. Other factors in the sled division will be the SC70 *OEX* with Bay Area navigator Jeff Thorpe onboard, and 2013 division winner *Pyewacket*, an Andrews 70.

Division 4 — July 16 start

Division 4 pits two Rogers 46s against a trio of J/125s and the ultra-fast, canting-keeled Elliott 35 *Crusader* 35 from New Zealand. Chris Hemans' well-traveled Rogers 46 *Varuna* looks to be on form after an overall win in the Islands Race, though J/125s are contenders in any ocean race. VMG-running in the trades likely won't help the little Kiwi canter correct out well on handicap, although *Crusader* will be fun to watch regardless.

SC50s & 52s in Division 5 July 16 Start

No Transpac would be complete without the Santa Cruz 50s and 52s, and 2015 looks to be an epic showdown for the speedsters that helped define an era of West Coast boatbuilding. Dave MacEwen's SC52 *Lucky Duck* has perhaps the best chance of any true Bay Area-based program to win their division in this year's race. Loaded with local talent and fresh off wins in Cabo and the SoCal 300, she'll give perennial class champ *Horizon* a true run for her money. This legendary SC50 may have changed hands, but with Jon 'the Hippie' Shampain still at the nav station, *Horizon* can never be discounted in a Hawaii race.

Division 6 — July 16 Start

The slowest of the Thursday starters,

The Transpac is technically a sailing race to Hawaii, but if winds cooperate 'Lending Club' will be flying.



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TRANSPAC 2015 PREVIEW

Division 6 has just four boats on the line. Scott Bradley's Honolulu-based DK 46 *Cazan* squares off against the much bigger Swan 651 *Second Wind*, while the Davidson 50 *Pipe Dream* and the S-40 *Crescent III* from Japan continue their close battle from 2013.

Division 7 — July 13 Start

The second-largest division in the race, with 10 entries, Division 7 is as diverse as it is large. At the quick end of the fleet, the Santa Cruz 37 *Celerity* is back, as is Santa Clara's Alex Farrell and his turbo'd 1D35 *Alpha Puppy*, which begins her third consecutive Transpac. With a J/133, J/120, J/44 and J/105 all in the mix, as well as the Santa Cruz-based SC40 *Kokopelli*, Division 7 is too hard to call. But surely don't disregard the possibility of the Hobie 33 *Bazinga* collecting the goods.

Division 8 — July 13 Start

Run what ya brung. Division 8 is the place where old boats go to stay relevant.



LATITUDE ARCHIVES

Seen here at the start of last year's Pacific Cup, Dean Treadway's bright-finished Farr 36 'Sweet Okole' is always easy to spot on the start line.

It's also the biggest division in this year's race and home to some of the fleet's most interesting entries, one of which is the 84-ft schooner *Martha*, a 108-year-old historic sail-training vessel from Port Townsend, WA (see *Sightings* photo). Another famous classic is Dean Treadway's Farr 36 *Sweet Okole*. After sailing into Kaneohe in last year's Pacific Cup under emergency rudder, the distinctive

cold-molded racer is set to sail in her fifth Transpac, having won the race overall in 1981 and 1985.

A dozen boats will sail in Division 8 including the Bell family's immaculately maintained Lapworth 50 *Westward*, which will get a re-match with the Jeanneau 44 *Sleeper* and Jeanneau 52 *Between the Sheets*. The trio finished 2-3-4 in class in 2013 behind overall winner *Dorade*.

With a confirmed El Niño occurrence that's made water temps in much of the Pacific nearly 3° warmer than normal, and a fleet stacked with wild cards, there are plenty of uncertainties in this year's race. One thing that is certain, however, is that the 48th edition of the Transpac is as vibrant and diverse as ever.

Look for interim race reports in *Latitude* and a complete recap in these pages later this summer.

— ronnie simpson

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MAX EBB'S

It was an odd mix of fo'c'sle hands: Lee Helm, naval architecture grad student, had brought three of her colleagues to fill out the crew: A physics major, an oceanography post-doc, and a computer science student. And the boat's owner had brought a couple of his regular semi-pro crew to run the foredeck.

I'm used to mixing it up with the serious race crew — but Lee's contingent from the university was nothing like the crowd I usually find at the yacht club bar.

"I need some help with weather maps," confessed one of the foredeck crew.

We were motoring to the starting line for a local ocean race. The boat was already rigged up for the race, and there was not much to do but eat breakfast pastries and sit around in the cabin to stay out of the early morning chill. "I'm delivering a boat back from Hawaii in August," he explained, "and I told the owner I'm experienced with this stuff. But weather maps are mostly a mystery to me."

The small talk about occluded fronts and Bessel functions must have given him the idea that Lee and her friends could impart some knowledge on the subject.

"The key is in the 500 millibar chart," said the oceanographer. "That's where I would start. Those are the upper-level steering winds that drive the jet-stream flow, and that causes everything you see on the surface."

"The numerical models are available to download," added the computer science major, "if you have the bandwidth

Coriolis and the Ekman spiral result in surface water being pushed away from the California coast, not parallel to it. Cold water wells up from the deep, keeping the coastal water very cold all summer. (Adapted from Numerical Models of Oceans and Oceanic Processes, Kantha and Clayson, Academic Press, 2000.)

at sea."

"There are some basic concepts involved, and you need to learn those first," said the physicist. "Pressure gradients, vertical stability, thermodynamics, and the dynamics of flow in a rotating reference frame."

"I'm just trying to understand the darn weather map," said the delivery skipper. "I don't get how people can tell

They argued what happens when you roll a bowling ball on a merry-go-round.

which way the wind will be blowing, and how strong, just by looking at the highs and lows."

"Forget the 500 millibar chart," argued Lee. "The folks at the forecast office will worry about that for you. And trust me, they are better at evaluating the effect of the jet stream on the surface weather than any of us. There are some things you have to know about how the predicted wind field might relate to the actual wind you find at sea, but it's way better than it was back in the dark ages before they had satellites measuring everything everywhere."

"But I still need to be able to interpret a weather map," insisted the delivery skipper.

"You need to have a physical model of the atmosphere in your head," said the physicist.

"Agreed," said Lee. "And to start, you need to appreciate how strong the Coriolis effect really is on the Earth's winds."

"Coriolis effect?" I asked. "Isn't that the reason the bathtub drain whirlpool goes clockwise in the Northern Hemisphere and counterclockwise in the south?"

"You have it backward, Max. Coriolis acceleration is to the right in the Northern Hemisphere. The water approaching the bathtub drain would, like, deflect to the right, and you'd get counterclockwise flow around the drain. But that effect is too small to be significant compared to the background vorticity in the tub."

"That's wrong," pronounced the physicist. "Coriolis acceleration is the cross-product of the angular velocity vector and the linear velocity vector, so in the Northern Hemisphere, Coriolis acceleration goes to the left."

"No, it goes to the right," asserted Lee.

"Omega-cross-V, right-hand rule, it's clearly to the left," said the physicist as he manipulated the fingers of his right hand. "I teach this stuff at the graduate level."

"But look at the weather map," I said, taking Lee's side. "The air in a high-pressure region circulates clockwise."

They ignored my contribution and argued vector cross-products, dot-products, inertial reference frames, and what happens when you roll a bowling ball on a merry-go-round. After a few very long minutes they finally concluded that they were both right: In the rotating reference frame of Northern-Hemisphere Earth, Coriolis appears to make moving things turn to the right because in a non-rotating reference frame, the objects are going straight. The observer is being accelerated to the left, so moving objects appear to accelerate to the right. Order in the universe had been restored.

"But this doesn't help me understand the weather map one bit," complained the delivery skipper.

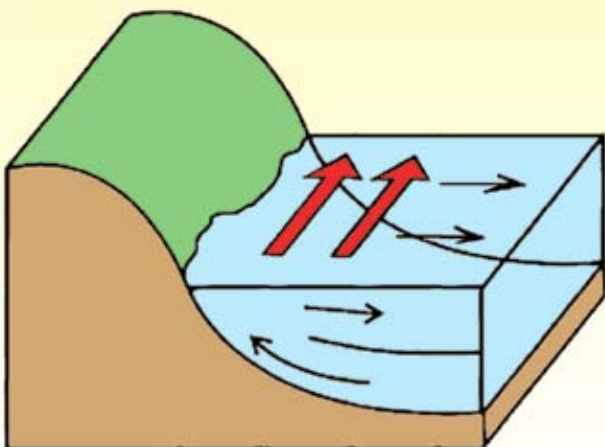
"Max, did you ever do that Coriolis-in-your-car experiment I suggested last year?" asked Lee.

"Yes, and it really works," I said, and went on to explain the procedure to the other crew: "When you're driving on local streets on a cold evening, turn up the heater fan and adjust the hot-air vent so a stream of hot air passes just to the right of your head. Now turn a sharp corner to the right. No change. Now turn a sharp corner to the left."

"The left turn simulates the rotating Earth in the Northern Hemisphere," Lee interrupted, for the benefit of the foredeck crew. "The sun rises in the east and sets in the west, so we're turning counterclockwise viewed from above the North Pole."

"When you make that sharp left turn," I continued, "you will feel the jet of hot air on your right ear because Coriolis diverts the flow to the right of its original path. Which is to your left, because you're looking at the flow backward from upstream, but you get the idea. The flow of air diverts to the right along its curved path."

"But what does this have to do with the weather map?" pleaded the delivery



SPIN ON THE WEATHER

skipper.

"Everything!" said Lee. "Because Coriolis dominates wind-flow patterns on Earth. I mean, think of how fast air moves as wind, and how fast the Earth turns. Take air moving at 30 knots, which is faster than usual at the surface. That's 720 miles in a day, which is only partway across an ocean or a major weather system. In that time, the Earth has spun completely around 360 degrees. All the air ever wanted to do was blow straight, going from high pressure to low pressure. But the Earth has wrapped it completely around in a circle. What we see in this spinning frame of reference isn't really the air circulating around weather systems. The air just wants to go straight; it's, like, us who are spinning around."

The delivery skipper still looked confused. The oceanographer tried to define zonal versus meridional flow in the upper air, the physicist expounded on the thermodynamics of unstable temperature gradients, and the computer scientist wanted to explain how to download the numerical forecast model.

"Here's how I think of it," Lee finally jumped in. "Imagine a large record player turntable."

"Are you old enough to remember record players?" I asked him.

He nodded, and Lee continued. "Now imagine that you are pouring maple syrup onto the turntable. Not at the center, but off to one side a little. And you're moving the dispenser around with the turntable so you're always pouring syrup onto the same spot on the record. This is a high-pressure area. Don't worry about where the syrup is coming from; that's, like, an upper-air thing and you only care about the wind on the surface. The syrup piles up in the middle and spreads out in all directions. It's like air flowing from high pressure to low pressure. But... the turntable is spinning pretty fast compared to how fast the syrup is spreading, so the dominant flow is around in a circle, as viewed by an observer spinning with the turntable. The flow is diverted to the right — and, like, you should convince yourself of this with the car heater experiment — so you get clockwise circulation around a high. The Coriolis effect is so strong for moving air masses that the wind just follows the isobars — lines of equal pressure that define the major features on the weather map, flowing around the high."

"I think it might be a more accurate model if you visualize pouring motor oil," suggested the physicist, "because the syrup is too thick and has too much viscous friction."

"But, like, we need some friction to model the next effect," said Lee. "Near the surface, friction against the surface slows down the flow, so Coriolis is a lot less powerful, and the flow is diverted from high pressure to low pressure, or out away from the center of the high."

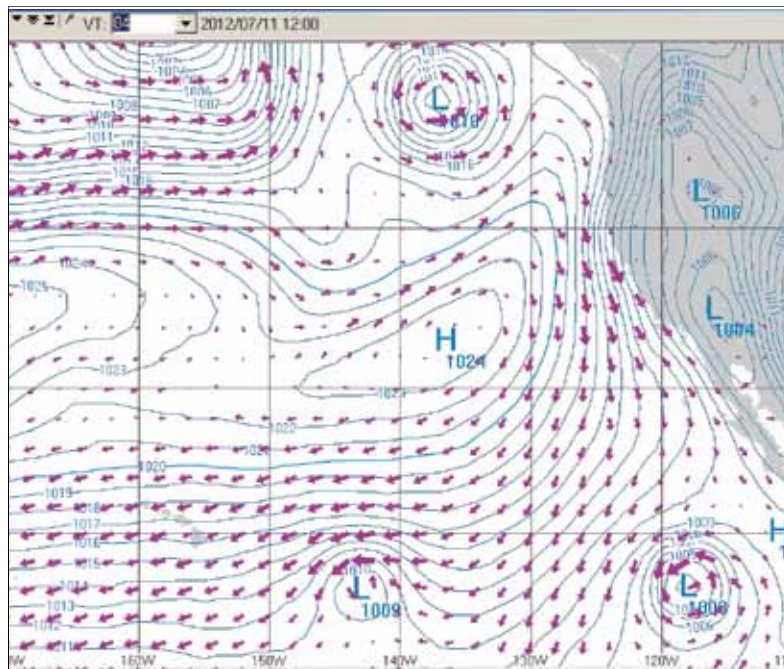
"That's why the wind aloft usually appears to be coming from a direction to the right of the surface winds," added the oceanographer, who couldn't help finishing the thought.

"Is that why squalls usually sail on starboard tack?" asked one of the other foredeck crew, one who had sailed several Transpacs.

"Are you old enough to remember record players?" I asked.

"We're not done with our conceptual model," Lee continued. "Think of a low-pressure area as, like, a drain hole in the turntable. Syrup flows toward the drain, diverts to the right by Coriolis as viewed by observers rotating with the turntable, and then spirals counterclockwise around the low that's sucking it in like a bathtub drain. If the low is small you get, like, very high velocities as angular momentum is conserved, and you have a storm system."

"But Lee," I protested, "you said the bathtub drain stuff was a myth, that Coriolis is not strong enough to cause



Typical July weather map for the North Pacific between California and Hawaii, showing surface pressure and wind flow. The 'syrup and drains on a record player' model predicts the clockwise circulation around the highs, and counterclockwise circulation around lows, with the surface winds deflected slightly away from high pressure and toward low pressure.

the spinning bathtub drain vortex."

"Depends on the Rossby number," asserted the oceanographer.

"Rossby number?" I asked.

"Rossby number," he repeated. "It's a non-dimensional measure of the relative importance of Coriolis forces compared to other momentum forces. It's just speed divided by angular velocity times distance traveled. A low number means Coriolis is important. A high number means you can ignore Coriolis."

"How do you get a non-dimensional coefficient out of speed divided by angular velocity?" asked the computer geek. "The value of the number would depend on whether you use knots or meters per second."

"You computer science people don't learn enough physics," complained the physicist. "It's speed, which is distance per time, divided by the quantity angular velocity times distance. Angular velocity is in radians per second, which has the dimension of one-over-time, so angular velocity times distance is also in speed units, and all the units cancel for a non-dimensional number. Use any consistent set of units you want."

"What this actually means," the oceanographer tried to explain, "is that if something is moving slow and far, Coriolis is important. If something is moving fast, or just for a short distance, you can

MAX EBB

ignore it."

The computer scientist asked for examples.

"A thrown baseball has a Rossby number of 32,000. Forget Coriolis. An ocean current typically has a Rossby number of about one, and an air mass around a low-pressure center has a Rossby number of about one-tenth, so it's dominated by Coriolis."

"The bathtub drain," Lee took a few seconds to calculate, "would be something over a thousand, if the water moves toward the drain at two inches per second over two feet of distance."

"What about the air vent in my car?" I asked. "That's a very short distance compared to an ocean current, so I would not expect Coriolis to be significant."

"Ah, but your angular velocity is much higher. You're probably turning the car at about one radian per second — that's 57.3 degrees per second — which is about 14,000 times as fast as the Earth's rotation."

"If the air vent discharge is three feet per second, and your face is two feet from the vent, and angular velocity is one

radian per second; that's three divided by two divided by one, so your car vent has a Rossby number of only 1.5 during a sharp turn."

"Sounds about right, considering the amount of deflection necessary to feel the hot air on your face," added the

"You should convince yourself of this with the car heater experiment."

oceanographer. "But there's more fun with Coriolis if you think of how ocean water is moved by wind stress."

"It's why the ocean off the coast stays cold all summer," noted Lee.

"I thought it was just because the northerly prevailing winds keep blowing cold water down from up north," said the delivery skipper.

"Much worse than that," said the oceanographer. "At first the wind starts

to blow the water to the south. But remember how fast the Earth is turning compared to how fast the water moves. Before the surface water has moved very far, the Earth has rotated halfway around, but the water's momentum is taking it way over to the right. Or at least what looks like way to the right from our rotating frame of reference. The direction of the current forms an underwater spiral called the Ekman spiral, and the net effect is that when the wind blows down the coast from north to south, the water doesn't get pushed south; it gets pushed west, forcing cold water to upwell near the surface and keeping our coastal water really cold and our local sea breeze cranking."

"No kidding," I said, turning around to retrieve my sea bag from a pipe berth and pull out a sweater.

"Let's get a jib on deck!" came the call from upstairs. The delivery skipper would have to learn about weather maps some other time.

— max ebb

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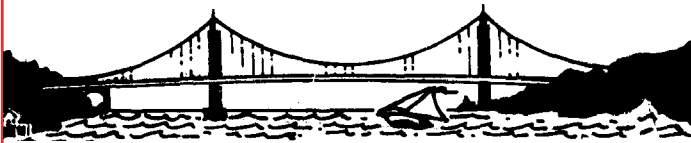
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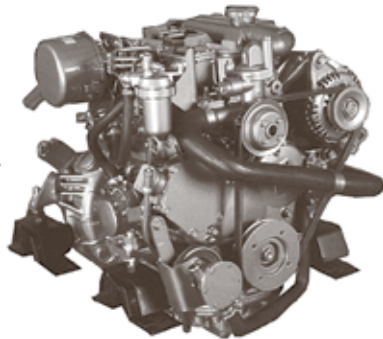
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THE RACING

Go north, the rush is on! Instead of gold, 40 teams competed for 10,000 greenbacks in the *Race to Alaska*; BYC hosted the *J/24 Nationals*; the *Delta Ditch Run* surfed to Stockton; the *YRA Spring Series* wrapped up; the *Great SF Schooner Race* strutted its stuff; the *SoCal 300* made its debut; and the *OYRA Junior Waterhouse* took to the ocean. Plus *Race Notes* and *Box Scores*.

