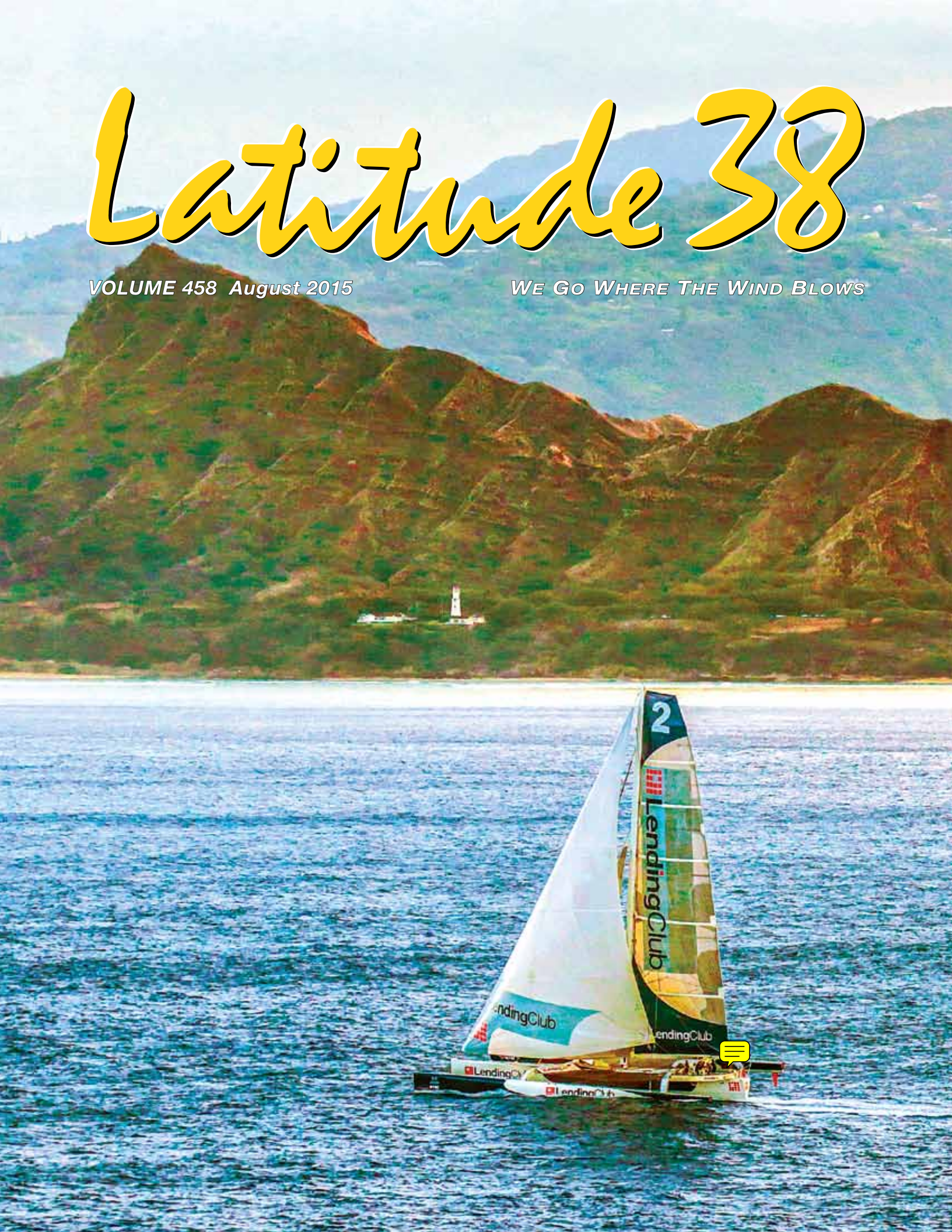


Latitude 38

VOLUME 458 August 2015

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Simply Fiddling About in Boats

PHOTO BY ERIK SIMONSON



*Little Fiddle**

It took Jim Lilliston 10 years to build his Meadow Bird 16, *Little Fiddle*.

He wanted a small daysailer and chose the plans for the Meadow Bird. He methodically calculated the hull dimensions; he researched the proper materials for the boat and the spars; he even hand-crafted most of the deck hardware.

His father had built boats and his mother named his dad's boat *First Fiddle*, suggesting she was second. Jim liked the name, plus the image of a good wooden instrument that was not quite as refined as a violin. So *Little Fiddle* seemed his only choice.

"...to assure well-crafted and period appropriate sails" Jim chose a local sailmaker. Classic cream fabric, a miter-cut jib - traditional, yet state-of-the-art. Jim chose Pineapple Sails.

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Cover: Having sailed past San Pedro's Point Fermin only 3 days and 18 hours earlier, the VPLP-designed 105-ft trimaran *Lending Club 2* is seen here passing the Diamond Head light, thus shattering the L.A.-to-Honolulu record.

Photo by Phil Uhl

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



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This Month's Best Used Boat Buys



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BENETEAU 321	2000	\$64,900			
BENETEAU 57	2004	\$388,000	POWER BROKERAGE		
OCEANIS 31	2014	\$129,000	OFFSHORE 58 PH	1995	\$795,000
OCEANIS 321	1997	\$49,500	CAMARGUE 48	1988	\$198,888
OCEANIS 37	2013	\$183,000	BAYLINER 3988	2001	\$139,500
FIRST 40.7	2000	\$129,500	RINKER 350	2007	\$89,500
FIRST 25	2013	\$73,000			

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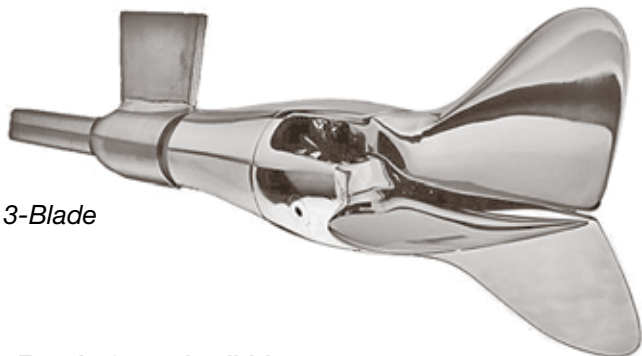
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CALENDAR

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July 31 — Sail under the full moon on a Friday night. If you only do something once in a blue moon, do it today.

Aug. 1 — 10th annual Maritime Day, Galilee Harbor, Sausalito. Marine flea market, traditional boatbuilding demos, boat rides, floating home tours, live music, raffle, food & drink. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 1, Sept. 12 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. Free, but RSVP to Peter, (415) 561-7171.

Aug. 1-29 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

Aug. 5 — Corinthian Speaker Series presents Jeff & Debbie Hartjoy, Past — and Future — Circumnavigators, CYC, 6:30 p.m. Free, but RSVP at (415) 435-4771 or www.cyc.org.

Aug. 5-26 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfy.com.

Aug. 5-26 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Aug. 6-8, 13, 15, 20-22, 27, Sept. 5, 12 — Sail the Bay aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. Tickets, \$20-\$40; kids under 6 free. Info, (415) 447-5000 or www.nps.gov/safr.

Aug. 8 — Taste of the Delta, Tower Park, Lodi, 1-4 p.m. Vendor booths, wine, food, live music, silent & live auctions. Fundraiser for California Delta Chambers. \$25; guest slips 25% off at Tower Park Marina. Info, www.tasteofthedelta.com.

Aug. 12-30 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

Aug. 13, Sept. 10 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

Aug. 13-15 — Delta Doo Dah mini-cruise from Richmond YC to Pittsburg YC to Stockton Sailing Club for Hot August Night. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

Aug. 15-16 — Wooden Boat Show, Port of Toledo Waterfront Park & Marina, OR. Info booths, kids' games, boat building, boat rides, live music, arts & crafts, food vendors, silent auction. Info, www.portoftoledo.org.

Aug. 16 — Open House Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Aug. 29 — Swap Meet, Coyote Point YC in San Mateo, 8 a.m.-2 p.m. Andy, (650) 826-1893.

Aug. 29 — 25th annual Ida Tyer Flea Market, Vallejo YC, 9 a.m.-3 p.m. Buy, sell or browse; food available. Vendor spaces, \$25. Info, www.vyc.org or (707) 643-1254.

Aug. 29 — Casino Night, Pittsburg YC, 5-9 p.m. \$45 includes dinner and \$500 in chips. Jan, jcutaia@aol.com.

Aug. 29 — Take the Tiller, a sailing workshop for women at Pillar Point Harbor. \$119. HMBYC, wsmanger@hmbyc.org.

Aug. 29 — Sail under the full moon on a Sunday night.

Sept. 2 — Cruising Mexico Seminars presented by Mexico marina managers, downstairs at Encinal YC in Alameda, 4-6 p.m. Free. Info, Paradise Village Marina, 011 52 (322) 226-6728, or Marina El Cid, 011 52 (669) 916-3468.

Sept. 2 — *Latitude 38's* Mexico-Only Crew List Party, 6-9 p.m., EYC. Free for registered 2015 Baja Ha-Ha skippers & first mates; \$7 (cash only) at the door for everyone else. Munchies, door prizes, guest experts, demos. Info, www.

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- 40' Catalina 400, 2004 180,000
- 35' Catalina 350, 2007 **REDUCED** 123,000
- 34' Catalina 34, 2006 **NEW LISTING** 125,000
- 34' Catalina 34, 1988 37,000
- 32' Catalina 320, 1998 65,900
- 32' Catalina 320, 1994 **SOLD**
- 30' Catalina 30, 1985 **REDUCED** 23,900