North to Alaska

At the end of a recent long-distance Northern California race, two sailors were discussing the trials and tribulations they had gone through just to win a small trophy. "Why do we put up with all the hassle?" wondered one. "Why, because it's an adventure of course!" replied the other. That is the motivation for the ultimate Northwest adventure, the Race to Alaska, organized by the Northwest Maritime Center of Port Townsend, WA. Instead of a small trophy though, a cool 10 grand was on the line for first

from Port Townsend to Victoria, BC, to weed out the unworthy, and the 'Long Haul North' from Victoria to Ketchikan, AK, started on June 7. There are some rules — but not many — and two gates to keep the competitors on an inside course and out of the nasty open waters of the North Pacific Ocean. The biggest rule is that you can use any craft you want but it can't have a motor or any propulsion except for wind and/or human power.

The fleet was eclectic, with a mixture of production trimarans, beach cats, monohulls, rowing shells, and a

few custom boats purpose-built just for this race. Most had sails but some opted for paddle or oars only.

Although the path from Pt. Townsend to Ketchikan is usually fraught with light air and heavy currents, this year a strong northwesterly filled in for the start, and the fast sailboats had the advantage over human-powered craft. First to finish Stage 2 in a remarkable five days were Al Hughes, Graeme Esarey and Matt Steverson, aka Team Elsie Piddock, with a borrowed Farrier F-25c trimaran. They smoked the fleet even with strong headwinds and nasty waves throughout the course. The battle for second place and a set of steak knives came down to the wire between

Team Por Favor (John Denny, Robin Sliker and Al Carley) on a Hobie 33 and Team MOB Mentality (Wayne Gorrie, Francis Walsh and Angus Ellis) on the Farrier 28 *Mail Order Bride*. During

most of the race Por Favor was ahead, bashing north under reefed main and tiny jib. They didn't get passed by the faster trimaran until the very end. *Mail Order Bride* finished three days after Elsie Piddock, at 4:30 in the morning, a mere four minutes ahead of Por Favor, for second place after 750 grueling miles through tricky currents and unusually big breeze. At the awards ceremony the MOB Mentality crew gave half of the steak knives to Team Por Favor.

Oakland-based Team Kohara finished fifth in a borrowed Warrior 29 catamaran. "The funnest part of the race was the all-hands stretch into Seymour Narrows when we were dodging whirlpools and cruising at 15 knots against 8 knots of current," said skipper Matt Sornson. "Scariest was about an hour later in Johnston Strait when the mast got all bendy and almost came down. Hardest was the constant ducking out because of high wind and boat issues. We really, really didn't want to be stopping. But the boat held up OK considering she is 45 years old!"

The first rowing boat to finish was Team Soggy Beavers in seventh place, using a six-crew OC-6 outrigger canoe with sail assist. If it hadn't been for the surprisingly high winds, the rowers would have fared a little better.

If it's adventure you want it's all around you, but only the toughest will attempt the Race to Alaska.

— ncs

RACE TO ALASKA, NW MARITIME CENTER, 6/4-7/4

- 1) **Team Elsie Piddock**, F-25c, Al Hughes, finished on 6/12 at 13:55; 2) **Team MOB Mentality**, F-28 Super Racer, Wayne Gorrie, 6/15, 04:45; 3) **Team Por Favor**, Hobie 33, John Denny, 6/15, 04:49; 4) **Team FreeBurd**, Arc 22, Tripp & Chris Burd, 6/16, 08:24; 5) **Team Kohara**, Warrior 29, Matt Sornson, 6/16, 23:52; 6) **Team Un-Cruise**, Dan Blanchard, 6/17, 17:48; 7) **Team Soggy Beavers**, OC-6 outrigger canoe, Graham Henry, 6/18, 16:24; 8) **Team Mau**, Nacra 570, Phil Lampold/Joanna Ludlow, 6/19, 07:24; 9) **Team Blackfish**, F-27, Al Lubkowski, 6/20, 01:10; 10) **Team Grin**, Etchells, Jeremy Lucke/Jullie Jackson/Hannah Viano, 6/20, 02:07; 11) **Team Discovery**, Hobie Adventure Island trimaran, Roger Mann, 6/20, 14:10. (40 starters)

Full results at www.r2ak.com



NICK REID

"Elsie Piddock' was so clearly in her element it gave us chills, a gray carbon comet streaking through the wilderness," wrote airborne photographer Nick Reid when he found the Race to Alaska leader on June 9.

place. The second place prize was a set of steak knives. The rest? They have plenty of stories to tell for years to come.

The two-stage race began on June 4 with the 'Proving Grounds', a short hop





STEVE CRAWFORD

MARTHA BLANCHFIELD / RENEGADE SAILING

Scenes from the J/24 Nationals. Spread: The leaders of the J/24 pack, SoCal-based 'Jaded' (left) and 'Bogus' out-raced the NorCal locals. Inset: 'Little Wing' retrieves a crewmember who'd gone overboard to disentangle the boat's rudder from the mark's anchor rode.

J/24 Nationals

Three days of three races on each day with 25 boats on the line and wind to spare defined the J/24 National Championship, hosted by Berkeley YC and wrapping up in winning form on May 24.

Race officials report that it took all nine races to determine the victor, as Chris Snow's San Diego-based *Bogus* and David Klatt's Ventura-based *Jaded* went into the final day with just one point separating them. Snow took the glory by just a single point. His crew included 2014 J/24 World Champion Will Welles calling tactics, Chris Nesbitt on sail trim, Garth Reynolds at the mast, and Doug Weitz, a 1995 J/24 World Champion crew, on the bow.

— martha blanchfield

J/24 NATIONALS, BYC, 5/20-24 (9r, 1t)

1) **Bogus**, Chris Snow, SDYC, 18 points; 2) **Jaded**, David Klatt, Ventura YC, 19; 3) **Gekko**, Tokuma Takesue, Japan Sailing Federation, 32; 4) **3 Big Dogs**, Pat Toole, Santa Barbara YC, 36; 5) **Baba Louie**, Mark Laura, Seattle YC, 43. (25 boats)

Full results at www.2015j24nationalsfbay.com

Playing 'Wipeout' in the Ditch

What tune was playing for your Delta Ditch Run? *Surfin' Safari*? Or *Wipeout*? Both were top hits from the soundtrack of the 25th running of the 67-mile race from Richmond to Stockton. The wipeouts began right after the start, when a small catamaran hit the wake of a larger trimaran and flipped.

With the start line between the Richmond-San Rafael Bridge and the Brothers Islands, the 150 entries soon found themselves surfing ebb-chop waves on San Pablo Bay. The surfing characteristics of one's boat and the surfing skill of the helmsperson really paid off in this first part of the race. Catch a wave and you're sitting on top of the world!

Suisun Bay was where the mud began collecting victims, and the groundings would continue well into the San Joaquin. "We ran aground in the marshes on the north bank of the river," said Dan Alvarez, a crew on Andrew and Kristen Hura's *Run Wild*, a remodeled Wylie Wabbit. "A friendly powerboater took a line (and Rob Blackmore) from us and pulled us back to deeper

water. The volunteers on the RYC RIB were nice enough to transfer Rob back to us, as it would have been harder with the other powerboat."

Crew aboard the Cal 40 *Shaman* reported running aground, rounding up, blowing up a spinnaker, and hitting a log. A couple of other boats skipped off the same log, just past the irksome Mark 19, where the course takes a turn from a run to a white-sail reach.

Two Ultimate 20s lost their rigs during the race, and several crews got to practice their man overboard drills. Pat Brown fell off his Express 27, *Andale*, during a jibe in Santa Clara Shoals. He was at the helm pulling the main across and just kept going with the main sheet. The remaining crew had to douse the spinnaker and tack around to reach him. They reported that it took the boat one minute to get back to him and six minutes and three tries to get him back onboard. Craig Perez's Express 34 *Marrakesh* came alongside with a ladder down to offer rescue, but Brown said, "No, let them come and get me." His crew grabbed the strap of his PFD and he stepped on the cockpit drain hole to reboard his boat.

Eager to share their experiences with friends, sailors told these tales and more at the usual fine post-race party

For more racing news, subscribe to 'Lectronic Latitude online at www.latitude38.com

In addition to the stories printed here, June's racing coverage included:

Coastal Cup • Volvo Ocean Race
Farr 40 West Coast Champs • Rose Cup
SF Bay Challenge • SF Perpetual
Woodies Invitational • Go for the Gold
Around Sherman Island Race
Hart Nunes • Opti Heavy Weather
X-Bay Regatta • SeqYC Summer Series
ISAF Sailing World Cup

Plus previews of the Van Isle 360, Ken Gardiner Regatta, BYC Tri-Island Race, Long Beach Race Week, and more!

THE RACING



ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

Delta Ditch Run, this page, clockwise from top left: The fleet was still finding waves to surf in Carquinez Strait; Rob Blackmore is repatriated on 'Run Wild'; the Moore 24 'Cadenza' gets in trouble on the approach to Mark 19; the Ultimate 20 'Salsa' crew has even more trouble on their hands in Suisun Bay; in Benicia, the Santa Cruz 27 'Dynaflow' is diggin' the Ditch — so far.

at Stockton Sailing Club, where seemingly everyone had a story. Pat Brown summed it up: "There was so much carnage."

— latitude/chris

DELTA DITCH RUN, RYC/SSC, 6/6

HEAVY 1 — 1) **Sir Leansalot**, Hunter 40, Tom Lueck; 2) **Marrakesh**, Express 34, Craig Perez; 3) **Stewball**, Express 37, Bob Harford. (10 boats)

HEAVY 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **RedHead**, Cal 40, Walter Smith. (7 boats)

HEAVY 3 — 1) **Raven**, Freedom 40 cat ketch, Erik Menzel; 2) **Stainte**, Cal 20, Paul Sutcheck; 3) **Bravo Zulu**, Sonar, Rommel Barrientos. (5 boats)

LIGHT 1 — 1) **Dos**, Sierra 26, Brad Butler; 2) **Rufless**, Melges 32, Rufus Sjoberg; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (6 boats)

LIGHT 2 — 1) **Flygfisk**, Melges 20, Tom Kasseberg; 2) **Kwazy**, Wylie Wabbit, Colin Moore; 3) **Syzygy**, Wylie Wabbit, Simon Winer. (11 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Get Happy!!**, Brendan Busch; 3) **Peaches**, John Rivlin. (12 boats)

SANTA CRUZ 27 — 1) **Mistress Quickly**,

Evan Diola; 2) **Worry Knot**, Joe Wagster; 3) **Rio**, Tom Faraola. (7 boats)

MELGES 24 — 1) **Shire Kahn**, Geoffrey McFarland; 2) **Average White Boat**, Kent Pierce; 3) **Insolent Minx**, Zhenya Kirueshkin-Stepanoff. (6 boats)

MOORE 24 — 1) **Pegasus-MotionX**, Philippe Kahn; 2) **Catch and Release**, Scott Sorensen; 3) **Wet Spot**, Mike O'Callaghan; 4) **Banditos**, John Kernot; 5) **Moore Wave*ohs**, Kurt Lahr; 6) **Ragtime**, JV Gilmour. (25 boats)

J/70 — 1) **Jaya**, Craig Tallman; 2) **Cake**, Scott Deardorff; 3) **Zero to 60**, Karl Pomeroy. (9 boats)

i550 — 1) **Poker Face**, Eric Rinkus; 2) **Boxed Wine**, Brian Lockwood. (3 boats)

MONOHULL OVERALL — 1) **Flygfisk**; 2) **Dos**; 3) **Kwazy**; 4) **Shire Kahn**; 5) **Pegasus-MotionX**; 6) **Catch and Release**; 7) **Wet Spot**; 8) **Banditos**; 9) **More Wave*ohs**; 10) **Syzygy**. (100 boats)

DOUBLEHANDED — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Fleebotlam**, J/22, Denise Imhoff. (4 boats)

CRUISING — 1) **The Other Women**, Pearson 26, Paul Brunello; 2) **Ghost**, Ticon ketch, Bill Goldfoos; 3) **Liberty**, Cal 27, James Bertillacchi;

4) **Moonset**, Alerion Express 28, Dan Courter; 5) **Brown Sugar**, Lancer 36, Don Quinly. (20 boats)

MULTIHULL 1 — 1) **Shadow**, ProSail 40, Peter Stoneberg; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck. (4 boats)

MULTIHULL 2 — 1) **Millennium Falcon**, Cross 27, John Donovan; 2) **Peregrine Falcon**, F-27, Bill Gardner; 3) **Trident**, Corsair 31R, Damien Campbell. (9 boats)

MULTI TEXEL — 1) **Gladstone's/Pieology**, Nacra 20 FCS, Pete Melvin; 2) **Inter the Dragon**, Nacra 20, Travis Vetter; 3) **It's Tomorrow!!!**, Hobie 18 SX, Brett Peterson. (5 boats)

MULTI TEXEL F18 — 1) **Capricorn**, PSA F18, Richard Vilvens; 2) **Mikey and Fei**, Nacra F18, Mikey Howser; 3) **USA 90**, Nacra F18, Ben Lamond. (6 boats)

Full results at www.stocktonsc.org

YRA Spring Series

I noticed three things on Friday, June 12, the day before the final YRA Spring Series race. I was walking our dog at Candlestick Point and noticed that Candlestick Park is almost gone, demolished to make room for I don't know what. I also noticed the wind was plastering our dog's fur to her body, and the current was turning a big swell against the wind in the South Bay. I realized that the YRA



race on the South Bay on Saturday was going to be fun and interesting.

The breeze early on Saturday was light and mostly northerly, but it continued to build and shift to the west resulting in a northwesterly 10-12 knots at the start. The Express 37s started without a hitch. The PHRF fleet was next, and then the Santana 22s.

The PHRF course started at SC1, went upwind to South Beach YC, down to NAS1 off Alameda, back up to SBYC, and then around a second time. At SBYC, a jibe-set would send us back out into the Bay, away from the piers below South Beach where the new ebb was starting to build, and into the center of the Bay where the ebb had yet to appear. The jibe-set proved to be the way to go.

The second race of the day got the same course as the first, but now the wind had built into the low 20s with gusts to 23-25, and the South Bay was in full rinse cycle with short, steep chop. The upwind leg was uneventful with boats jockeying for a lane upwind. After setting kites most took a high course to NAS1. The breeze continued to build for the beat upwind.

Ted Elliott's Beneteau Sunsail f40 T-

Delta Ditch Run, this page, clockwise from top left: The Ultimate 20 'Peabody' came from Monterey; Tom Kassberg's Melges 20 'Flygfisk' corrected out to first place monohull overall; Brad Butler's Sierra 26 'Dos' was the first monohull to finish at 5:03 (Jerome Ternynck's Extreme 40 cat 'SmartRecruiters' was the first multihull at 3:53); this i550 from Portland, spotted in New York Slough, finished the race this way.

rex was first across the finish line with much hooting and hollering — they had every reason to celebrate as they've really started to get the boat dialed in.

It was great to see the Express 37s out for a YRA race. The invincible Santana 22s were out as usual — they're easily one of the most active and fun fleets on the Bay.

The three-part YRA Summer Series will kick off with another visit to the South Bay on July 11.

— don ahrens

YRA SPRING SERIES FINAL STANDINGS

PHRF (5r, 1t) — 1) **Azure**, Cal 40, Rodney Pimentel, 5 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 8; 3) **Shameless**, Schumacher 30, George Ellison, 13. (12 boats)

SANTANA 22 (6r, 1t) — 1) **Byte Size**, Anna Alderkamp, 6 points; 2) **Meliki**, Deb Fehr, 9; 3) **Tactful**, Frank Lawler, 13. (7 boats)

Full results at www.jibeset.net

Great SF Schooner Race

Four gaffers and five Marconi rigs

promised some entertaining racing in the Great Schooner Race on June 13. The expected retreat of the fog bank meant a breeze building to an anticipated 20-25 knots. This was eagerly awaited by at least a couple of skippers whose boats, *Yankee* and *Martha*, both constructed in San Francisco more than 100 years ago, had been built specifically for these conditions. Unexpectedly, the fog lingered overhead most of the day, but this seemed not to affect the wind buildup, which meant the entire fleet had great opportunities to let it all hang out in the best the Bay has to offer. Racing was in some cases close, in others a runaway, but seemed well worth the effort on everyone's part.

The party at San Francisco YC after the racing was the usual bang-up affair, with a band, free beer, and all-you-can-eat barbecue. Eye candy was there in abundance with many of the spectacular boats from the race moored at the guest docks, a treat for all in attendance.

— jon price

THE RACING



SHARON GREEN / WWW.ULTIMATESAILING.COM

GREAT SAN FRANCISCO SCHOONER RACE, SFYC, 6/13

GAFF — 1) **Yankee**, 52-ft Stone, John McNeill; 2) **Jakatan**, 40-ft Jespersen, Jeff Hawkins/Janet Strauss; 3) **Brigadoon**, 65-ft Herreshoff, Terry & Lindsey Klaus. (4 boats)

MARCONI — 1) **Seaward**, 82-ft Russ Wooden, Alan Olson; 2) **Gold Star**, 46-ft George Krenkel, Jim Cullen; 3) **Mayan**, 59-ft Alden, Beau Vrolyk. (5 boats)

Full results at www.sfyc.org

SoCal 300

Dave MacEwen of the Santa Cruz 52 *Lucky Duck* called the inaugural SoCal 300 a beautiful race. Seven boats started in Santa Barbara on May 22. The course wove its way through the coastal islands before finishing in San Diego. "It's really one of the best venues I can imagine," MacEwen told us. "Great sailing grounds, with the islands. The wind is always pretty solid out there. It's bookended by two fantastic yacht clubs with Santa Barbara YC in the north and San Diego YC in the south. Each leg was scored independently, and then they did an overall too. So that was kind of interesting."

All seven boats, ranging in size from 37 to 100 feet, started at the same time. "It was really pretty incredible," described MacEwen. "When *Wizard*, an R/P 74, comes up and tacks underneath you — wow — stay away from that guy,

Dave MacEwen's South San Francisco-based SC52 'Lucky Duck' won her division in the first-ever SoCal 300.

he's got a big spear on the end of his boat."