Pre-Owned Sailing Yachts

- 50' Grand Soleil 50, 1997 272,000
- 44' Mason 44, 1989 **REDUCED** 217,500
- 43' Dufour/GibSea 43, 2003 **NEW LISTING** 147,500
- 43' C&C CUSTOM, 1973 225,000
- 40' C&C 121, 1999 **REDUCED** 97,128
- 38' C&C, 1978 **NEW LISTING** 40,000
- 38' CT, 1982 **REDUCED** 50,000
- 37' Hunter 376, 1997 **REDUCED** 74,900
- 36' Beneteau 36.1, 1999 **REDUCED** 76,500
- 31' Cantieri Baglietto, 1955 **NEW LISTING** 38,000
- 29' C&C 29, 1985 **NEW LISTING** 20,000
- 20' Harbor, 2010 **NEW LISTING** 26,000

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- 29' Ranger Tug, 2016 **COMING SOON**
- 27' Ranger Tug, 2016 **AT OUR DOCKS**

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- 25' Ranger Tug, 2009 **SOLD**
- 21' Ranger, 1997 **NEW LISTING** 30,000
- 21' Ranger Tug EC, 2008 **SOLD**

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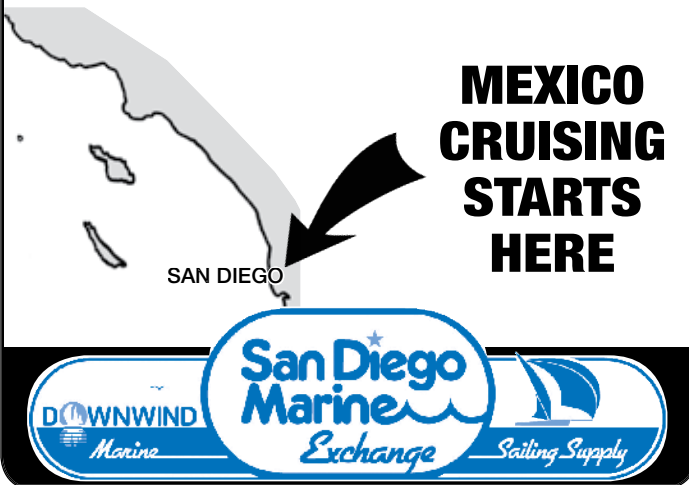
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Sept. 11-13 — Wooden Boat Festival, Port Townsend, WA. Exhibitors, presentations, live music, food court, local beers & wines, 300 boats on land & water. NW Maritime Center, (360) 385-3628 or www.nwmaritime.org.

Sept. 12 — Sea Music Festival, Hyde Street Pier, San Francisco, 11 a.m.-4 p.m. Music from around the world, maritime crafts for kids, Living History demos, music workshops. Free admission to pier; \$5 to board ships; 15 & under free. Info, (415) 447-5000 or www.nps.gov/safr.

Sept. 13-19 — SoCal Ta-Ta III, a cruising rally from Santa Barbara to Catalina Island. Info, www.socaltata.com.

Sept. 16 — Corinthian Speaker Series presents John Lawrence Busch, author of *Steam Coffin: Captain Moses Rogers and the Steamship Savannah Break the Barrier*, CYC, 6:30 p.m. Free, but RSVP at (415) 435-4771 or www.cyc.org.

Sept. 16-20 — Boats Afloat Show, Lake Union, Seattle. Info, www.boatsafloatshow.com.

Oct. 25-Nov. 7 — Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas. Registration will close on 9/15. Info, www.baja-haha.com.

Racing

July 29-Aug. 2 — IKA Kite Foil Gold Cup. StFYC, (415) 563-6363 or www.stfyc.com.

July 31-Aug. 2 — Columbia Gorge One-Design Regatta (CGOD). CGRA, www.cgra.org.

Aug. 1 — Delta Dinghy Ditch from Rio Vista to West Sacramento. LWSC, www.lwsailing.org.

Aug. 1 — Dave & Kay Few Regatta. CPYC, www.cpyc.com.

Aug. 1 — Shaw Island Classic Race. Friday Harbor, WA, around Shaw Island, and back. San Juan YC, www.sjiyc.com.

Aug. 1, 15, 29 — WBRA Races. YRA, www.yra.org.

Aug. 1, Sept. 5 — North Bay Series. VYC, www.vyc.org.

Aug. 1-2 — YRA 2nd Half Opener, hosted by EYC. Info, www.yra.org.

Aug. 1-2 — Multihull Regatta. SFYC, www.sfyc.org.

Aug. 1-2 — Franks Tract Regatta on the San Joaquin River. ACYC, www.andreascoveyc.org.

Aug. 1-2 — Santanarama for Santana 22s in Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 1-2 — Koenigshofer Regatta for Shields. MPYC, www.mpyc.org.

Aug. 2 — Commodore's Cup on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 2, 9 — Summer Series races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Aug. 7-9 — Melges 24 Nationals in the Columbia Gorge, Cascade Locks, OR. CGRA, www.cgra.org.

Aug. 8 — Small Keelboat Series #3. SFYC, www.sfyc.org.

Aug. 8 — Overnight Race. SSC, www.stocktonsc.org.

Aug. 8 — Ballena Isle Harbor Mercury Nationals Warmup, hosted by EYC. Info, www.mercury-sail.com.

Aug. 8 — Cal Cup Windsurfers. BYC, www.berkeleyyc.org.

Aug. 8 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 8, 23 — Summer Series on Scotts Flat Lake. GCYC, www.gcy.net.

Aug. 8, Sept. 12 — YRA Summer Series #2 & #3. YRA, www.yra.org.

Aug. 8, Sept. 12 — South Bay Inter Club Race Series. Info, www.jibeset.net.

Aug. 8, Sept. 12 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

Aug. 8-9 — Albert T. Simpson Regatta. StFYC, (415) 563-

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Aug. 8-9 — BAYS #4 Youth Regatta. SFYC, www.sfyc.org.

Aug. 8-9 — Big Brothers Big Sisters Regatta. SCYC, www.scyc.org.

Aug. 9 — Summer 5 & 6 One Design. MPYC, www.mpyc.org.

Aug. 9 — Ladies' Day Races on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 9 — Tri-Island Race #3. BYC, www.berkeleyyc.org.

Aug. 13-16 — Cal 20 Class Championships in Vashon Island's Quartermaster Harbor, hosted by Tacoma YC, WA. Jon, (253) 732-0911, www.cal20.org or www.tacomayachtclub.org.

Aug. 14-16 — Laser Masters Nationals. StFYC, (415) 563-6363 or www.stfyc.com.

Aug. 14-16 — Santana 20 Class Championship hosted by Eugene YC, OR. Info, www.s20.org.

Aug. 14-16 — U.S. Women's Match Racing Championship at Newport Harbor YC. Info, www.ussailing.org/racing.

Aug. 15 — Summer #4. SeqYC, www.sequoiayc.org.

Aug. 15 — Double Damned, from Cascade Locks to The Dalles, OR. HRYC, www.hoodriveryachtclub.org.

Aug. 15 — Fox Hat Race. TYC, www.tyc.org.

Aug. 15 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 15 — Club Championship #4. CYC, www.cyc.org.

Aug. 15 — Pelican races, Marina Bay ramp, Richmond. Kelly, (650) 445-8979.

Aug. 15 — Steele Cup/Dinghy Weekend at Rancho Seco. FLYC, www.flyc.org.

Aug. 15 — Races #17-18. ACYC, www.andreascoveyc.org.

Aug. 15-16 — Summer Keel/Melges Race Week. SFYC, www.sfyc.org.

Aug. 15-16 — El Toro Worlds in Pincrest. Info, www.eltoroyra.org.

Aug. 15-16 — A-Class Catamaran PCCs. MPYC, www.mpyc.org.

Aug. 16 — Singlehanded Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 16 — Summer Racing Series, Spring Lake, Santa Rosa. SRSC, www.santarosasailingclub.org.

Aug. 19-20 — Rolex Farr 40 North Americans, Santa Barbara YC. Info, www.farr40.org.

Aug. 20-22 — Ballena Isle Harbor Mercury Nationals, hosted by EYC. Info, www.mercury-sail.com.

Aug. 21-23 — Aldo Alessio Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Aug. 22 — Round the Rock Race. BVBC, www.bvbc.org.

Aug. 22 — H.O. Lind 5-6. TYC, www.tyc.org.

Aug. 22 — Double Angle Race from Santa Cruz and Monterey to Moss Landing. Elkhorn YC, www.elkhornyc.org.

Aug. 22 — Junior Championship. MPYC, www.mpyc.org.

Aug. 22 — Skippers Scramble on Clear Lake. KBSC, www.kbsail.com.

Aug. 22 — One Design Series #4 on Lake Washington, Port of Sacramento. LWSC, www.lwsailing.org.

Aug. 22 — Intraclub Race #3. RYC, www.richmondyc.org.

Aug. 22, 29 — Single/Doublehanded Series. SeqYC, www.sequoiayc.org.

Aug. 22, Sept. 12 — Wooden Boat Invitational. SYC, www.sausalitoyachtclub.org.

Aug. 22-23 — OYRA/SSS Drake's Bay Race, run by CYC. Info, www.jibeset.net.

Aug. 22-23 — Special Olympics Northern California Regatta. Buoy racing on Saturday; pursuit race on Sunday. BYC, www.byc.regattalog.com/sonc.

Aug. 22-23 — Women on the Water, Women at the Helm regatta in Marina del Rey. Info, www.wsasmb.org.