Lucky Duck and most of the other entries are gearing up for the Transpac race to Honolulu. "For us it was kind of like a mini-Transpac because it starts close to the wind, then you get downwind, VMG-type sailing."

We wondered why only seven boats had entered such a scenic and interesting race. "It was all ORR and you have to get measured for that, versus PHRF, and so it was one of my recommendations to have a PHRF division too," explained MacEwen. "But I think people are a little intimidated too. It can get really windy, though low 20s was the most we saw. You have to have all the safety gear — a satphone, a raft. I think that turned

some people off too. But it can be really nasty out there, so it's important to be fully geared up."

— *latitude/chris*

SOCAL 300, SANTA BARBARA YC/SDYC, 5/22-24

DIV 1 — 1) **Rio100**, Bakewell-White 100, Manouch Moshayedi, 8.5 points; 2) **Wizard**, R/P 74, Peter Askew, 9; 3) **Bad Pak**, STP65, Tom Holthus, 15.5.

DIV 2 — 1) **Lucky Duck**, SC52, Dave MacEwen, 6.5 points; 2) **Prevail**, SC52, Bill Guilfoyle, 10; 3) **Varuna**, Rogers 46, Chris Hemans, 17.5; 4) **Expression Session**, Mod. Express 37, James Kirkpatrick, 21.

OVERALL — 1) **Lucky Duck**, 11.5 points; 2) **Wizard**, 13.5; 3) **Rio100**, 16.

Full results at www.socal300.com

OYRA Junior Waterhouse

On June 6, a cold, gray, foggy day of ocean racing began with decent wind at the start at Little Harding Rock Buoy. The breeze held, with the fleet riding the remaining ebb out of the Bay. The wind softened significantly beyond Point Bonita and continued to lighten for the next few hours. On Jim Quanci's Cal 40 *Green Buffalo*, we made the sail change to the #1 genoa and battled on to the first green channel marker. Quanci and Ian Matthew called the layline from about three miles out.

Then we were off battling the light

ELITE KEEL & J/24 WESTERN REGIONALS, SFYC, 5/16-17 (5r, 0t)

J/24 — 1) **3 Big Dogs**, Pat Toole, 9 points; 2) **Tremendous Slouch**, Scott Milne, 11; 3) **Feral Rooster**, Paul Van Ravenswaay, 23. (12 boats)

J/70 — 1) **Prime Number**, Peter Cameron, 8 points; 2) **IFA**, Geoff McDonald, 9; 3) **Jennifer**, Chris Kostanecki, 13. (8 boats)

MELGES 24 — 1) **Looper**, Duane Yoslov, 8 points; 2) **Personal Puff**, Dan Hauserman, 9; 3) **Insolent Minx**, Zhenya Kiruashkin-Stepanoff, 13. (3 boats)

MELGES 20 — 1) **Samba Pa Ti**, John Kilroy, 8 points; 2) **WildMan**, Liam Kilroy, 10; 3) **Pacific Yankee**, Drew Freides, 14. (6 boats)

ETCHELLS — 1) **Lifted**, Jim Cunningham, 7 points; 2) **Moneyball**, Blaine Pedlow, 11; 3) **JR**, Bill Melbostad, 15. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 5 points; 2) **Wyle E Coyote**, Dan Pruzan, 13; 3) **Libra**, Sergey Lubarsky, 16. (7 boats)

IOD — 1) **Bolero**, Richard & Mark Pearce, 10 points; 2) **Xarifa**, Paul Manning, 10; 3) **One Hundred**, Paul Zupan, 11. (4 boats)

KNARR — 1) **Three Boys & a Girl**, Chris

THE BOX SCORES

Perkins, 15 points; 2) **Benino**, Mark Dahm, 17; 3) **Svendkist**, Steve Taft, 17; 4) **Adelante**, Don Nazzal, 18. (16 boats)

OPEN 5.70 — 1) **Boaty**, Ben & CJ Anderson, 8 points; 2) **Petit Bateau**, Matt Siddens, 10; 3) **Frisky**, Dale Scoggin, 13. (5 boats)

Full results at www.sfyc.org

SSS SINGLEHANDED FARALLONES, 5/23

PHRF <108 — 1) **Saetta**, J/120, Ludovic Milin; 2) **Freedom**, Worth 40, Jib Martens; 3) **Light-speed**, Wylie 39, Rick Elkins. (9 boats)

PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Domino**, Wilderness 30, David Herzigel. (11 boats)

PHRF >153 — 1) **Rock On**, Olson 25, Tom Cavers; 2) **Galaxsea**, Nauticat 44, Daniel Wiley; 3) **Little Wing**, Pearson Renegade, Doug Soderstrom. (6 boats)

SPORTBOAT — 1) **Outsider**, Azzura 310,

Greg Nelsen; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Verve**, Express 27, Ron Snetsinger. (4 boats)

NON-SPINNAKER — 1) **Roxanne**, Tartan 4100, Michael Mitchell; 2) **The Flying Penguin**, Beneteau 375, John Shannon; 3) **French Kiss**, Beneteau Oceanis 350, Harmon Shragge. (7 boats)

MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham; 2) **Jabberwock**, Buccaneer 35, Ryan Galeria; 3) **Tri N Fly**, F-27, David Morris. (5 boats)

OVERALL MONOHULL — 1) **Whirlwind**; 2) **Green Buffalo**; 3) **Saetta**; 4) **Freedom**; 5) **Outsider**. (33 boats)

Full results at www.sfbaysss.org

WHISKEYTOWN REGATTA, WSC, 5/23-24 (3r, 0t)

BANSHEE — 1) Charles Witcher, 6 points; 2) Steve Cassingham, 8; 3) Dean Eppley, 8. (5 boats)

BYTE — 1) Kelsey Tostenson, 5 points; 2) Deirdre Collins, 7; 3) Laurie Davis, 8. (5 boats)

DAY SAILER — 1) Craig Lee, 5 points; 2) Dave Keran, 6; 3) Steve Lowry, 7. (4 boats)

LASER — 1) Bruce Braly, 4 points; 2) Jim



headwind and chop from the south in search of the Southern Approach Buoy. Again Jim and Ian called for a tack at the perfect time, putting us right on the buoy from several miles out. Up went the spinnaker for a tight and light spinnaker reach north to the Lightship.

Near that buoy, the breeze continued to lighten, making for a long, slow rounding and bear-away toward the Golden Gate.

Searching for wind under lowering fog, we finally found a bit south of the shipping channel, and, with a lot of patience, we continued to glide in toward the Bay entrance. As we left the last of the channel markers behind, the wind began building slowly until we saw 28 knots under the bridge.

As we approached Angel Island, the wind lightened again, and we followed the southern side of Raccoon Strait, fighting the new ebb, and then crossed to the finish at Richmond YC.

— tony bourque

OYRA JUNIOR WATERHOUSE, RYC, 6/6

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Kind of Blue**, 1D35, Stephen Saperstein. (2 boats)

PHRO 2 — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Elan**, Express 37, Jack Peurach; 3) **Maggie**, C&C 37, Bob Gunion. (6 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim

Christopher, 5; 3) Richard Leland, 11. (9 boats)

PELICAN — 1) Patrick Jones, 4 points; 2) Curtis Johnson, 7; 3) John Mahaffey, 16. (7 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell, 5 points; 2) **Kwazy**, Colin Moore, 7; 3) **Jombo**, Jon & Chris Stewart, 9. (8 boats)

CENTERBOARD — 1) Snipe, Thomas Hunt, 4 points; 2) Snipe, Curtis Moore, 5; 3) Sunfish, Raymond Denman, Jr., 9. (3 boats)

KEEL A — 1) Rondar K6, Steve Cameron, 6 points; 2) Holder 20, Frank Rowder, 8; 3) Capri 25, Carl Strahle, 9. (5 boats)

KEEL B — 1) Capri 22, Jerry Lewis, 3 points; 2) Venture 21, Dan Tubbs, 9; 3) Montgomery 17, Steve Fitch, 11. (4 boats)

MULTIHULL 1 — 1) Nacra 20, Wesley Wright, 4 points; 2) Hobie 21, Chris Strahle, 6; 3) Nacra 5.5 SL, Dennis Kerwan, 8. (5 boats)

MULTIHULL 2 — 1) F27 Formula, Travis Thompson, 3 points; 2) Nacra 5.2, Mike Archibald, 6. (2 boats)

Full results at www.whiskeytownsailing.org

TYC/CYC FRIENDSHIP REGATTA, 5/30

SPINNAKER — 1) **Kuai**, Melges 20, Daniel

Aboard the Cal 40 'Green Buffalo' passing Mile Rock on the way back into the Bay on a cold and gray day of ocean racing. Left to right: Kevin Dudeney, Ian Matthew, and Jeff Durst.

Quanci; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Ahi**, Santana 35, Andy Newell. (7 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Wetsu**, Express 27, Phil Krasner. (5 boats)

Full results at www.jibeset.net

Race Notes

The Intercollegiate Sailing Association has named Nevin Snow of San Diego **College Sailor of the Year**. An All-American in 2013 and 2014, Snow is a junior at Georgetown. Sailing is in his blood: "My dad works for North Sails, and my mom did an Olympic campaign in the 470," he says. (His dad Chris just won the J/24 Nationals.) The Sportsmanship Award went to Kieran Chung, a senior at Stanford, who took up sailing at age 13 out of Newport Harbor YC.

THE BOX SCORES

Thielman, CYC; 2) **Joyride**, J/105, Bill Hoehler, TYC; 3) **Abigail Morgan**, Express 27, Ron Kell, CYC. (7 boats)

NON-SPINNAKER — 1) **Raccoon**, Cal 20, Jim Snow, CYC; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern, TYC; 3) **Red Hawk**, Hawkfarm, Shirley Vaughan, TYC; 4) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, TYC. (16 boats)

TEAMS — 1) TYC, 68 points; 2) CYC, 81.

Full results at www.cyc.org

GO FOR THE GOLD REGATTA, GCYC, 6/6-7 (7r, 1t)

THISTLE — 1) **Drunk 'n' Thorny**, David Rumbaugh, 6 points; 2) **Deuce Coupe**, Hans Williams, 18; 3) **Osprey**, Dan Clark, 19. (6 boats)

LASER — 1) **Jim's Laser**, Jim Christopher, 10 points; 2) **Bruce's Laser**, Bruce Braly, 12; 3) **Greased Lightning**, Richard Leland, 14. (8 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 6

points; 2) **Cruzin**, Wayne Cassingham, 11; 3) **Rusalka**, Murray McLeod, 19. (6 boats)

BYTE — 1) Cooper Butler-Brown, 8 points; 2) Niamh Evenhouse, 11; 3) Cate Krystoss, 12. (5 boats)

DAY SAILER — 1) **Bubba**, Mike Gillum, 8 points; 2) **Hot Flash**, Craig Lee, 10; 3) **Vagabundo**, Dave Keran, 13. (8 boats)

CATALINA 22 — 1) **NoCatHare**, Don Hare, 6 points; 2) **Blue Diamond**, Dave Strain, 11; 3) **Kukana Luka**, Dennis Barry, 16. (4 boats)

OPEN CENTERBOARD — 1) **Hunt's Snipe**, Thomas Hunt, 10 points; 2) **Bob's Sunfish**, Bob Cronin, 14; 3) **Boatessa**, Windmill, Michael Johnson, 15.

OPEN KEEL — 1) **U Decide**, Ultimate 20, Phil Kanegsberg, 9 points; 2) **Trilogic**, Weta, Ned Nicolls, 10; 3) **Seikaiha**, Weta, Mark Simmel, 11. (3 boats)

Full results at www.gycy.net

Other local sailing luminaries lost in recent months include **Ed Durbin**, age 87, who most recently raced the Beneteau First 36.7 *Mistral* out of Richmond YC. Before his death, the RYC staff commodore donated *Mistral* to the nonprofit RYC Foundation. A member of RYC since the '60s, **John Gilmour** also passed away this spring. Gilmour sailed 505s in his prime, then Etchells, and, most recently, a chartered Bird. Our condolences to the family and friends of Ernie, Ed and John.

— latitude/chris

Full results at www.gycy.net

NORCAL MERCURY SERIES, EYC (20r, 5t)

1) **Pacer**, Pax Davis; 2) **Stars**, Jim & Kathy Bradley; 3) **Marauder**, Larry Nelson. (9 boats)

Full results at www.mercury-sail.com

With reports this month on the *Pros and Cons of Winter Holiday Charters*, a veteran charter crew's *Catamaran Daysail on the Bay*, and *Charter Notes*.

Are You Dreaming of a White-Sand Christmas?

As you might imagine, the two weeks surrounding Christmas and New Year's is the busiest period of the year in every tropical and near-tropical bareboat charter destination. So, in order to get the best choice of boats, many savvy travelers lock in their reservations a full year in advance.

As it's now July, those holidays are only six months out, so if you have any fantasies about doing a Christmas-break charter this winter, right now is the time to get serious and make your game plan. Let's look at the pros and cons.

First, the downside: Given the realities of supply-and-demand, the holiday season is not only the most popular time of the year, but the most expensive. How much more expensive? It varies from company to company and place to place, of course, but in the British Virgin Islands, for example — which is the world's most popular bareboat destination — rates for the year-end mini-season can be nearly twice what they are at the peak of the late-summer/early-fall hurricane season, for obvious reasons. But you'll pay only about 10% more than you would in the popular months of February, March and April. Other 'cons' are that anchorages and restaurants will be as crowded as they'll ever be, and flights will cost more also.

Whether skies are blue or gray, blasting around the Central Bay on a charter cat is always big fun — especially for out-of-towners.

All that being said, there's a pretty attractive upside to this vacation fantasy, especially if you have kids who are still in school. From personal experience we can testify that charter trips with school-age kids always yield special, long-savored memories. But a Christmas-time charter in some exotic venue would absolutely be a standout for decades to come.

Yes, it will be more expensive for the flights and the boat, but trust us, years later when the extra expense has been long forgotten, the good-time memories will still be vivid.

Why is this such an ideal time for a sailing vacation? In part because every charterer you meet and every local resident you interact with will be imbued with the holiday spirit — effectively more open, cheerful and responsive, just as you and your boatmates will be. Whether you celebrate Christmas, Hanukkah, Kwanzaa or whatever, the end-of-year season is a time when you naturally feel in a festive mood, an attitude perfectly suited for a successful sailboat cruise. Likewise, this is also an ideal time to spend quality time with close family members, and especially your kids, as you'll all be able to enjoy active, outdoor fun together — snorkeling, sailing, hiking and gunkholing in the dinghy.

Another big plus is that prime tropical sailing venues in the Eastern Caribbean usually experience picture-postcard weather during the holiday season: steady easterly trades, with clear blue skies above. Daytime temperatures typically average around 82° with much lower humidity than in the summer months.

If this whole idea sounds just a bit too far out of your budget, consider proposing to your family that you forego traditional presents this year, and spend your money on a Christmas cruise instead. If you do decide to make the leap, remember to book soon or you may be sorely disappointed.

— andy

Role Reversal for a Longtime Charter Crew

Having recently retired (for the third time) from the charter sailing yacht industry in the Caribbean, my captain and I were 'jonesing' for a sail on our home waters of San Francisco Bay.

Currently boatless, we decided to play tourist and sail on someone else's boat for a change. The last three boats we worked on were catamarans. The first was a brand-new Leopard 45 in The Moorings crewed yacht fleet. We then bought and offered charters on our own Lagoon 410. And most recently we owned a Leopard 43 that we pleasure-cruised in the Northern Caribbean. We have also crewed aboard *Latitude's* 63-ft cat *Profligate* during several Baja Ha-Ha rallies.

As catamaran converts, we wondered what it would be like to sail on a cat on the Bay, because before our stint in the Caribbean, we'd only sailed on monohulls here — or "unimarans" as we've heard them called. We were also curious what it would be like to be passengers for a change and watch the crew do all the work.

So we rounded up some buddies for this experiment, and on a spring weekday we all boarded the roomy 55-ft *Adventure Cat* at her Pier 39 berth. Meanwhile, there was a cacophony of barking and snorting coming from the neighboring docks — that is, from the large community of sea lions that call the marina home. Years ago, when they first occupied this pricey real estate, marina management took a variety of steps to shoo them away — all of which were unsuccessful. Today, of course, viewing these feisty marine mammals at close range is one of the most popular attractions of the Pier 39/Fisherman's Wharf area.

Ironically though they seem to have



OF CHARTERING



little way outside the bridge, we made a U-turn, and were soon gliding past Crissy Field and the San Francisco Cityfront.

As we arrived back at Pier 39, our pinniped neighbors seemed to be waving their flippers as a welcoming sign. Feeling relaxed yet energized, we'd had a worry-free sail. It was a delight not to be in charge and responsible for a change!

If you're interested in sampling the catamaran experience, a variety of professionally crewed charter cats are available for scheduled daysails and/or custom charters on the Bay. Among them are:

- **Adventure Cat**

— 55 feet; carries up to 48 passengers; berthed at Pier 39, dock J, San Francisco. Daily sails in spring, summer and fall at 1 p.m. and 3 p.m. and sunset sails. Also available for private group charters and special events. (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

- **Adventure Cat 2** — 65 feet; carries up to 90 passengers; same info as above.

- **Caprice** — Seawind 1160; carries up to 12 passengers; berthed in Point Richmond. Available for private charters,

Based at Point Richmond, the Seawind 1160 'Caprice' is another popular Bay Area charter cat. She takes up to 12 passengers.

If you find yourself boatless and 'jonesing' for a fast sailboat ride, consider taking a ride on a crewed cat like 'Adventure Cat'.

minimal interest in observing us silly humans. They barely glanced at us as we walked down J dock to climb aboard the cat.

After a pleasant greeting from the deckhand/hostess, we were impressed by the fact that there was plenty of room to spread out in the huge saloon.

I became curious about the background of our fellow passengers, and why they'd chosen a charter cat rather than a monohull. So after the captain briefed us on safety and our route for the day, I introduced myself to my neighboring shipmates, Paul and Kathy Meixl, visiting from Mankato, MN. He has sailed small boats in some of his state's 10,000 lakes, but had never been out on the ocean. Kathy, who was looking a bit apprehensive, had never even been on a sailboat before and wasn't really sure why she'd signed up for this.