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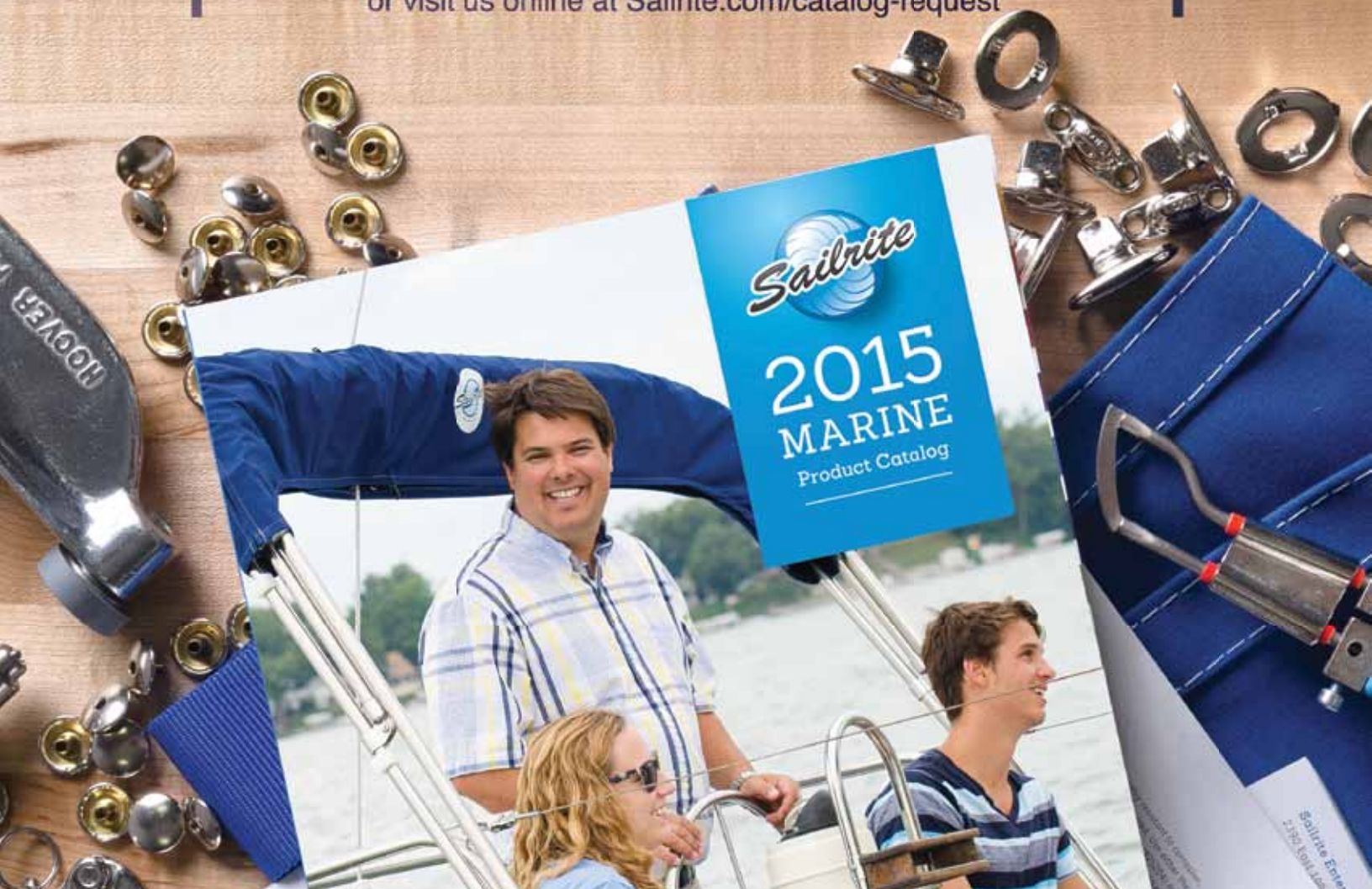
- Aug. 23** — Gracie & George. EYC, www.encinal.org.
Aug. 23 — Fall SCORE #1. SCYC, www.scyc.org.
Aug. 23 — Small Boat Series. EYC, www.encinal.org.
Aug. 23 — Fall 1 & 2 One Design. MPYC, www.mpyc.org.
Aug. 23, Sept. 13 — Fall Series races on Lake Elizabeth. FSC, www.fremontsailingclub.org.
Aug. 29 — Moonlight Marathon. SeqYC, www.sequoiayc.org.
Aug. 29-30 — Perpetual Days 1 & 2 on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahowindjammers.com.
Aug. 29-30 — Shields Veeder Cup. MPYC, www.mpyc.org.
Aug. 30 — Wosser Cup. SFYC, www.sfyf.org.
Aug. 30-Sept. 4 — 18-ft Skiff Regatta. StFYC, (415) 563-6363 or www.stfyf.com.
Sept. 1-6 — Star Class North American Championship. Seattle YC, www.seattleyachtclub.org.
Sept. 3 — Ronstan Bridge to Bridge. StFYC, (415) 563-6363 or www.stfyf.com.
Sept. 4-6 — Windjammers Race from San Francisco to Santa Cruz. Info, www.regattanetwork.com/event/10688.
Sept. 5 — Jazz Cup from San Francisco Bay to Benicia YC. SBYC, www.southbeachyachtclub.org.
Sept. 5 — Fall Race #1. SSC, www.stocktonsc.org.
Sept. 5-6 — Dolphin Cup. MPYC, www.mpyc.org.
Sept. 5-6 — Vanguard 15 Nationals at Treasure Island SC. Info, www.vanguard15.org.
Sept. 5-6 — Labor Day Regatta for Mercurys, Stillwater Cove, Pebble Beach. Stillwater YC, www.sycpb.org or www.mercury-sail.com.
Sept. 5-6 — Redwood Regatta, Big Lagoon, with free camping and free launching for regatta participants. Humboldt YC, www.humboldtyachtclub.org.
Sept. 5-6 — Pelican races, Marshall Beach. Kelly, (650) 445-8979.
Sept. 5-7 — Labor Day Regatta on Tomales Bay. SRSC, www.santarosasailingclub.org/regatta.
Sept. 6 — Summer 5 & 6 PHRF. MPYC, www.mpyc.org.
Sept. 6-11 — Folkboat International Regatta. CYC, www.cyc.org.
Sept. 7 — Labor Day, an excuse to go sailing on a Monday.
Sept. 12 — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.
Sept. 12 — Tornberg Regatta. TYC, www.tyc.org.
Sept. 12 — Lake Tahoe Laser Championships on Stampede Reservoir. Tahoe YC, www.tahoeyc.com.
Sept. 12-13 — Easom Founders/Etchells PCCs. SFYC, www.sfyf.org.
Sept. 12-13 — West Marine Fun Regatta. SCYC, www.scyc.org.
Sept. 12-13 — Millimeter Nationals. EYC, www.encinal.org.
Sept. 13 — Fall 1 & 2 PHRF. MPYC, www.mpyc.org.
Sept. 13 — Late Summer Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahowindjammers.com.
Sept. 13 — Commodore's Cup. EYC, www.encinal.org.
Sept. 17-20 — Rolex Big Boat Series. StFYC, (415) 563-6363 or www.stfyf.com.

Beer Can Series

- BALLENA BAY YC** — Friday Night Grillers: 8/7, 8/21, 9/4, 9/18. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.
BAY VIEW BC — Monday Night Madness. Fall: 8/3, 8/17, 8/31, 9/7, 9/21 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.
BENICIA YACHT CLUB — Every Thursday night through 9/24. Joe, (707) 628-2914 or www.benicaiyachtclub.com.
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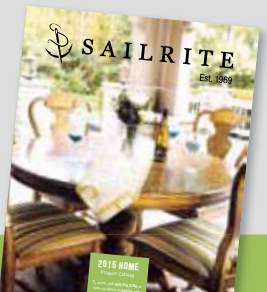
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www.beniclav15.org.

BERKELEY YC — Every Friday night through 9/18. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

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

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

ENCINAL YC — Summer Twilight Series, Friday nights on the Estuary: 8/7, 8/21, 9/11. Doug, (510) 867-8064 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 8/26. The final Friday Night Summer Sunset Race on 8/7 has been canceled due to low lake level. Info, (916) 534-8458 or www.flyc.org.

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

ISLAND YC — Island Nights, Fridays on the Estuary: 8/14, 8/28, 9/18. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

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

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

LAKE WASHINGTON SC — Every Thursday night through 9/24. Info, www.lwsailing.org.

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

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Summer Series, every Wednesday night through 9/2. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

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

RICHMOND YC — Wednesday night races: 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday nights: 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 8/5, 8/12, 8/19, 8/26. Melanie, (415) 563-6363 or www.stfyc.com.

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmnc.org.

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

SANTA ROSA SAILING CLUB — Summer Twilight Race Series on Lake Ralphine, every Tuesday night through 8/11. Info, www.santarosasailingclub.org.

SAUSALITO YC — Tuesday night Summer Sunset Series: 8/4, 8/18, 9/1, 9/15. Sunset Championship: 9/29. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night through 10/14; Hannig Cup: 8/26. Rick, (650) 255-5766, syc-beercan@sequoiayc.org or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommodore@southbeachyachtclub.org or www.southbeachyc.org.



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

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

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

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

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

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

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

August Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
8/01 Sat	0014/6.7	0643/-0.9	1344/5.5	1849/1.9
8/02 Sun	0104/6.5	0726/-0.7	1424/5.7	1943/1.7
	LOW	HIGH	LOW	HIGH
8/08 Sat	0120/0.5	0807/4.3	1253/2.3	1925/6.3
8/09 Sun	0226/0.2	0923/4.5	1400/2.5	2023/6.3
	HIGH	LOW	HIGH	LOW
8/15 Sat	0012/5.9	0638/0.1	1334/5.2	1846/2.1
8/16 Sun	0050/5.7	0710/0.4	1402/5.3	1925/2.0
8/22 Sat	0604/3.8	1103/2.6	1744/5.4	
	LOW	HIGH	LOW	HIGH
8/23 Sun	0037/1.2	0736/3.8	1210/2.9	1839/5.6
8/29 Sat	0534/-0.5	1225/5.7	1744/1.4	
	HIGH	LOW	HIGH	LOW
8/30 Sun	0006/6.6	0616/-0.4	1303/5.9	1834/1.0