The crew untied the docklines and we motored out of the harbor. Sails were hoisted, the captain shut down the engine and whoosh, we took off across the Bay like a rocket. Well, not quite like the

RocketBoat, a blazing-yellow craft that screamed past us that day, spinning doughnuts for their white-knuckled thrill seekers.

We, and the other passengers, preferred the subtler speed of *Adventure Cat*, and apparently so do the local porpoises. As we neared Angel Island, a school of five lively harbor porpoises entertained us. By this point in the daysail, most of the guests had ventured out from the protected saloon to ride on the massive trampolines or had found a comfy spot on the amas.

Our captain was quick to share the helm and offer sailing instructions to anyone who was interested, but most of the passengers just wanted to kick back, enjoy the ride and take photos. Those new to catamarans found that the ride was stable enough so that drinks didn't spill, yet the impressive speed made for a thrilling ride.

We slid under the Golden Gate Bridge, with our cameras firing. I asked Kathy how she liked the ride. She was enthralled, she said with a huge smile, and had fallen in love with sailing. Once a



WORLD OF CHARTERING

special events, preparation for bareboat catamaran charters and sailing instructions. (510) 232-5820; setfers@pacbell.net; www.sailingcaprice.com

• **Cat Ballou** — Catana 42; carries up to 12 passengers; berthed at Schoonmaker Marina, Sausalito. Available for private group charters, special events and corporate charters and team building. (855) 724- 5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com

• **Apparition** — 38 feet; berthed at Schoonmaker Marina, Sausalito; carries up to 6 passengers. Available for private group charters, corporate outings, regattas and racing. (415) 331-8730; info@sailapparition.com; www.sailapparition.com.

— Lynn Ringseis

Readers — We often run firsthand reports on chartering experiences beyond the Bay Area, but we love to hear about local daysail opportunities like this one also. So if you have a trip report, anecdote or photos to share please email andy@latitude38.com.



The high-performance Catana 42 'Cat Ballou' began her chartering career in the turquoise waters of the Caribbean.

Charter Notes

While we're on the subject of **charter cats**, let's address a common concern among potential bareboat charterers these days: They want to charter a cat in, say, the Caribbean, but they **only have experience on monohulls**.

Here in the Bay Area you probably have to have multihull experience to charter a cat from a local sailing school. But, of course, they'll be happy to provide you with lessons.

In our experience, rules are a little different when dealing with international charter firms. With most of them, you'll usually be allowed to charter a bareboat cat if you have **ample experience on a similar-sized monohull**. Worst case, you may have to pay to have a skipper come aboard for the first half or full day to show you the ropes.

While cats are generally far more stable than multihulls and their on-board systems are similar, the biggest differences are with **tacking** (in light air you'll need to backwind the jib), and **mainsail trimming** (even sailing dead downwind, you never ease the boom out as far as you would on a typical monohull, because most charter cats have swept-back spreaders and stays).

One of the pleasant surprises is that **driving and docking with twin engines is a cinch**. After a few tries, you'll be parallel parking like a pro.

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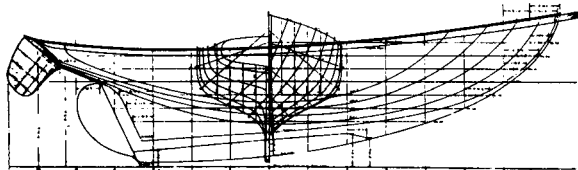
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CHANGES

With reports this month from **Escapade** on crossing the Atlantic; from **Pelagic** on fast cruising to the East Coast with three kids after last year's Ha-Ha; from **Esprit** on being rejoined by son Jamie; from **Coco Kai** on a bummer of a last leg of a nine-year voyage; from **Sonrisa** on Yanmar diesels and the sweet family life aboard in La Paz; from **Curare** on the east coast of South America; from the new **Fujin** in St. Croix; and **Cruise Notes**.

Escapade — Catana 52 Cat Greg Dorland and Debbie Macrorie Crossing the Atlantic to the Med (Squaw Valley)

On June 10 we crossed latitude 38° on our way to Flores in the Azores. But this was day 13 out of St. Martin for us, and we've still got 500 miles to go. If we

sail another 150 miles toward the islands, we'll finish off this leg under power, as the North Atlantic High has settled in over the Azores.

It's been a very light-air trip for the most part — although the first six days of being hard on the wind weren't the most pleasant, especially when our big genoa blew up on the second day. We're actually looking pretty ragged, with large patches of taffeta hanging from our Spectra main. I'm hoping it will make it to the Med. Actually, I'm hoping that it will last until the end of the season in October, but there's probably not much chance of that.

The light-air upwind conditions mean we're sailing with the Solent and the main. In close reaching to broad reaching, our Code 0 has finally become a good investment — after seven years

Before the real midnight, and long before 'cruisers' midnight', Debbie and Greg, plus crew Robbie, Lance and Pablo, made it to Cafe Sport.

of hardly ever being used. And we have finally become real catamaran cruisers, as we tried flying with the spinnaker with the main lowered in light air — and it worked! Quite well, too.

We've been in contact with two passing sailboats. The first was a Jongert 63, whose owner was obviously displeased with his captain and crew. He asked that we take them to the Azores, as he was turning back to St. Martin from 500 miles out!

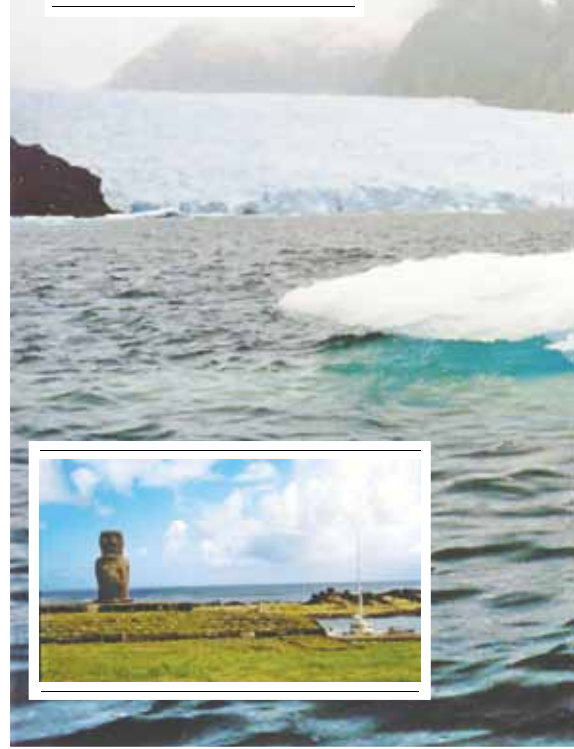
Our second contact this morning was with a 33-ft French sailboat that hailed us to say 'hi' — and to see if we had any extra cigarettes. They are already 20 days out of the Bahamas and are figuring it will take them another 10 days to the Azores. Nicotine withdrawal can be rough.

We made some Portuguese friends on the first Catana cat made, a Lock Crowther design from 1985. They've probably made it to Flores by now, but a few days ago they were hoping we might catch up with them with extra fuel. It's been so light that pretty much everybody is low on or out of fuel. Such is life in the mid-Atlantic. Last month there was a vicious storm, and this month we've been praying for wind — not that it will do an agnostic such as myself much good.

Life onboard has been just fine, with Robbie Walters from Tahoe and Lance Poulsen from Squaw Valley as two of our three crew. Lance doublehanded from Kauai to San Francisco with me in 2009, and Robbie had joined us for the 2008 Ha-Ha.

We also have a 21-year-old crew-member named Pablo from Valencia, Spain, with us. He took a year off from university to travel around Panama, Colombia and Venezuela, then flew to St. Martin to join us. How did he find out that we wanted crew? From our ad in *Latitude 38*. We both took a leap of faith, and it's turned out wonderfully.

Pablo has some fabulous photos of the jungles of Colombia and of the Bocas del Toro region of Panama. He also tells us that the marina in Valencia that was built for the America's Cup has turned out to be a pretty good deal, as they are filling it up with boats and renovating the team



bases into bars, restaurants and other tourist attractions.

It turns out that Michel and Isabel, our very good Parisian cruising friends, recently sailed to Valencia. They fell so in love with the city, people and marina that they've leased an apartment there for the winter. It might be a good place for *Escapade* to spend the offseason while Debbie and I are in the Dolomites.

Anyway, it's Pablo's birthday, so Debbie has baked a cake, and there'll be a dram of rum all around.

Update: We not only made it to the Azores, we made it to the famous Cafe Sport before the real midnight!

— greg 05/12/2015

Pelagic — Hallberg-Rassy 42 Michael & Amy Bradford, and Kids After the Ha-Ha to the East Coast (Portland)

Our family — which includes kids Zander, 12; Porter, 10; and Anakena, 5 — sailed in the 2014 Baja Ha-Ha and we wanted to give *Latitude* readers an

ESCAPADE



Tradition dictates boat names be painted on breakwaters in the Azores.

ESCAPADE



IN LATITUDES



PHOTOS COURTESY PELAGIC

Spread; We get chills looking at this photo of Amy sitting on a 'bergy bit' reading a 'Latitude' during her and Michael's first cruise. Insets left: Michael and Amy; 'Kipuka', the Bradfords' old boat at Easter Island. Inset; The Bradford kids and the Tzortzis kids of the Lagoon 470 'Family Circus'.

update on our considerable post-Ha-Ha progress. But first some context.

Latitude wrote a really lovely two-page article about Michael and me in the fall of 2000, when we were getting ready for our honeymoon at sea. At the time, we were cruising from the Golden Gate to Easter Island and beyond. Ultimately we spent two years sailing, 11 months of it in Chilean waters between Easter Island and Patagonia. Each of us having been to South Georgia Island on our own, and both having fallen in love with it, our goal was to return. Alas, our first son Zander, a stowaway at that, threw a wrench into those plans. So we returned home to Portland via the Humboldt Current.

We'd always meant to update *Latitude* readers about that adventure, but never got around to it. I even had the perfect photo to illustrate it — me in my 'Gumby suit' reading a *Latitude* while sitting on a drifting 'bergy bit' at Laguna San Rafael

in the Chilean fjords. Now that we have a new-to-us boat, and three kids in tow, we're trying to be better about our correspondence.

As I write this, we're sailing from Havana to Florida, making our way out of the hurricane zone. We've obviously covered a lot of ground — maybe 4,000 miles — since the Ha-Ha. We cruised up into the Sea of Cortez, explored the Copper Canyon overland, and sailed down the coasts of Mexico, El Salvador, Costa Rica and Panama, stopping to explore countless anchorages along the way. After transiting the Canal, we sailed north toward the Yucatan, with stops at San Andres Island, the Bay Islands, Honduras and Belize.

By just about any cruising standard we are moving pretty quickly, but we figure

we only have two to three years to see as much of the planet as we can by boat. But to be fair, even if we had more time, we'd probably be moving along almost as quickly. We have 'Traveler's ADD', as we're always anxious to see what's over the horizon.

With three kids, it's often difficult to move quickly, as the passages are not the highlight for them. But we try to find ways to keep moving without missing much. For short trips of up to 80 miles, we often choose to travel at night to minimize sea days for the kids. There is some selfishness in it, too, as I really enjoy sailing at night — in part because no one else is awake to request my time. If you've sailed with kids, you know what I mean. It's blissfully quiet, with only the stars and the moon for company.

Another time-saving trick is trying not to have a lot of downtime in ports. Sometimes we've been incredibly lucky with that. For example, while anchored off Cozumel, Mike dove on the boat and noticed some play in the bronze fittings that attach the rudder to the hull. He worried we might have problems sailing to Florida. Serendipitously, we were anchored just a few hundred meters from a boatyard.

At 8 a.m. the next morning, Mike was in the office inquiring about a haulout. By 9 a.m. we had *Pelagic* lined up waiting for the Travelift. By noon we had six guys sanding the bottom — why not get a much-needed bottom job at the same time? — and the rudder fixed. By 5 p.m. the bottom had been sanded and the first of two coats of bottom paint had been applied. By noon the next day, the second coat of anti-fouling paint was applied and we were waiting to go back into the water.

The haulout took about 30 hours, and the labor bill was only \$450. They did a great job, too. It helps that Mike is fluent in Spanish, as it allowed us to

Zander drives the 'family car' with passengers Lexie and Tristan Tzortzis of the S.F.-based Lagoon 470 'Family Circus', and bro Porter.



HEATHER TZORTZIS

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cut some corners on everything from boat maintenance, to sourcing parts, to checking in.

Don't get me wrong, we still have lots of time for adventures and exploring, but we try to minimize the inevitable downtime often associated with cruising.

We have enjoyed many incredible experiences so far, including introducing our Pacific Northwest kids to diving in clear tropical waters at places such as Roatán and Belize. Then there was anchoring out in Panama's Chagres River with howler monkeys in the trees above our boat. And we've met some great folks who we know are going to be friends for life.

We've had our share of struggles, too. For example, nobody tells you how difficult home-schooling can be. Or maybe I just didn't listen. But there have been many tears shed, most of them mine. We are slowly figuring it out, and will probably have it down by the time we're done cruising. Meanwhile, the life lessons the kids are picking up are priceless, so we're trying to focus on that.

We plan to spend a few weeks in Florida resting and recuperating, and then sail up the coast to Maine where we will visit with family and friends. In August we plan to cross to Ireland, and from there explore Europe. After that, who knows? At some point we'll have to return home to the Pacific Northwest, but maybe by way of the Marquesas. We're trying to embrace this cruising life by making as few plans as possible.

The journey has been amazing so far, and we feel so fortunate to be able to spend these exciting and formative years with our kids.

— amy 05/15/2015

Esprit — Peterson 46 Chay and Katie McWilliam Cruising With Our Son Chay Again (Henderson, NV)

The most common question people

After 12 years of cruising, the McWilliams feel that both cell phones and the Internet are having an adverse effect on cruiser camaraderie.

have asked is whether anything has changed in cruising since we started with the Baja Ha-Ha in 2003. Having been most of the way around the world now, including across the Med, our initial response was that the boats kept getting bigger, and there are a lot more cats, especially in the Caribbean.

On further reflection, the biggest change we've seen is the growing lack of camaraderie among cruisers. It used to be that you'd hear about fellow cruisers via the VHF or SSB radio nets, which everyone listened to in order to get the weather reports. You'd later hail them on the radio, chat with them on the docks, or dinghy over to their boats to introduce yourselves. This now seems to be the exception rather than the rule.

We believe that much of the change is due to the Internet and cell phones. Twelve years ago you were lucky to have access to an Internet cafe. Now you can find Wi-Fi access almost everywhere. We see cruisers dinghy to shore, go to a cafe with free Wi-Fi, and spend hours there checking weather and doing whatever else they do online. They do this at the expense of interacting with other cruisers who are right there with them.

We've also noticed that the Internet adds stress to the cruising life that didn't use to be there. When we crossed the Pacific, we went almost six months without hearing the news — and we felt relaxed. Now it seems we can no longer escape the news. Just think of the stress that adds to life on land. You feel the stress just as much on the water. Nonetheless, we find ourselves falling prey to the same temptation of feeling we always need to be 'connected'. We have to remind ourselves that most of the time nothing really changes if you miss a few days or weeks — even months.

That said, Jamie, our son who sailed most of the way around the world with us, met up with us in St. Lucia after 23 hours of traveling from college in the States. Visions, one of the locals at Rodney Bay Marina, drove us to the airport on the other side of the island to pick him up — at half the price the taxi drivers were asking. Our route back from the airport was via the center of the island, so we were able to see much of the interior of the 'Isle of Spice'.

With Jamie over jet-lag on Saturday, we left the marina to anchor out to get his sea legs for the 20+ mile passage north to Martinique. The passage across the channel to Le

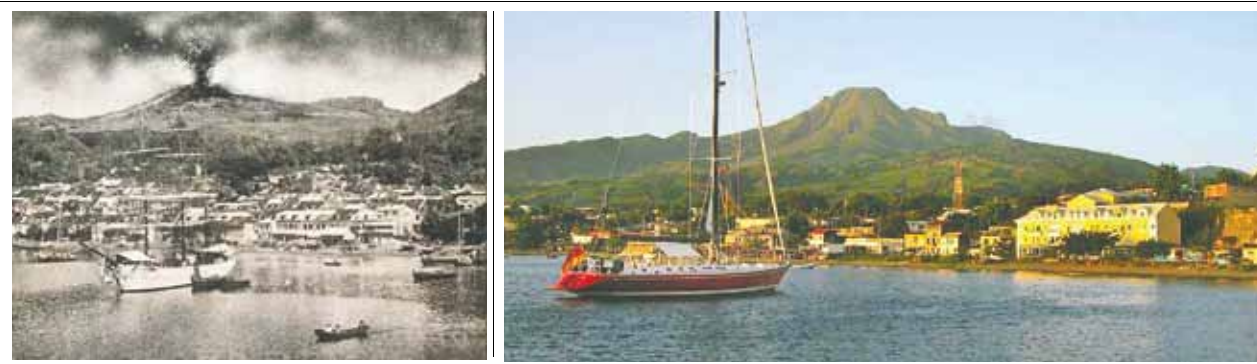


Marin and St. Anne's on Martinique was typical of most of the passages we've made between Caribbean islands this year — fast, but with choppy seas and green water over the bow.

We navigated our way through the reefs to the town of Le Marin, one of the largest yachting centers in the Caribbean. If you haven't heard much about Le Marin, it's because it's French and almost all the boats are French. But there were probably 1,000 boats between the marinas and anchorages. We found a nice spot to anchor and cleared in the following morning.

Clearing in at Martinique — and all the other French islands in the West Indies — is done via computer. It's simple and easy, and there is only a small administrative charge of between two and five euros. We later did some exploring of the town, including a jungle dinghy ride up a small river that ended at a shopping mall with a Carrefour grocery





Our stops included the old capital of St. Pierre, which was destroyed during the 1902 volcanic eruption of Mt. Pelée. Some 30,000 people were killed within minutes by the 2,000-degree pyroclastic flow. The two survivors were a prisoner in a poorly-ventilated dungeon and a young girl who jumped into a small boat.

On Monday, May 25, the day after a two-hour Pentecost mass at St. Anne's church, we departed Martinique for Pigeon Island at Rodney Bay in St. Lucia. We arrived in time to snorkel the reef off the point and climb the hill to Fort Rodney with Jamie. The next morning we headed into the marina to prepare for Jamie's Wednesday departure, as well as for our departure south to Grenada.

When in Grenada, we'll pick up our daughter Amy, our son-in-law Beau, and our granddaughters Trinity and Tasha. The 140-mile passage to Grenada will

Spread: The French enthusiasm for sailing can be seen by the number of boats at Le Marin. Stacked insets at left: Remembrance of cruising times past with Jamie — at St. Peter's, at Monaco, at the River Kwai in Thailand. Upper right to left; Fruit market, Grenada; Mt. Pelée going off; and St. Anne.

store nearby. We picked up a few things, including our traditional tub of Nueva Vida ice cream. We ate the whole thing right there!

Once back on *Esprit*, we were approached by the marine police, who informed us that we were anchored in an area where anchoring was forbidden. There were 10 boats in the area, but only our boat and one other were asked to move. So we weighed anchor while the police watched, and moved to St. Anne's anchorage. St. Anne's is supposed to have a sand bottom, but there are spots where the sand is too thin over rock, or just flat rock, which does not allow for the anchor to set. After a few attempts, we finally got the anchor set. We were glad to have Jamie on board once again to help find a good spot.

St. Anne is a quaint town with a beau-

tiful square in front of a church featuring European architecture. We snorkeled one of the reefs separating the St. Anne anchorage from Le Marin and saw lots of colorful tropical fish of all sizes. There was so much sea life right around the boat that we decided to scuba dive right off the boat. We saw a lion fish and a large lobster — not too bad for the middle of an anchorage. While we were at it, we cleaned *Esprit's* bottom for the first time in two months.

We rented a car for a day and toured a good portion of Martinique, which we found to be clean and lush. We drove up the west coast of the island and back down through a national park in the center of the island.

be our longest single passage this year. What a change from previous years!

For those of you worrying about home-schooling your children while cruising, it's worked out very well, at least in Jamie's case. Not yet 18, he completed his freshman year of mechani-

With beautiful water like this, you could never fault someone for sailing down to Grenada, the famed 'Isle of Spice'.



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cal engineering with a 3.97 grade point average. Even more amazing is that he scored 100% on both of his two calculus finals. While we're glad he's doing so well at school, we sure miss his energy, banter, and of course, his seamanship.

— *chay and katie* 06/10/2015

Coco Kai — 64-ft Schooner Greg King, Captain A Really Rotten Welcome Home (Long Beach)

It would have been nice if Capt. Greg King of Jennifer Sanders' 64-ft staysail schooner *Coco Kai* could have had a pleasant last leg from Cabo San Lucas to Long Beach to wrap up a circumnavigation that started with the 2006 Baja Ha-Ha. But it wasn't to be.

First, there was a problem down around the Cape with the oil cooler.

Then, a day after rounding Cabo for California for the 18th time in his career, King and crew had to heave to off Mag Bay to withstand the winds of fading hurricane Blanca.

Later, on the way to Turtle Bay, there was a problem with the U-joint.

After leaving Ensenada on June 16th with an escort of hundreds of dolphins, what could possibly go wrong? King explains:

"I got up at 2 a.m., a bit groggy from the previous day's festivities in Ensenada, in order to make it up to Parker's Lighthouse in Long Beach for the homecoming celebration. After making coffee, I turned the key for the engine two or three times, but nothing happened. Three or four seconds later, while I scratched my head, the engine started without my doing anything. But the engine was making a weird noise, so I investigated.

"I found that the starter was still going, even though the starter key was switched off. I scratched my sore head some more, then figured I could take a

Greg, the captain of 'Coco Kai', with Jennifer, the owner of the schooner. This was one of King's most troublesome trips north.

lead off the starter, and just touch it to start the engine. Once the engine was going, I would be good to Long Beach. So I removed the lead, then hit the solenoid with a hammer — sometimes they stick — put the battery switch back on, and touched the wire. Nothing. That was good. So I reattached the wire, and the motor started and ran fine."

When you've been on a boat as long as King has, and you've done an extensive rebuild on her as he did in Thailand, you can diagnose problems and make repairs as he does.

But wait, there's more! King explains: "At 2 a.m. the following morning, 10 miles off of Dana Point, with only 10 miles to go, I get woken up and told something is wrong. At this point I'd only gotten one hour of sleep in the previous 24.

"It was an Orange County Sheriff's Task Force, and they wanted to board us. I politely helped two heavily-armed guys aboard. After going through papers and asking questions, they kept us under guard for the next 45 minutes while headquarters figured out what they wanted to do with us. No going to the toilet, no using the phone, no letting us go below. It was like we were criminals.

"At 2:45 a.m., they told us that the Coast Guard was coming to board us. At 3:30 a.m., while we were still under guard, they decided we should head to Long Beach for the boarding.

"But no, at 3:45 a.m., while underway for Long Beach, the Coast Guard showed up and three more heavily-armed guys came aboard. They told us to head for Newport Beach.

"At 5:15 a.m., we arrived at the Coast Guard dock in Newport. At this point my crew was crying and I was pretty pissed off at what I believe had been our nasty treatment. But we were still separated and questioned again. We were still not allowed to use the head or phone.

"The Coast Guard guys were going to rip the boat apart for a second time.

"At 6:30 a.m. I was able to call Jen, the boat's owner. And I was promised a report of the incident, with the names of all involved.

"At 7:30 a.m., they were done with their 'safety inspection' and took off. I got no report. I didn't even get any help with the docklines.

"For five and a half hours we'd been under heavy guard and threats were made if we moved.



It was a nightmare!!!"

It occurred to us at *Latitude* that the authorities might have been pissed that *Coco Kai* had bypassed San Diego and was going to clear into the States at Long Beach. It's legal, but sometimes the authorities get pissy about it.

"Greg did bypass San Diego and did check in at Long Beach," confirms *Coco Kai*'s owner Jennifer Sanders. "Long Beach has a phone number you call during business hours two hours prior to your arrival, and officials will meet you at Rainbow Pier. That's what happened, and although Greg and the crew had to wait several hours, there was no problem. The only bummer was Greg's encounter with the 'task force' off Newport Beach. That's an entirely different story, and was a sad way to end a nine-year trip. Only in America."

— *latitude/rs* 06/15/2015

Sonrisa — Lagoon 440 Cat The Brettingham-Moore Family Yanmars and La Paz (Tasmania, Australia)

We — my wife Melissa, our young

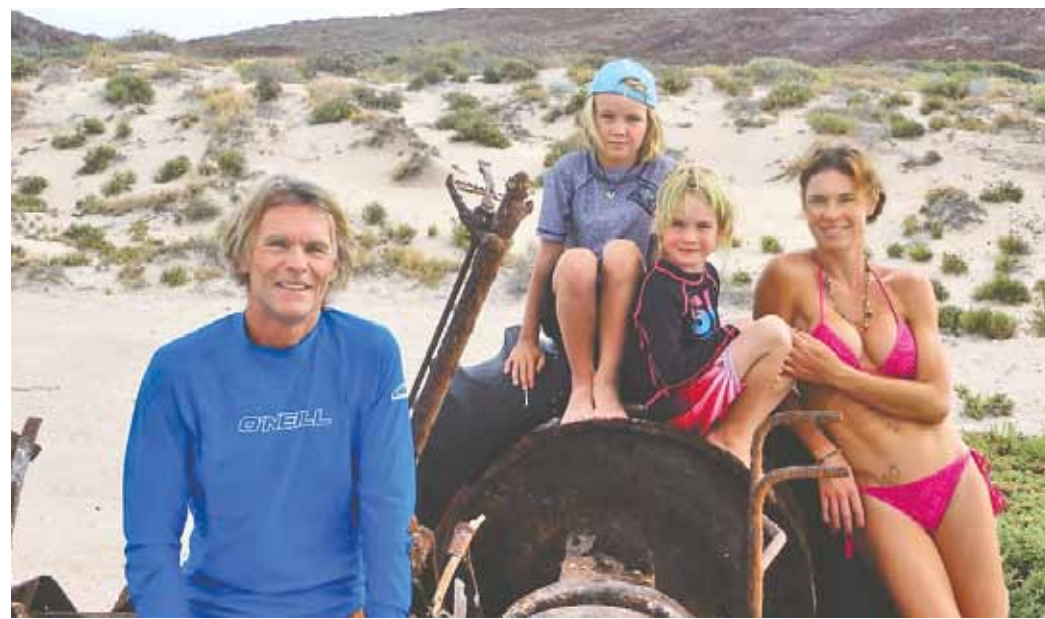
COCO KAI



IN LATITUDES



ALL PHOTOS COURTESY SONRISA



Brettingham-Moore family fun in the Sea of Cortez, clockwise from above: All ashore! Finding treasures in a salt pond. Mom looking good while getting the daily workout. The kids learning about finances through Monopoly. Pelichine, the family cat. And young Huon gets a dinghy driving lesson.

sons Huon and Ben, and myself — really enjoyed reading the Wanderer's May article on Yanmar cone-clutch servicing. We also found the Wanderer's link to *Leu Cat* — they had written extensively on the subject — to be most interesting. We'd met the *Leu Cat* folks in Panama's San Blas Islands around 2009. They had a damaged masthead unit. Being smaller, I went up and repaired it for them.

We have Yanmar SD-50 saildrives on the diesels on our Lagoon 440. In eight years and 1,500 hours, we've yet to have any problems. That said, I totally agree with the Wanderer's suggestion about minimizing the number of shifts, ensuring plenty of time between forward and reverse, and generally treating the engines and gearboxes with love and respect. We allow at least a 10-minute warm-up and a 10-minute cool-down for our engines. We rarely use both engines at the same time, we change the oil at 150 hours, and normally run the engines below 2,000 rpm.

Our only hassle has been the oil/sea water seals on the port engine prop shaft. We've had to replace them twice. The last time we hauled, I noticed a small amount of movement fore and aft in the prop shaft. Not having any shims, I filed a small amount off the seal housing where it fits into the leg. That was over a year ago and it's been sweet ever since.

The standard seawater inlet in the saildrive leg has been a continuing pain, as the paint/antifouling would always be falling off around the inlet. Plus the zincs were being consumed too quickly for my liking. So I blocked off the seawater inlets and put a normal seawater inlet valve and strainer in the hull. Since then, the saildrive legs haven't had any paint flaking off and the zinc consumption has been reduced to a yearly change.

Our family is now enjoying city life — phone, car and so forth — in La Paz.

We've been in Costa Baja Marina since December. It's really one of the better ones, particularly as we can use facilities such as the beach club, the great pool and the gym. And we get a double berth for the price of one. There is also a resident artist who takes the boys for art lessons a few afternoons a week.

Our sons Ben and Huon are in a local Montessori school, immersed in Spanish. As expected, they are picking it up like sponges.

For weekends, we either head out to Playa Bonanza beach on Espiritu Santo, which is less than three hours away, or we drive down to Todos Santos/Cerritos, where we found a delightful hotel on the beach with BBQ and pool for \$40 Ozzie. We're mulling over buying a block of land north of Todos, as it has surf, is quiet, and has delightful people.

All our sails have been put away for hurricane season. We also have a small air con unit. We wonder how long we can last like this.

— nick 05/15/2015

Readers — You may remember that Nick and Melissa ran a 'no expense spared' mega motoryacht in the Med for years. When Melissa became pregnant about eight years ago, they retired, bought their catamaran, and started a long sail back home to Tasmania. The trip home has taken a while longer because they fell in love with Mexico about four years ago and haven't been able to leave.

Curare — Bowman 36 Geoff and Linda Goodall Around South America (Vancouver, BC)

In part one of this two-part story, retired geologists Geoff and Linda had changed their cruising plans from the South Pacific to South America because of the problems there would have been bringing their beloved dog Jessie to the *Geoff with Jessie, the Goodalls' beloved dog. Were it not for Jessie, the couple would have never sailed to South America.*



CURARE

CHANGES

former. In 2010, they made landfall at South America at Valdivia, Chile, 75% of the way down to Cape Horn. They had gotten there via Easter Island because sailing down the west coast of South America would have meant battling the Humboldt Current the entire way.

After enjoying Valdivia, Puerto Montt, the glaciers of Chile, and the Patagonian canals, they called on the Micalvi YC at Puerto Williams, Argentina. This would be their jumping-off point for the 'Cape Horn Circuit', which is tightly regulated by the navy because of the lack of refuges in the area. Due to unstable weather conditions, only Linda got off the boat at Cape Horn, which is a small, detached island that is not connected to South America proper.

As we resume Geoff and Linda's adventure this month, they then obtained permission from the Argentine government to visit the Islas Malvinas, aka the Falkland Islands. They got permission in case bad weather forced them back to the Argentinian mainland.

"On the way there we first we stayed at Staten Island in the lee of an east-facing cove," remembers Linda. "We thought it would be safe from a blow from the north. But the hills didn't protect us at all, and we found ourselves on a lee shore in 40 knots of wind. We weighed anchor and motored around trying to find a better place to anchor, but couldn't find anything."

"We had sheets of water all around us," says Geoff, "so we just motored around outside the cove. We thought about heading out to sea until an exploration ship reported seas of 30 to 60 feet farther out! So we hove to in the lee of that island for two and a half days, going back and forth on one tack, then the other."

Were they reasonably comfortable?

"No," says Linda.

Were they scared?

Although the residents of the Falkland Islands tend to dress rather formally, they were very friendly. Particularly those on the outer islands.

"I was scared at times," admits Geoff. "At midnight, for example, when it was pitch black, we were heeled over like crazy, and we could hear a big wave coming."

"I emailed the record-setting circumnavigator Jeanne Socrates and asked her if we weren't supposed to be comfortable and nice when hove to," Linda remembers. 'No, not really,' she replied. I felt better after learning that."

"We eventually made it to the Falklands by the end of March, and spent a month there. It was really nice, but there was all kinds of paperwork involved with getting Jessie in," says Geoff. "Linda had started the paperwork, as well as the blood tests and shots, a year in advance. Jessie couldn't go ashore until the chief vet approved."

"The vet told us we had to keep Jessie on a leash at all times," says Linda. "People we met still asked if we had papers for Jessie because they hadn't seen her before, but nobody went so far as to ask to see them."

"The people on the outer islands were really friendly," says Geoff. "Going there was a great experience."

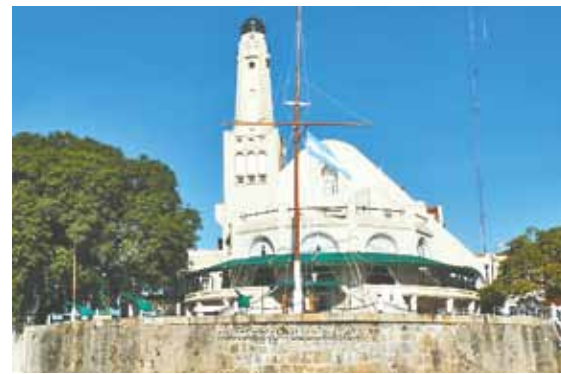
The couple's next stop was Uruguay, at latitude 35. "Although it's in the temperate zone and gets seasons, it was still so cold we couldn't take our foul weather gear off. It wasn't far from there to Buenos Aires, where we got a week free at the yacht club thanks to the reciprocal privileges we enjoy as members of the Royal Vancouver YC. Both Uruguay and what we saw of Argentina are beautiful, and the people were open and easygoing."

Eventually, the couple would spend six months going up the coast of Brazil. "It was long and tedious at times," says Linda. "We always waited for southerly winds, but as they were from the Southern Ocean, they always brought rain and cold — at least until we got up past Rio."

"Rio was fun," says Geoff. "A real party city."

"We liked the people in Brazil," agrees Linda. "There is a lot of crime in Brazil, but we didn't go out at night, so we didn't have any problems. And people would warn us. While in Salvador, for instance, we strayed two blocks from the main tourist area. People told us we'd gotten into a rough area and that we needed to leave."

"The funny thing about the east coast of South



America," Linda continues, "is that we could never go swimming because all the ports were up rivers with dirty brown water. There were a couple of offshore islands with clear water, such as Isla Grande about 60 miles south of Rio. It's the Brazilian boating center, with mostly powerboats. Even the small boats have captains, which is good, because they all drink *caprinas* and get smashed."

"At least the Brazilians anchor properly," says Geoff, "unlike in the Eastern Caribbean. The French there descend on you, and if they get too close, they just don't care."

The Goodalls got to the northern part of Brazil by September 2013. It was there at Jacarei that the couple's beloved Jessie, then 13½ years of age, passed away. Her death was a tremendous blow to both of them, and since Linda's father had fallen sick, they both returned to Vancouver for three months.

By January 2014, they were up an-



IN LATITUDES



ALL PHOTOS COURTESY CURARE



Photos from a circumnavigation of South America, clockwise from above: Geoff finishes a post-circumnavigation haulout with a paint job; the yacht club in Buenos Aires; a typical beach scene in Brazil; twin headsails was the common configuration; the windvane worked great; Rio floss.

other river, this time in Suriname. "We have a friend who lives there, and we visited with her for a couple of weeks," says Linda. Suriname has a big Dutch community, and lots of boats from the Netherlands either arrived from coming across the Atlantic or escaping hurricane season in the Eastern Caribbean."

"We sailed from Suriname to Barbados, which we really loved," says Geoff. "The big protected bay at Carlisle Bay was something we hadn't seen in three years, and the water was finally clear and warm. The Bajans were really friendly, there were no vendors hassling us on the beach, it's easy to get around, they speak English, they have horse races and cricket — we found much to like. In fact, we're hoping for a northeaster to take us back, as we'd really like to return."

"By this time we had a lot of work to

do on the boat, so just before Christmas 2014, we beat our way up to Trinidad to do a lot of work. It was a breezy trip!"

A 'brick shithouse', *Curare* has been in the family for 34 years, and Geoff and Linda have owned her for the last 17. Among many parts of the major refit, Geoff removed the gelcoat and painted the boat — and did a very nice job, too.