August Weekend Currents

date/day	slack	max	slack	max
8/01 Sat	0103	0444/4.3E	0856	1147/3.4F
	1444	1734/3.0E	2051	2340/2.7F
8/02 Sun	0155	0532/4.3E	0934	1228/3.4F
	1519	1815/3.2E	2142	
8/08 Sat	0329	0549/1.8F	0854	1140/2.0E
	1441	1724/2.0F	1952	2348/3.3E
8/09 Sun	0438	0710/2.1F	1009	1254/2.1E
	1556	1829/2.0F	2102	
8/15 Sat	0129	0504/3.8E	0904	1138/3.0F
	1443	1748/2.9E	2117	2339/2.4F
8/16 Sun	0211	0542/3.6E	0936	1212/2.8F
	1514	1822/2.9E	2202	
8/22 Sat	0241	0443/1.0F	0730	1024/1.5E
	1316	1605/1.4F	1803	2201/2.5E
8/23 Sun	0345	0552/1.1F	0857	1134/1.4E
	1423	1703/1.2F	1857	2306/2.5E
8/29 Sat	0008	0341/4.1E	0749	1035/3.3F
	1327	1622/3.2E	1949	2237/2.9F
8/30 Sun	0102	0431/4.1E	0826	1115/3.5F
	1400	1703/3.6E	2038	2327/3.0F



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LETTERS

↑↓ DOES A PERSON ON A SUP HAVE THE RIGHT-OF-WAY?

Since many marinas are being inundated with SUPs by operators who have no clue about anything on the water, it would be nice to review the right-of-way rules. Who has right of way, a boat under sail or a person on a SUP? If a SUP is legally classified as a 'row boat', wouldn't it normally have the right of way?

Phil Jay
 Yankee Traveller, Cal 39
 Redondo Beach

Phil — Excellent question. Timely, too.

The first thing to understand is that the Coast Guard classifies SUPs as 'vessels', which means they must comply with all the federal navigation rules — except when being operated in swimming, surfing or bathing areas.

As 'vessels', SUPers are required to have a USCG-approved PFD for each person, a sound device that can be heard for a half mile, a visual distress signal and a navigation light. A flashlight

will do for the latter, but it must be "at hand," not in some compartment. How often are these regulations complied with? We'll let you guess.

The second thing to understand is that, except for one situation, the navigation rules do not grant privileges, but rather impose responsibilities. So no matter what vessel you're on, you have to obey the federal navigation rules.

But here is where things get a little fuzzy. None of the navigation rules exonerates any vessel from the consequences of "neglect." Neglect can include not taking the appropriate actions to determine and avoid a collision, even if your vessel would otherwise have the right of way.

This is why many businesses that rent SUPs, kayaks and rowboats simply tell their clients that "large motor and sail vessels have the right of way over SUPs, kayaks and rowboats," even if this isn't always true. The thinking behind it was explained on one SUP site: "Since kayaks [and SUPs] are very maneuverable, it is legally up to us to not cause less-agile craft to come to grief."

To summarize, no matter what kind of vessel you're on, know the navigation rules, be very aware and careful, change course to avoid collisions very early, and when changing course, do so emphatically so your actions are clear to the operators of other vessels.

Since everybody is going to want to know the one situation in which the navigation rules do grant privileges, it's to certain motor vessels headed downstream in certain inland waterways of the United States.

↑↓ THE BIG EL NIÑO AND ITS EFFECTS

I'm going to sail across the Pacific in 2016 as part of the World ARC. The schedule calls for us to be in Panama's San Blas Islands on February 1, the Galapagos on February 24, the Marquesas on April 1, Tonga on June 1, and Australia on August 15.

I'd like to know how and if the big El Niño of 2015-2016 is going to impact my trip. It seems as if the winter of 2015-2016 will be an El Niño year for sure, but how long will it last?

Jason Shell
 Two Fish, Antares 44i
 New York, NY

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LETTERS

Jason — On June 11, the Guardian newspaper of England ran the following lead paragraph on a long story about El Niños: "The global El Niño weather phenomenon, the impacts of which cause global famines, floods — and even wars — now has a 90% chance of striking this year."

The article ran on June 11, 2014, which as you know was last year. As you might also know, last year's 'sure thing' El Niño, the "great wet hope" for drought-stricken California, was a complete bust.

In June this year, the U.S. National Weather Service Climate Forecast Center released the following forecast: "There is a greater than 90% chance that El Niño will continue through the Northern Hemisphere in the fall of 2015, and around an 85% chance it will last through the winter of 2015-2016."

Sound familiar?

We don't mean to mock El Niño forecasters because we think they have an impossible job. There are just too many variables in attempting to accurately forecast El Niños, let alone how long they might last. In fact, the National Weather Center lists four separate "sources of uncertainty for seasonal outlooks." And at least one of them can wipe out what looked like a sure El Niño in a matter of weeks.

A second problem is that even when there is an El Niño — an average of every five to seven years — it doesn't mean there will be climate events that are frequently associated with other El Niños. And sometimes weaker El Niños have stronger El Niño-associated effects than do strong El Niños. You just never know.