The Goodalls' Rival 36 is a smallish but very solid old-school boat. "She has a full cutaway keel, a rudder attached to the back of the keel, and is pretty heavy," says Geoff. "*Curare* always handled the bad weather

better than we could. But we sail conservatively, too. When you come up the Eastern Caribbean, it's blowing 15 to 20 all the time, except in the channels between the islands, when it blows 25 to 30. If it was blowing 18 knots, we always reefed, and we'd always skip the first reef and go to the second if not the third."

That's nothing compared to what they did in the southern part of South America. "We only used the main three times down there," says Geoff. "But we did use the spinnaker some. Our rule was that we took it down in 12 knots, although sometimes we waited until it blew 15. But the spinnaker provided for some nice sailing in the flat waters of the Beagle and other channels."

After *Curare's* refit in Trinidad, the couple sailed up the Eastern Caribbean to St. Barth, where we interviewed them in March. After South America, where they rarely saw another boat, most of the Eastern Caribbean was way too crowded for their taste.

The couple has no regrets opting to sail around South America rather than the South Pacific because of Jessie. "We thank Jessie for taking us the way we went," says Linda. Further plans call for them to sail to the Western Caribbean, Cuba, up the Eastern Seaboard, to Bermuda and Newfoundland. At that point, they either sail back down to warm waters for the winter — or cross the Atlantic. "We just don't know because we don't have any real plans."

Over the course of their cruising, Linda says she's been "meticulous" about keeping track of every single cent they've spent. As such, she knows that everything — including travel home, major refits, insurance and such — has cost them about \$3,500 a month. "When we were in La Paz years ago, we used to eat

Over the past five years or so, the Goodalls have spent about \$3,500 a month — for everything. Absolutely everything.



LATITUDE / RICHARD

CHANGES

out a lot," says Geoff, "but we don't that much anymore." Part of the reason is that there were so few restaurants that were easy to get to in South America. But even now, when they dine out, they tend to do so for lunch, which is generally considerably less expensive than dinners.

— *latitude/rs 05/15/2015*

Fujin — Bieker 53 Cat

Greg Slyngstad

First Sail

(Sammamish, WA/St. Croix, USVI)

Greg has long been one of the most competitive monohull sailors on the West Coast, having raced and done well in the Pacific Cup and Transpacs to Hawaii, in the St. Francis Big Boat Series, in several Voiles de St. Barth, and countless races in the Pacific Northwest and elsewhere. While he's still deep into monohull racing — he did the Voiles de St. Barth in April with his J/125 *Hamachi* and will sail her in this month's Transpac, too — he's also gone over to the dark side with a new 53-ft cruising catamaran.

As you can tell from the accompanying photos, the design by Portland-bred and Seattle-based Paul Bieker, who was part of the Oracle Team in the last America's Cup, is both unusual and exciting. We particularly like the bows, which remind us of the bow of the Boeing 314 flying boats that carried passengers across the Pacific for Pan American Airlines.

Fujin was built by Gold Coast Yachts of St Croix, an outfit that has built 117 boats, most of them large multihulls for the 'cattlemaran' industry. You have to have respect for any company that's built 117 large vessels — and keeps on getting orders. The Bieker design is Gold Coast's first all-carbon boat, and has a design displacement of a mere 12,000 pounds.

On June 6, Slyngstad and the honchos from Gold Coast took *Fujin* — it's Japa-

On her first day of sailing, the not-yet-complete 'Fujin' had no trouble getting the windward hull out of the water. She hit 22 knots in the process.

nese for wind god — out for her first sail. Although still not complete and missing some controls that resulted in less than perfect sail shape, she hit 22 knots in a reported 14 to 16 knots of wind. And she easily flew her windward hull. A couple of days later, she did 25 knots in 18 knots of wind! She's obviously a rocketship.

Slyngstad tells *Latitude* that she was not designed to foil, even though she has t-rudders and beautifully curved daggerboards. According to Peter Aschenbrenner of the San Francisco-based Irens 63 trimaran *Paradox*, who went from straight to curved daggerboards, the difference in speed is often tremendous. He told *Latitude* that his boat is 20 to 30% faster in many conditions because the curved daggerboard keeps the leeward hull from being driven deep into the water.

While nobody is going to mistake *Fujin* for a Moorings charter cat, Slyngstad insists that "despite *Fujin's* performance orientation, she has lots of room and cruising amenities — three queen berths, two single berths and two showers."

Nonetheless, Greg will be hitting the starting line of three big events in the Caribbean starting next February: The Caribbean 600, the St. Martin Heineken Regatta, and the Voiles de St. Barth. As such, she's going to be the first new 'cruising' catamaran to give the Gunboat G4, 55s and 62/66s a run for their money.

What would be really fun is if Bill Gibbs, owner of the 55-ft Ventura-based catamaran *Afterburner*, enters one or more of those events with his new all-carbon South African-built Schionning-designed fast cruising cat.

— *latitude/rs 05/15/2015*

Cruise Notes:

When is the best time to go north on a **Baja Bash**? We at *Latitude* continue

to believe it's after mid-June. And we're not alone. On June 15, Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 **Talion** wrote the following:

"It's really starting to warm up here in La Paz, so because of that — not to mention the early season hurricanes — it's time for me to head north. I'm calling it 'The Non-Bash' this year because, based



on my multiple easy trips north at the same time in recent years, that's what I'm expecting."

Talk about tempting fate, Patsy!

By the way, La Reina has signed up for both the September **SoCal Ta-Ta** and her umpteenth **Baja Ha-Ha**. The Ta-Ta has sold out, but there is still room in the late-October Baja Ha-Ha.

"I was en route from Panama to California and stopped for fuel at Huatulco, Mexico," reports Chris Dawson of **Aluda**. "We got stormbound because of hurricane Carlos. But the real reason I'm writing is because I had the customs officials aboard, and the most senior one insisted that we *didn't* need to get a Temporary Import Permit (TIP). Why? Because we're "in transit" to California. There seems to be a great deal of confusion about **TIPs**, and I'm worried that at my next fuel/rest stop, officials might insist that I have a TIP and/or fine me. But the harbormaster here in Salina Cruz checked to see if I'd been given the

FUJIN



IN LATITUDES



PHOTOS COURTESY GREG SLYNGSTAD



Greg Slyngstad's new Paul Bieker-designed 53-ft 'Fujin', one of the new faces of very fast cruising catamarans. How about dem bows!

correct information, and he said that I had. What does *Latitude* think?"

What *Latitude* knows is that many officials in Mexico do not know the law, or that it often gets interpreted differently depending on where you are and who is talking to you. Since a TIP only costs about \$50, and is good for 10 years, and most marinas won't let you in without one, we recommend that you get one.

We were unable to attend the presentation **Mexican officials** gave to potential nautical visitors at the San Diego Boat Show in June. Unfortunately, some of the well-versed people in the Mexican boating industry told us the information presented often wasn't clear or correct.

For example, one boatowner was about to change his mind about going to Mexico because he was left with the impression that he'd have to pay several hundred dollars every time he came into

a port for fuel. The real story is that some 'improved ports' in Mexico — such as Cabo and La Paz — charge a port fee. The last time we were in Cabo, it was \$17 a day. It's less in other places and many don't have a port fee at all.

This individual was also confused by the fact **IGY Marina Cabo San Lucas** has instituted a very expensive tariff before they'll allow you to take on fuel at their marina. To our knowledge, they are the only ones doing it, and you can get your fuel elsewhere.

We'll leave you with three thoughts about paperwork in Mexico: 1) While things are still confusing, by and large things have been going very smoothly for the last two years. 2) If you're going to Mexico with a boat you bought from someone else, or one that has a TIP that is expiring, you **must** get the old TIP canceled

before you take her to Mexico. Letting the TIP expire will *not* keep you from having big problems. 3) If your crew is going to get their visas online, make sure they do it *individually* rather than having the boatowner do it for everyone at once. Why? Because you only get one receipt per transaction, and when leaving Mexico everybody needs to show their receipt at the airport. If you don't have a receipt, you'll be delayed about an hour and have to cough up another \$20 or so.

Someone else said they heard that the **Baja Ha-Ha** was not compliant with Mexican law. We don't believe this is true. Technically, it may have been true for about 19 years until the online 'nautical visas' were made available two years ago, which to our understanding — and that of people familiar with Mexican law — precisely addressed the problem. We can also assure everyone that the Mexican government is not only very aware of the 22-year-old Ha-Ha, it loves the Ha-Ha, takes part in the starting ceremony and other ceremonies, and even contributes to it. And last year the head of immigration of Baja Norte wrote to immigration officials in Baja Sur and encouraged them to do all they could for Ha-Ha participants if any problems arose. To our knowledge, none did.

Don't go to Mexico with an expired TIP or a TIP that is in a former owner's name, and we believe you'll be fine.

The Eastern Pacific, aka Mexico, had been affected by three hurricanes as of the middle of June. **Andres**, in early June, was a Category 3 with 110-knot winds, but remained well offshore. **Blanca** also cooked up in early June with winds to 85 knots, and gave a fright to everyone in Cabo and La Paz, who still hadn't forgotten what **Odile** did to them last fall. Fortunately, Blanca took a turn for the west and missed both cities.

Although the eye of Blanca never really got close to Acapulco, her surf did, and caused very expensive damage to boats and beaches.



ACAPULCO TOURISM

CHANGES

Surprisingly, Blanca caused the most damage in Banderas Bay, even though she didn't come within 100 miles. Surf from the hurricane caused significant damage to waterfront restaurants and other shoreside facilities.

Carlos, a "tiny" hurricane with winds to only 80 knots, was a crazy Chihuahua-like storm. Although initial reports suggested that he'd eventually threaten Cabo and La Paz, he never got within 300 miles of either. However, his storm surf caused significant damage in Acapulco Bay, where at least 10 moderate to large boats were either badly damaged or sunk. Carlos continued to yap while following the coastline up toward Cabo Corrientes, where he fortunately died a sudden death at the hands of the Sierra Madre del Sur.

Speaking of West Coast weather, you've probably heard that weather forecasters say that based on ever more signs of an **El Niño** this winter, they are expecting normal to above-normal rain in California. What's the latest sign? An individual spearing a yellowfin tuna, which only come north with warmer water, from the dock inside the Dana



THAILAND TOURISM

After many years of almost-constant nautical scenery, the temples of Chiang Mai provided a nice visual change of pace.

Point Marina. The video went viral, so it's likely that you already saw it.

When you've been cruising as long as Gene and Sheri Seybold of the Honolulu- (formerly Stockton-) based Esprit 37

Reflections, it's good to get off the boat from time to time. So they've temporarily left their boat in Phuket, Thailand, to travel to Chiang Mai in the north. "We're very excited to visit the Golden Triangle, some hill tribes, and a new privately-owned temple," wrote Sheri. When they got there, Gene was probably too relaxed by the \$6/hour massage he was enjoying to get excited about anything.

Does your spouse have a **'knot rule'**, as in 'we don't turn the motor on until we get down to X knots'?

"After a strangely sedentary winter/spring, we finally got our Channel Islands-based Centurion 47 **Gazelle** out to Santa Cruz Island a couple weekends ago," reports former *Latitude* editor LaDonna Bubak. "It was about as mild as it gets, so we ended up doing a fair bit of motoring — although my husband Rob instituted an all-time low 'One Knot Rule'. Normally I get to start the engine when the boat speed drops below two knots, but for this trip it was one knot. But it was so nice both going out and coming back from the islands that I just

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lay back and pretended that I was at anchor. Saw some blue whales, too."

If your spouse has a 'knot rule', what is it?

Foraging in the Marquesas? Longtime *Latitude* friends Barry Stompe and Sylvia Steward Stompe of the Sausalito-based Hughes 48 ketch *Iolani*, which they completely rebuilt, report finding good stuff at Paul's Jungle Garden near Daniel's Bay in the Marquesas. "We were able to provision there with breadfruit, papaya, bananas, chilies, limes, pamplemousse and mint. Yum!" They always ask first.

They later continued on to Fakarava North in the Tuamotus. "We had an amazing week of drifting diving on the South Pass. We've since been catching up on the big world at our favorite Internet cafe, which is the porch of a nice couple who provide yacht services and whatever cruisers need help with."

That's a photo of Barry at the beginning of the **Esprit** story earlier in this month's *Changes*.

"I had never sailed before joining Mac and Wendy Setter, a great team,

for the 3,000-mile passage from Puerto Vallarta to the Marquesas aboard their Bellingham, WA-based Island Packet 370 **Kookaburra**," reports **Ciro Paolillo**. "After challenges and successes, times of frustration and times of elation, we arrived off the coast of Fatu Hiva in the Marquesas. From a geologic, artistic and emotional point of view, both the people and the island were breathtakingly beautiful. A day or so later we left Fatu Hiva and sailed down the coast to a cove a few hours away. Some in our group said it was the most beautiful place on earth. The owner of the cove invited all the Puddle Jumpers to a lunch at his beach. The accompanying photo is a testament to the pot of gold at the end of the trans-pacific rainbow. Puddle Jumpers rule!"

After a somewhat rough crossing from California to the Marquesas, Mike



Novice sailor but Pacific vet, *Ciro Paolillo* hangs with a bunch of Puddle Jump friends at a beautiful beach on Fatu Hiva.

and Deanna Ruel on the Delaware-based Manta 42 **R Sea Cat** had a nice three-day passage from Nuku Hiva in the Marquesas to Makemo Atoll in the Tuamotus. The latter part of the passage was particularly good: "Pleasant tradewinds, six-foot seas, and a moonlit sky filled with stars."

The Ruels make frequent use of their DeLorme inReach satellite communicator to post messages on Facebook.



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Speaking of Santa Cruz Island, the largest of the eight Channel Islands, as we did a few paragraphs ago, the next four months are prime time for that 22-mile by between 2 and 6-mile wide local cruising favorite. Santa Cruz Island has 77 miles of rugged coastline, lots of sea caves, and 2,450-ft tall Devil's Peak. Although it only has two official residents, here's something you probably didn't know — it has three runways over 2,000 feet long. It is not, however, a hub for any of the major airlines.

Once the largest privately owned island in the United States, it's now owned 74% by the Nature Conservancy and 24% by the National Park Service. You have to get a permit — it's not hard to do — to visit the Conservancy part, but you do *not* need a permit to visit the National Park part.

In 1821, when Mexico still ran California, they sent 40 prisoners to Santa



R SEA CAT

After sending some messages on their DeLorme communicator, Mike and Deanna shocked locals by surfing tandem at Teahupo'o.

Barbara to help populate the area. Upon arrival, the prisoners were shipped out to Santa Cruz Island. You'll never guess the name of the place where they got off. No, it's not 'Freeman's Harbor'. Histori-

ans remain mystified as to how popular Smuggler's Cove came by its name.

Less crowded than Catalina but without stores or services, Santa Cruz Island is as little as 21 miles from Santa Barbara, 17 miles from Ventura Harbor, 17 miles from Oxnard Harbor, 54 miles from Marina del Rey; 85 miles from Newport Beach, 144 miles from San Diego — and 6,058 miles from Cape Horn. If there were cell and data service at Santa Cruz Island, we and a lot of others would spend a lot of time out there.

Seventy-eight and still going strong! Most *Latitude* readers are familiar with the amazing story of Jack van Ommen of Gig Harbor, Washington. After going bankrupt in his sixties, about all Jack had of value was the Naja 29 **Fleetwood** he'd built from a kit and done the Singlehanded TransPac with many years before. Armed with the boat, about \$15, and the promise of a modest monthly Social Security check, he took off around the world from Northern California. We've lost count, but in the subsequent nine years he cruised little *Fleetwood* at



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Unfortunately, *Fleetwood* was splintered in a box cove at Tagomago in Spain's Balearic Islands after a wicked three-day storm in late 2013. When offered money following the loss of his boat, van Ommen declined, saying he had about \$5,000 in the bank and thus didn't need any support. Jack later found a sistership to his original *Naja 29*, bought her, and has been preparing her for more cruising. He told *Latitude* that he'll be leaving the Pacific Northwest for South America, via the California coast, starting in about September.

A native of Amsterdam and one of *Latitude's* heroes, van Ommen is also the author of *The Mastmaker's Daughters* and is working on *Soloman*, a book about his nine years of cruising the world on a small boat and small budget. We haven't had time to run this by Jack, but if your yacht club or organization is looking for a speaker during the time he cruises down the coast later this summer, we can't think of a better or more inspira-

tional one than Jack. You might email him at www.cometosea.us to see if he'd be interested.

As has been reported in *Latitude* several times in the last six months, thanks to the **Schengen Agreement**, Americans — even if they are Americans with boats throwing around big bucks — have to leave Schengen-Area countries (meaning almost all of Europe) every three months for three months before they can return for another three months. Yes, it's ridiculous, and it's counter to struggling Europe's financial best interests. The Europeans know it's a dumb policy, and legislation has been introduced to repeal or modify the law. Alas, government everywhere moves at a glacial pace — except when approving compensation packages for them and their friends.



The Wanderer and de Mallorca have been getting delicious filets like this, with bread, a nice glass of red, and dessert in France for \$14 U.S.

Hoping to spur the Schengen folks on is the **Ocean Cruising Club** of England, which has created a survey for potential nautical visitors to Schengen-Area countries. They hope the results of the survey will convince the Schengen folks to take action sooner rather than later. If you're planning on cruising to Europe anytime soon — and thanks to the big tumble of the euro and other factors, it's on sale as it hasn't been for a decade — you might



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want to fill out the Ocean Cruising Club's survey. You can find it at <https://goo.gl/wkMWxk>.

By the way, several *Latitude* readers who are cruising in Europe have been able to work around the 90-day limitation in various ways. But it's been a tremendous waste of time and money for all involved.

How inexpensive can it be to cruise Europe? It's not going to be cheap along the Med. But having been canal cruising **Majestic Dalat** for the last six weeks in the clean and sail-crazy Netherlands, Belgium and northeastern France, the Wanderer and Doña de Mallorca can report that it's stunningly inexpensive. Indeed, it's a perfect option for 'six and six' cruisers who want to do something fun and cheap when they're not on their boat in the tropics for the six months of winter.

First of all, you can buy all the canal boat you need for all Europe in Friesland for \$20,000 — or about the same as an RV. Insurance is a couple of hundred a year, winter storage is about \$800 for eight months. You can also moor all over

the place for free. But why? We're paying about \$7 a night in Charleville-Mezieres in a beautiful park-like setting with water, electricity, showers and high-speed Internet included.

The biggest surprise is how cheap everything is, including the food in the groceries to the food in the restaurants. We've been paying about \$28 U.S. — for the two of us — for terrific meals in great settings. That includes a glass of very passable wine for each of us, and sometimes dessert, too. If you don't believe it, we wouldn't be surprised, because after six weeks we still don't believe it ourselves. We are, however, in rural northeast France rather than Paris.

The downside of canal cruising is that it can be incredibly slow, as both many locks and speed limits of less than five mph mean it can literally take months to get from one place to another. It can be surprisingly tedious driving the boat, too, as the canals and rivers are often no more than 100 feet wide. But much of

it is very beautiful and tranquil. It's not something you'd want to give up sailing for, but it's a nice alternative for a few offseason months.

One reason **Europe** has been so much less expensive than before is the relative drop in the value of the euro against the dollar. In 2008, it was 1.60 euro to the dollar. In 2011, it was 1.47 to the dollar. In 2014, it was 1.35 to the dollar. Although recently it's settled at around 1.14 to the dollar, it was once as low as 1.04 to the dollar.

More next month, or you can follow Richard Spindler on Facebook for tons of photos and reports.

For Ha-Ha and others who will be **headed south this winter**, the exchange rate keeps getting more favorable in Mexico, too. In 2011, a dollar was worth 12.5 pesos. As late as 2014, it was 13 pesos to the dollar. Now it's been as much as 15.5 to the dollar! Unfortunately, some cruiser expenses, such as marina slips, are calculated in dollars. But almost everything else is lower because of the exchange rate.

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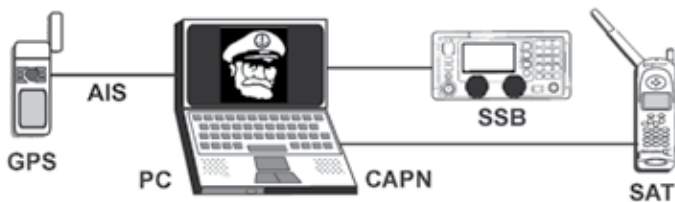
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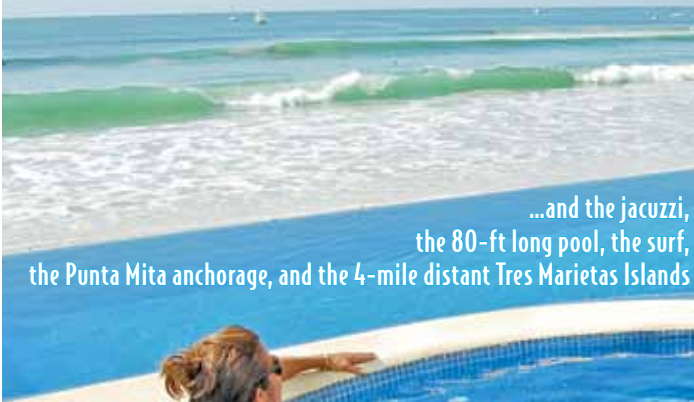


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All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

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1 boat per broker per issue
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No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

it is **ALWAYS** the **15th at 5 pm**

for ad to appear in the next issue.

Due to our short lead time, deadlines are very strict and include weekends & holidays.

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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.



15-FT SKERRY, 2015. Petaluma. \$3,900. New. Gorgeous 15' mahogany, double-ended pulling boat. Beautifully made and finished using finest materials. Aluminum trailer. Spoon bladed oars. No rig or sail, but can be easily added. View at www.sailboatlistings.com/view/51003 or contact markl@archplastics.com.



20-FT SPIRIT-OF-TRADITION, 2012. Newport Beach. \$12,000. Noel 20-Ft LOA, 850lbs ready to go, epoxy/cedar 2012, new trailer. Carbon/glass mast, keel & rudder. 2 mains, 2 jibs. Classic looks, quality workmanship. Info and pictures at www.flickr.com/photos/exactair/sets/72157654611697551. Contact (714) 745-6789 or ExactAirUSA@gmail.com.



24-FT PACIFIC SEACRAFT DANA, 2001. Channel Islands Harbor. \$86,500. Excellent condition. Leave today. Monitor windvane, twin RF headsails, 2 poles, asymmetrical spinnaker, Maxwell windlass, Max-Prop, mast steps, B&G radar/chart and more. 50% partnership considered. Contact (805) 469-2460 or mwilson501@gmail.com.



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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.

PYGMY OSPREY KAYAKS. Osprey Triple w/rudder \$3,500. Osprey 13' \$1,800. Or both for \$5,000. Spray skirts, cockpit socks, 3 paddles, 2 PFDs. New varnish, ready to go! Info at (707) 738-9387 or (707) 944-2311 or lee@awarecare.com. Stats on website: www.pygmyboats.com.

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.

22-FT CAL, 1987. San Mateo. \$6,500. Perfect condition, professionally maintained. New upholstery, sails, and trailer. Many extras: 9.9 Honda, dinghy, stove, toilet, bbq, autopilot, furler. Very comfortable. Ready to sail. Call or email: (415) 308-8597 or geoffreygales@gmail.com. Thanks, Geoff.



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 rhamel@mac.com or (310) 823-8900.

19-FT WEST WIGHT POTTER, 1998. Sunnyvale. \$12,000. Excellent condition. Rigging and lines controlled from cockpit. Newer full batten mainsail and a self-furling genoa. Marine radio, knot-meter, depthsounder, more extras. Ask for pictures and listing at (408) 245-3218 or sebakewes@gmail.com.

24-FT LAPWORTH GLADIATOR, 1969. Alameda. \$2,000/obo. Solid Bay boat. Very clean, new interior. New cushions. New electrical power panel. New shore power hook-up. VHF. New lifelines. Roller furling. New Quantum jib. 15hp OB. For info contact (510) 776-0821 or srt80@live.com.



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DANA 24, 1991. Berkeley. \$64,900. Great shape. Staysail, Autohelm. Many new improvements: mainsail, AIS, Garmin chartplotter, battery monitor, LED nav lights, Max-Prop, 110% genoa, standing rigging, Furuno radar, Simrad VHF/Ais radio, North Sails gennaker. Contact dktalton@gmail.com.



24-FT TRUMP YACHT, MARGARET D. 1974. Reno. \$10,000/obo. Cutter-rigged ketch, fiberglass hull with teak trim and custom interior. Original sails in good condition, jib on roller furler, self tending staysail, main and mizzen. 2013 Tohatsu 8hp with electric starter in motor well. 1996 Trailrite tandem axle trailer with new tires. Summers only at Lake Tahoe; a very pretty little ketch. Ready to roll for some cash near \$10k. More info at <http://reno.craigslist.org/boa/5064986963.html>. Contact (775) 229-0976 or (775) 329-5690 or ted.fuetsch@gmail.com.

25 TO 28 FEET

25-FT CATALINA 250 WK, 2004. Tracy, CA. \$22,500. 2004 Catalina 250 swing keel, with trailer. Great condition. Honda 9hp outboard, VHF, stereo, speed and depth. Shorepower. Great day boat, and super camper! Info at (209) 836-2552 or cat250@sonic.net.



26-FT INTERNATIONAL FOLKBOAT. (Modified), 1972. 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 to jdarh@lycos.com.



26-FT MACGREGOR, 1987. Alameda. \$8,500. 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 (510) 253-5883 or mac26forsale@gmail.com.

28-FT NEWPORT, 1980. Marina Bay, Richmond. \$6,500/obo. Diesel, wheel steering, new batteries, new fuel tank, spinnaker, pole, roller furling jib, depth/knotmeters, full cushions. Great Bay boat, sails beautifully! (209) 527-7530 or (209) 204-7137 or Mike.chiavetta@gmail.com.



CATALINA 27, 1981. Stockton Sailing Club. \$5,000/obo. Very reliable Universal diesel. The bottom has been completely redone. It has a roller furler, VHF, CD/radio, autopilot, and wash down pump. Cockpit cushions included. Sleeps up to 5. A great boat for the Delta or SF Bay. For information or pictures, contact Jerry. (209) 969-4982 or jerry.schwartz1513@sbcglobal.net.

26-FT MACGREGOR, 2003. \$18,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.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 ERICSON, 1968. Cheyenne, WY. \$5,000. Many new updates, including 9.8 Nissan. Ready for use. No updates needed! Will deliver for one-way fuel cost. Will email pictures. No trailer with sale. (307) 214-2454 or bbjacques@msn.com.



26-FT MACGREGOR 26X, 2001. Yuba City. \$18,500. Well kept boat with 50hp, 4-stroke Yamaha under 30 hours. Custom 1K cover, bimini, jib, 130 genoa, spinnaker, GPS, trailer, new batteries, stereo, VHF. Perfect for San Pablo Bay and shallow water. Light weight towing. (530) 674-1432 or wp_green@yahoo.com.

25-FT CATALINA, 1977. Clearlake \$6,600. Swing keel, pop top, outboard, autopilot, Sunbrella cover. Dual axle trailer, hydraulic brakes, tiller, swim ladder, Porta-Potti, main, jib, genoa, mast raising gear. Good interior. 30 feet from launch ramp. Contact greenlion@sbcglobal.net or (707) 489-6288.



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.

CATALINA 27, 1985. Oakland Marina. \$12,500. Good condition. Autopilot with many new lines. Bottom redone 2014. Ready to sail. Email for more information: guang_8412@yahoo.com.

29 TO 31 FEET



ERICSON 30+, 1986. Redwood City. \$15,900. 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, 1974. Berkeley. \$14,000. 2GM20f under 300 hrs, recent clean survey, rebuilt/painted mast, lines run aft, new standing rigging, large sail inventory. Info at <http://cal29berkeley.wordpress.com/2015/05/11/2012-2015/>. For photos and list of upgrades: (415) 572-8014 or jasoniakis@mac.com.



31-FT CATALINA 310, 2000. Pier 39. \$75,000. 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. More information at <http://harmonyboat.weebly.com/>. Contact dreyses999@gmail.com or (408) 431-4333.



31-FT PEARSON SLOOP, 1978. San Rafael, CA. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing rigging. All manuals, most receipts, two surveys, more pics available. San Rafael berth. Contact Tom at (408) 316-3744 or tarlowt@gmail.com.



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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. Email: rrwales@gmail.com.

29-FT ERICSON, 1975. Napa Valley Marina. \$3,000/obo. Good shape, newer rig, Pineapple sails, updated gear. Yanmar. No cushions, needs light mech/elec, tlc. Great Bay or coastal boat. As is - where is. Dry stored. Serious inquiries only please. Contact e29forsale@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 ERICSON 30+, 1984. Richmond. \$17,500. Well maintained including recent yearly diesel service. Wheel, full battened main, self-furling jibs (new 110, good 140). Asymmetrical spinnaker w/dousing bag. Depth, speed and wind instruments at wheel. Autopilot, GPS, radar, VHF and stereo. Dodger, quick jacks, all lines led aft. Cockpit cushions, 2 anchors. A really lovely boat. Contact (707) 824-4403 or drboett@pacbell.net.



30-FT S2, 1978. Alameda. \$12,500. Center cockpit, wheel steering, autopilot, new Yanmar (2009) 5 hours on engine, aft bunk, TV, reefer, microwave, gas stove. Good condition, liveaboard. Needs bottom paint and miscellaneous maintenance. Call (530) 559-4639.

CATALINA 30, 1978. Berkeley Marina. \$15,000. Turnkey, 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/5065309583.html>. Contact (510) 708-5581 or greg@gregotoole.com.

WYLIECAT 30, 2004. Alameda. \$115,000. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pineapple carbon main, Santa Cruz dacron main, Yanmar 1GM10, cockpit cushions, shore power. Contact (510) 366-1476 or j_tuma@comcast.net.



CHERUBINI HUNTER 30, 1978. Sausalito. \$19,900. Very sound Bay boat, sailed at least twice a week. Self furling main and jib, all lines led to cockpit. Four cockpit winches, two self tailing, all rigging excellent. Lewmar v700 windlass w/ CQR 35, 80' chain and 300' rode. Wheel steering, custom seat, custom cockpit table. Yanmar 12YSM diesel freshly rebuilt. Fully rewired w/Heart inverter, 2AGM batteries. Belowdecks, new upholstery, LED lighting, oversized water heater, rebuilt head. Great sound system, Magma party kettle. Fresh bottom, new prop and shaft, dripless packing gland. Needs nothing, ready to sail. (415) 745-2292 or stephan.sowash@gmail.com.

29-FT CAL 2-29, 1978. San Diego. \$12,500. Well maintained Cal with tons of equipment. Galley aft layout(!). Universal diesel, wheel, gel batteries, radar/GPS, Autohelm 4000, furling, new North main, spinnaker(s), staysail, new Sunbrella. Pics on craigslist: <https://sandiego.craigslist.org/csd/boa/5067975561.html>. Call (949) 500-9631.



ERICSON 30+, 1982. Santa Cruz. \$16,000. Designed by Bruce King. Full inventory of sails, diesel engine with low hours, autopilot, electric tabernacle system. All lines led to cockpit for easy singlehanded. Good day sailer, pocket cruiser or liveaboard. (831) 332-4291 or californiapat@yahoo.com.

32 TO 35 FEET



33-FT RANGER SM, 1976. Paradise Cay Marina. \$20,000. Gary Mull-designed race/cruise boat. A well cared-for Bay Area favorite. Easily singlehanded or raced and a comfortable weekender. 18hp FWC Yanmar, 110, 135 and sym kite, depth/speed/wind gauges, Autohelm. Very comfortable below with TV, microwave, H/C water, 12V fridge, 12V head and 110V power outlets. Too many upgrades to list. Showing 7/1. Call (415) 525-7053 or Email for complete spec sheet: mike.sail@hotmail.com.



32-FT FUJI, 1976. Sausalito. \$16,500. Thick fiberglass hull and decks. Classic teak interior. Diesel engine-low hours. CNG stove. New head and canvas covers. Roller furling jib. Back on the market with brand new transmission and newly refurbished cockpit. See the boat - make us an offer. Contact (415) 272-1602 or ashirek@sbcglobal.net.

35-FT ERICSON 35-3, 1984. Berkeley. \$35,000 Firm. Offshore prep. Dodger, radar, SSB, belowdeck auto, AIS. Too much to list. Email for a complete list: thomas@spinnakerelectric.com or call (707) 235-6238.



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/5032683535.html>. Email: tom_kucera@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.



32-FT PEARSON 323, 1979. Alameda (Marina Village). \$21,000. Sloop rig with fin keel, skeg rudder, keel stepped mast, with high bridge deck. Volvo Penta MD11-23 horsepower diesel. Great to singlehand or take a group out on the Bay. Boat has been well maintained and regularly sailed approximately once per month over the past 4 years. You can step aboard and sail. One mainsail, 2 headsails (95% and 125%), all good condition. More info at billaction66@gmail.com or (508) 439-1159.



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35-FT ERICSON, 1972. Berkeley, CA. \$20,500. Cherry condition. Good sails. Universal diesel. 2013 survey. Wood all refinished. Interior very clean: wood grain cabin sole, flat screen TV, surround sound/CD/DVD/X box. Great liveaboard. Contact quickjantony@gmail.com or (510) 213-0202.



32-FT ARIES 32, 1981. Maui, Hawaii. \$52,000. Bluewater double-ended cruiser, amazing sailer (not a wetsnail). South Pacific ready! New rigging, sails, radar, AIS, GPS, SSB, satellite, VHF and solar powered electric auxiliary motor! More information at www.sailingkealoa.com. Contact petert@petert.com or (808) 264-5891.

36 TO 39 FEET



37-FT HUNTER CHERUBINI CUTTER. 1984. Sausalito. \$32,000. Ideal Bay boat; popular cruiser. Navico below deck autopilot; cruising spinnaker, Garhauer solid vang, Avon inflatable, teak interior, sleeps 5, shower stall, microwave, low-hour Yanmar diesel. More info at www.lauralei.com/Hunter-37/. Contact (415) 332-2555 or boat@gregorys.org.



36-FT NONSUCH, 1989. Sausalito. \$87,500. Beautiful condition, recently refit, continuously upgraded and well maintained. Easy to singlehand with two electric winches and all sail handling done from the cockpit. New Pineapple sail. Trade +\$ for Amel Maramu. More info: www.sailboatlistings.com/view/50642. Contact: markl@archplastics.com.



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.



35-FT J/105, 2000. Brisbane Marina. \$82,000. Well maintained J/105. A race boat that really performs and equally fun just cruising the Bay! See photos at website: <http://youtu.be/REJe584qU8s>. Contact Vivian for further details at (650) 619-4262 or herrera.viv@gmail.com.

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. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. (562) 899-0774 or sswells@att.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. For photos and details go to website: http://go2anna.blogspot.com/p/boat_18.html or contact T37anna@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.



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.



36-FT CATALINA, 1983. Coyote Point. \$39,000. Equipped for ocean racing or cruising. Two DSC VHF, two sets of running lights. Two asymmetrical spinnakers, spinnaker and whisker poles, three jibs, AIS, autopilot, wind, speed, depth, and dodger. Contact (650) 868-8882 or mark@gg401k.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.

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 refrigeration. 6'3" headroom in cabin. More info at (530) 621-1629 or captron34@hotmail.com.



39-FT C&C 37/40XL, 1989. Port Huron, MI. \$100,000. 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, 1983. Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure & hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or cwurzner@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/tayana37soltaraforsale/home>. For info: soltara.tayana37@gmail.com.

37-FT HUNTER, 1979. Alameda. \$39,900. Solid and well maintained Bay boat or coastal cruiser in sail-away condition. Beautiful and efficient Cherubini design. Cutter rig makes easy handling. Teak and holly interior woods. 27 Yanmar with low hours. Spare sails. Furling jib, self tacking staysail. Fresh bottom paint. Wheel steering. New dodger and sail covers. Shower. Electric head. Health issues force us to sell after 15 years. Specifications at the site: www.snplamont.blogspot.com. Please call (916) 207-3194.



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 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.



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 FARR, 1976. Berkeley. \$15,000/obo. Experienced and successful IOR racing sloop. Rebuilt diesel BMW engine, 8-man life raft, full complement of sails. See website for photos and details: www.buckart.net/blog/. Contact (510) 841-1445 or buckartrocks@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 doublehanding. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. More info: (650) 722-4546 or darlene@jscpm.com.

36-FT CAVALIER, 1976. San Rafael. \$24,500. Peterson design, cruise equipped. Never raced. Thirty-year owner. Gorgeous mahogany interior. Custom NZ build. Yanmar 3HMF, 675AH batteries with smart charging, 2 alternators, Marinetics panel. Hot/cold pressure water, cabin heater, two burner Kenyon, new cushions. Dodger/bimini frames, Bottomsider cockpit cushions, two depth sounders, Maxwell 44 ST, Nilsson windlass, two autopilots (tiller), two compasses. Main, #1, 2, 3, 4, storm, 3/4 oz spinnaker. (415) 312-1999 or triplewatson@yahoo.com.



39-FT HORIZON NEMO, 1985. Marina del Rey. \$69,000. SSB, liferaft, water-maker, EPIRB, solar, wind generator, AGM's, electric windlass, hard dodger, Yanmar 30, chartplotter, radar, dinghy, outboard, spinnakers, solid rigging, Monitor windvane. <http://losangeles.craigslislist.org/wst/boa/5018522754.html>. Contact (831) 402-9069 or Heidyg28@gmail.com.

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. See Jeannau website, "previous models," for pictures. (760) 980-0204 or marshallkagan@yahoo.com.

38-FT INGRID, 1988. San Diego waterfront - Laurel St. \$28,000/obo. Seaworthy vessel, completed trip down Baja and the bash back recently. Has great sails/ground tackle/safety gear. Easy to singlehand, ready to sail. Contact (805) 332-1996 or Reid.brown333@gmail.com.

40 TO 50 FEET

41-FT NEWPORT, 1984. Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact chardonnaymoon@att.net or (916) 217-6908.



42-FT COMANCHE, S&S DESIGNED. Ft. Baker \$39,500/obo. F/G, bulletproof construction, ocean-cruising sloop. Modern underbody, fast, doublehander. Refit-mast, new Doyle sails, rigging, wiring, interior, dodger and anchor gear. Excellent Perkins diesel. New LPU topsides, bottom paint, prop. Liveaboard possible. 2-boat owner must sell. (415) 713-6876.

40-FT CAL, 1965. Alameda. \$29,995. 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.



42-FT TATOOSH, 1981. Alameda. \$110,000. By Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise ready. Beautiful teak interior, 2 cabins, 2 heads, Seasair heater/air conditioner, new dual Seafrist refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, Dyer sailing dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmin's, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. (415) 497-9079 or jonessail@aol.com.



50-FT STEEL CRUISING SAILBOAT. 2000. San Diego, CA. \$290,000. Comfortable, sturdy, lovely cruising sailing with around-the-world style. Backup Gardner engine runs at 1000rpm less than one gallon per hour. Reduced price for summer sale. Cutter rigged with power in mast furling and power furling. Some Spectra rigging. Custom interior. Great visibility. Dinghy and life raft. New Zealand-built precision, gorgeous. Contact (303) 845-0747 or (303) 442-7391 or Kendubach@msn.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.



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47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$239,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosigne digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furlux 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.



47-FT WOODEN OCEAN CRUISER. 1971. Opuia, New Zealand. \$100,000/obo. 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.craigslist.org/csd/boa/4984172082.html>. 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 sailortinney@gmail.com.



43-FT BENETEAU 423, 1987. South Beach, SF. \$119,950/obo. 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.



45-FT EXPLORER KETCH, 1979. Emeryville. \$42,000. 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 C&C, 1981. Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact garyfox@att.net.



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/gxjff56ktnxuvsa/4REqVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



41-FT CHEOY LEE KETCH, 1979. Sausalito. \$75,000. LOA: 40'9" / DWL: 32'6" / Beam: 12'6" / Draft: 6'. New 55hp Yanmar engine. Autopilot, feathering propeller. Call Wayne Brown: (916) 442-0933.



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, near-totally enclosed cockpit! Please call (602) 421-9964.



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.



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@paradigm pilgrim.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 Awlgrippd new nonskid, 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://endlessummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@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



40-FT FARR DESIGN. Beneteau First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$109,500. This beauty has what it takes to win races and be a luxury cruiser all in one. Well maintained, in great shape, ready to win for you, coastal or ocean! Call (415) 250-1942.



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43-FT ROBERTS FIBERGLASS KETCH. 1989. Morro Bay. \$65,000. Center cockpit, aft cabin ketch. In-mast furling w/new sails. Perkins 4-236 and 10kw diesel generator. Fully equipped, seaworthy family cruiser. Will consider smaller sailboat as partial trade. More info at (805) 674-0678 or CAPTJJ@charter.net.



45-FT REICHEL PUGH, 2007. KKM1 Richmond. \$350,000. *Criminal Mischief* R/P-45 ocean racer. Great condition. Four time Hawaii race division winner. Loaded with all necessary gear for ISAF cat 1 ocean racing, including support trailer. Email: andresownemail01@gmail.com.



53-FT SPENCER SLOOP, 1979. Alameda. *Cheers* is outfitted to go cruising. Well maintained in excellent condition. 24-year maintenance log is up to date. 3-staterooms. 2 heads each with a shower. Volvo TMD40A, 120hp. Numerous engine spares. 10 sails, 4 headsails, 3 spinnakers, storm sails and an anchor riding sail. Hydraulic backstay. 6 person Zodiac life raft. EPIRB. Raymarine radar. Simrad AP20 autopilot. 24gal per hour watermaker. SGC Ham/SSB. Northstar chartplotter. 11-ft dinghy with 15hp. Xantrex sine wave inverter. 200 amp Balmar alternator, 3 battery banks. Propane water heater. Surround sound music system, large flat screen TV. 3 anchors. Asking price: \$259,000. Photos online at <http://m.imgur.com/a/NjBUD>. Please contact (510) 846-2353 or casey_2020@yahoo.com.



33-FT SEAWIND 1000, 1998. Los Angeles. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at (512) 750-5735 or Cabosportsfrank@yahoo.com.



45-FT COLUMBIA, 1973. Oakland. \$35,000. The perfect liveaboard! Two staterooms, two heads, roomy galley and plenty of room for a couch and recliner! Perkins 4-108. For more information, contact Michael at michael@rossiexpo.com.



45-FT CUSTOM KETCH, 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.



68-FT DEERFOOT, 1980. Newport Beach, CA. \$319,000. 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 refrig, 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.



35-FT BENEteau CATAMARAN, 1986. Ensenada, Mexico. \$69,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.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 lighthead45@yahoo.com.

51 FEET & OVER



60-FT PAMPERO, 1980. San Carlos, MX. \$59,000. For sale, partnership or trade: *Pampero*, a sixty-foot ketch with blueblood lineage, a "one off" duplicate of *Gaicho* (read *Seagoing Gaicho* by Ernesto Uriburu), a Manuel Campos design that won the bluewater cruising award in 1947. A few amenities: full complement of sails, Monitor wind vane and accompanying autopilot. Forward sensing sonar, radar, hydraulic windlass, an engine-driven bilge pump along with electrical and manual back ups, three anchors and high-tensile galvanized BBB anchor chain, boom brake, many spare engine parts, work bench with vise, SSB, VHF and so much more. (530) 620-7275 or (831) 383-8879 or syjen@pacbell.net.

51-FT JEANNEAU, 1994. San Francisco. \$129,000. 4 cabin, B Farr wing keel sloop design, Perkins 4236 8hp 4-cycle outboard w/dinghy, Frigoboat system. Recent survey. What a boat at this price! Contact bluheronmex@yahoo.com.



42-FT JEANNEAU 42DS, 2007. Marina del Rey. \$239,000. Turnkey, mint condition, beautiful deck salon. Light and airy. 220 engine hours. Radar/GPS/chartplotter/smart pilot, Raymarine electronics. In-mast furling mainsail, (3) electric winches. Roller furling genoa. Diesel heater, 600 amp hours, inverter, upgraded Balmar alternator. Yacht completely bonded with diver plate. New paint 2015. Aft owner's cabin has king-sized island berth with custom hinged inspersing mattress. Aft head with shower, electric toilet. Forward cabin with separate private head. TVs: 40-in, 30-in, 12-in w/DVD. Ice maker. Huge teak cockpit, twin helms, full enclosure, cockpit cushions. Hard-bottom dinghy and motor included. Inventory too extensive to list. You need to see to believe the detail in this yacht! More info at (858) 405-7107 or ellenjoy1118@aol.com.

MULTIHULLS



20-FT NACRA, 2002. Fremont. \$7,500/obo. With trailer. Carbon mast, spinnaker, cat box, beach wheels, storage bags for all parts. Super nice condition, always covered. Please call (510) 219-4673.



LEOPARD 46, 2007. Belize. \$359,000. *Hope*, our beautiful Leopard 46 cat as seen in *Latitude 38*, is now for sale. We've enjoyed sailing the beautiful waters of Belize, now it's your turn. Fully equipped and professionally maintained. New standing rigging 2013, New main and jib 2013/2014. Charter options available. Contact pettyd@comcast.net.



33-FT SEAWIND 1000, 2002. Santa Cruz, CA. \$165,000. New Yamaha motors, new main and screecher on Factor furler, new Garmin chartplotter/radar. Solar, new windows, AB aluminum dinghy with 8hp Yamaha. Great shape, and ready to go anywhere. More info on site: <http://seawind4sale.weebly.com> or contact seawind@muybien.net.

CLASSIC BOATS

46-FT JOHN HANNA CAROL KETCH. 1946. Berkeley. \$35,000. Carvel-planked fir on oak frames, diesel, windlass, good sails and rigging, well maintained. Last hauled Jan. 2014, priced under surveyed value. Owner moved out of state. See www.fairforsale.com. (970) 261-1611 or (510) 507-4589.





35-FT WINTHROP WARNER, 1939. Classic cruising yawl. Alameda. \$29,000. Beautiful and classic cruising yawl with great pedigree. Featured in *WoodenBoat*, *Designs that Inspire*, and *Rudder*. Mahogany planks, oak frames. New Yanmar diesel, wiring, running and standing rigging, ribs and frames. Bronze refastened. Great, livable Herreshoff interior sleeps 5. South Pacific vet. Excellent maintenance, many sails, dinghy, boomtent. Includes designer's original blueprints. Sails beautifully, Master Mariner. Looking for new owner to carry on the tradition. (415) 672-5176 or glenmargolis@hotmail.com.

12-FT ACORN SKIFF. Sonoma. \$2,800. Oughtred 11'9" glued lapstrake White-hull. Bristol condition. White hull, bright transom, and varnished inside. Custom oars. Two coats new varnish all around. Two rigs, Gunter and Sprit. Cover. Aluminum trailer available. (707) 939-9131 or MarineSurvey@gmail.com.

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78-FT DUTCH KLIPPERAAK, 1916. Paris, France. \$495,000. Dutch barge, completely renovated. 2 staterooms, 2 baths, new galley, meticulously maintained. Includes furniture, ropes, covers, patio table and chairs, beds, linens, TV, VCR, stereo, washer, dryer, all galley equipment & tableware, tools, etc. Current owner has cruised the canals and rivers in France, Holland and Belgium. (925) 556-0312 or (011) 33 6 73 64 17 02 (France). Email: jm2neil@aol.com.



50-FT INTERNATIONAL OFFSHORE. Pilothouse, 1981. Sausalito. \$47,000. Shown by appointment. Wide fiberglass motor yacht, excellent floorplan, large salon, flybridge, heads, staterooms, 2 walkaround queens. W/D. Twin walk-in engine rooms, Perkins diesels. 1200 hrs, generator. Quite livable but needs some work. Owner may consider some trades or help finance. Contact rogercperry@gmail.com or (415) 999-5626.

PARTNERSHIPS



NON-EQUITY PARTNER. New Jeanneau, South Beach Harbor. \$799. I have a new Jeanneau 34 and I'm looking for non-equity partners. Great South Beach berth, fully loaded and includes self-tacking jib. For more info: (415) 867-8056 or dulcetlife@yahoo.com.

MORGAN 382 EQUITY PARTNERSHIP. Sausalito Yacht Harbor. Fully equipped for SF Bay and coastal cruising. History of meticulous professional maintenance. Solid well-run partnership of five experienced owners. Adequate budget, plenty of boat availability on turnkey basis. LLC status and workable partnership agreement. Reliable Perkins 50 diesel. Radar, VHF, stereo, refrigerator, sleeps 5. Constant upgrading including standing rigging. Financials available. Prime berth, parking included. \$400/mo plus equity share negotiable. Contact (415) 669-1963 or kjmanuel@gmail.com.



CAL 34 SAILBOAT. Sausalito Yacht Harbor. \$2,000/yr. Non-equity partner. Share annual expenses. We are currently 4 looking for an additional partner. Classic boat, spacious interior. Walking distance to downtown Sausalito. Sailing experience desired but not required. Contact Bill at woody38@sbcglobal.net.



36-FT GRAND BANKS. Classic trawler, Sausalito. Partnership: Share monthly expenses. Beautiful, well kept up, classic design, floating condo in Sausalito. All comforts of home, motor yacht cruising with flybridge. Walking distance to downtown, low engine hours and cruises like a dream. Engine and boat in excellent condition. Fresco_3054@sbcglobal.net.



ERICSON 35 MK I, EQUITY SHARE. Richmond Yacht Club. \$3,600 buyin/145 mo. 1/10th full-equity share. Classic lines, lots of exterior teak, well maintained and ready to sail. Tiller steering, roller furling jibs, Atomic 4 engine and spinnaker. Well suited for daysails and overnights, Bay, Delta and nearby coastal waters. Candidate must know how to sail. Yacht Club membership is mandatory and included in price. Contact Rich at (510) 528-3123 or richardiseals@prodigy.net or Bob at bobpadams@sbcglobal.net or (650) 967-7389.



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GEAR

PINEAPPLE SAILS CARBON JIB. Cupertino, CA. \$1,999.99. Pineapple carbon jib, # 6 luff tape, 4 battens, sail bag. 52' 6" luff, 49' 9" leech, 16' 2" foot. Two draft stripes, telltale window. Condition, 10 out of 10. Call (408) 888-6120 or sprocket@cupertinobikeshop.com.

VOLVO ENGINE / MECURY MOTOR. San Rafael. Volvo 30hp, 3cyl diesel, 2003D series from Navy Solas lifeboat (will run upside down). Less than 100 hours. Includes 2.4:1 reverse gear, alternator, heat exchanger, etc. \$2,000/obo. New Ideal 12/24 volt windlass for 35-ft-to-50-ft boat: \$1,300. (562) 899-0774 or sswells@att.net.

ESTATE SALE. Lafayette. Universal Atomic 4-cylinder diesel 44hp: \$3,500, Honda 4-cycle short shaft, 5hp: \$500, Tas outboard: \$200, Watertender dinghy: \$200, Montgomery lapstrake sailing dinghy including sail, mast, boom and oars: \$500. Contact (925) 349-8576 or sailorsteve41@yahoo.com.



STAINLESS STEEL DAVITS. Vallejo. \$3,200. Measure 32 inches high and extend four/six feet. Internal hand winches with bronze gears. Base measures six by twelve inches. Also Yamaha 15hp two-stroke \$1,200. And Caribe Dinghy \$600. Contact Movesonwater@yahoo.com or (707) 363-5583.

MONITOR WIND VANE. Ventura. \$2,000. Used Monitor self-steering wind vane (~1981); Has been to South Seas twice. Was mounted on a canoe stern. Can show in Ventura, Reseda (where it's stored), or Brentwood. (805) 258-6091.

VIKING 8-MAN LIFE RAFT. Bellevue, WA. \$2,750. Never used, RescYou Liferaft - VIK 008U00741AMD, hard valise, cradle with hydrostatic release, ISO9650-1 standards, Includes Solas B Safety Pack, 3/2017 till re-inspection is needed. (425) 864-0247 or steve_@barrleonard.com.

2 PFDS FOR SALE. Los Gatos. \$150 for both. Stearns Suspenders PFDs: Two World Class Model 3BAPRO auto inflate w/manual backup. USCG Type V. Worn 3 or 4 times, but never immersed. (408) 358-0384 or dhorg@verizon.net.



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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**



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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**



31' RUSTLER. A high-quality cruising sloop by Anstey yachts of England. Vessel shows as top condition. Well maintained & continually upgraded. Good sail inventory. ST winches, 50 hrs on new diesel, rewired, solar, vane steering, A/P, dodger, windlass. Asking **\$34,950**



RARE FIND!

47 SCHOONER w/PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, port-side prt 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 **\$54,950**



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**



REDUCED!

57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$100,000**



31' TRIMARAN. Very successful J. Brown design. Glass over ply, current commercial fishing permit & gear (w/tax advantages), Mexico vet., good Pineapple sails, solar panels, inverters, radar, A/P, plotting GPS & MORE! Asking **\$24,950**



27' NOR'SEA Blue-water cruiser by Lyle Hess. Rugged, compact heavy F/G layout, tropical hardwood appointments, aft stateroom, dsl, A/P, radar, roller furler, spinn., battened main, lazy jacks, heat, refri, dodger, + MORE! Cruise ready. Asking **\$32,500**



BARGAIN!

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 **\$98,500**



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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If you are looking for ways to get a little more speed out of your boat, come visit us at KKMI. From the masthead to the keel, our marine professionals can look at your boat with a fresh eye and suggest ways to sail faster without "crashing" the budget.

- KKMI is skilled in:
- ▶ Super-Slippery Bottom Jobs
 - ▶ Foil Optimization
 - ▶ Rig Inspections
 - ▶ Life Line Replacement
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"It has been a long time since I read an ad that has more truth to it. We are racing our same boat last year and there are only 2 differences:

- 1) Our sails are a year older.
- 2) Our new KKMI bottom job.

The boat is simply faster.

My crew comments about it all the time and our competition has asked me what I changed.

On top of the finished product, dealing with you and your staff was a great experience. You were sensitive to our budget and it was great to be able to trust that you had our goals in mind as we made decisions about what to do and what to put off to get the most important results while staying within our budget. Thanks so much.

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J/32 Rhapsoody

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