The following two examples demonstrate the lack of necessary correlation between strong El Niño conditions and effects sometimes associated with El Niños. The winter of 1982-1983 had, until that point in time, the strongest El Niño incidence ever recorded up until that time. Coincidence or not, it was also the season of the greatest number of tropical cyclones in French Polynesia — five hurricanes and two tropical storms. It started with Tropical Storm Lisa near the Marquesas in December, a storm that made it to Bora Bora with gale-force winds. Hurricane Nano ran down the eastern Tuamotus with winds to 85 knots. Hurricane Orama hit the Tuamotus with 95 knot winds in late February. Tropical Storm Prema hit the leeward Societies with 55 knots in early March. Hurricane Reva battered most of French Polynesia with 100-knot winds in mid-



French Polynesia was hit with storm after storm the winter of 1982-1983.

March. Hurricane Veena formed near the Tuamotus in early April and passed over Tahiti with close to 90 knots, sinking something like 50 boats. And lastly, Hurricane William hit the eastern Tuamotus with 75 knots in late April. It was

an astonishing season, as French Polynesia had only very rarely been hit by tropical storms in the preceding 75 years, and has only occasionally been hit since.

But compare 1982-1983 with 1997-1998, which had even stronger El Niño conditions. The only tropical system to hit Polynesia was Alan, and he could barely muster 40 knots. (It is true, however, that he caused extensive landslides that killed 12.) So as we said, just because there is a strong El Niño doesn't necessarily mean there are going to be unusual weather threats to mariners.

Just to make sure everyone understands, El Niños begin as a giant pool of warm water swelling in the eastern tropical Pacific Ocean that moves toward South America. Why the swelling? Most scientists believe it's because the warm tradewinds that normally blow warm surface water to the west — which is



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46' Nautor's Swan MkII 1994
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41' Tartan 4100 2004 carbon rig
\$265,000 Contact: Alan Weaver

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2005 43' J/133..... \$249.5k
2001 43' Aerodyne193k
2006 42' Bruckmann Zurn\$375k
2000 42' J/42\$199k
2007 40' J/124.....\$239k
2001 40' J/120..... \$164.9k
2003 38' Aerodyne Pending
1992 35' J/105.....\$70k
1999 35' 1D35 Relentless\$79k
2007 35' J/109..... \$167.9k

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02/12 85' Azimut..... \$1.697M
2005 40' Raider Cabin RIB.....\$215k
2009 30' Raider RIB\$69k
2002 28' Protector RIB\$63.5k



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Contact: Charlie Underwood



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



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36' Freedom 36, 1988
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why the sea level around Indonesia is normally 50 centimeters higher than it is right off the coast of South America — didn't blow as hard as usual. When these tradewinds die down, the normal oceanic currents are thrown off, so the warm water in the west flows back toward South America.

El Niños generally, but not always, result in fewer than normal hurricanes in the Atlantic/Caribbean, but a greater than normal number of hurricanes in the Central and Eastern Pacific. And also a lot more rain in California, particularly Southern California. But please note the "generally" qualification, as there are no guarantees when it comes to El Niños.

If we were you, we'd prepare for all possible weather events, keep our eye on the El Niño situation, but not worry too much about it. One of the reasons we wouldn't worry too much is that the World ARC itinerary does a pretty good job of keeping you out of hurricane zones during hurricane season.

↑↓ GETTING BACK INTO THE SWING OF CRUISING

My wife Elizabeth and I are heading back to the South Pacific to continue cruising aboard our Freeport 41 *Journey*. But this time it is with our lovely two-month-old baby.

We loved the article that *Latitude* did on my wife's being the December *Playboy* Playmate, and being in the running for Playmate of the Year. My San Francisco charter business and sailing school got a nice boost from the attention.

Elizabeth was not selected as Playmate of the Year — *Playboy* very possibly learned that she was pregnant. But her not being selected is no big deal, as all our attention is devoted to preparing for a challenging cruising season with our newborn.

Our 'six-on, six-off' cruising lifestyle had 10 months 'off' for us this year, but hey, we got a baby out of it, and had a lot of fun back in the States, too.

Journey has essentially been lying to a mooring for almost a year, so we're not sure what condition she will be in when



ERIC OSTRANDER

we get there. The marina owner has been looking after her, so I know she's floating. My main concerns are the systems, but as long as the engine, watermaker, batteries, radar and thru hulls stayed in good shape, we'll be styling. We're a little concerned about the interior, too, as it could be covered in mold. That said, the nearly 40-year-old *Journey* was reliable when we left her, so we're thinking the odds are pretty good — despite 10 months, including a rainy season, in the tropics — she'll be pretty much ready to go.

Now a proud mama, Elizabeth will kiss her newborn.

After being away from the boat and sailing for almost a year, it almost feels as though we'll be cutting the docklines for the first time. But it's definitely not the first time, as we've already doublehanded to Hawaii, and then to French Polynesia. And now we're in the best cruising grounds in the Pacific.

Our goal? To sail around the world while building a family.
Capt. Eric & Elizabeth Ostrander
Journey, Freeport 41
San Francisco/South Pacific

Eric and Elizabeth — You have a couple of excellent goals. We wish you the best of luck.

Readers — Having run some Playboy-type photos of the proudly sexy Elizabeth in previous issues, we wrote the couple

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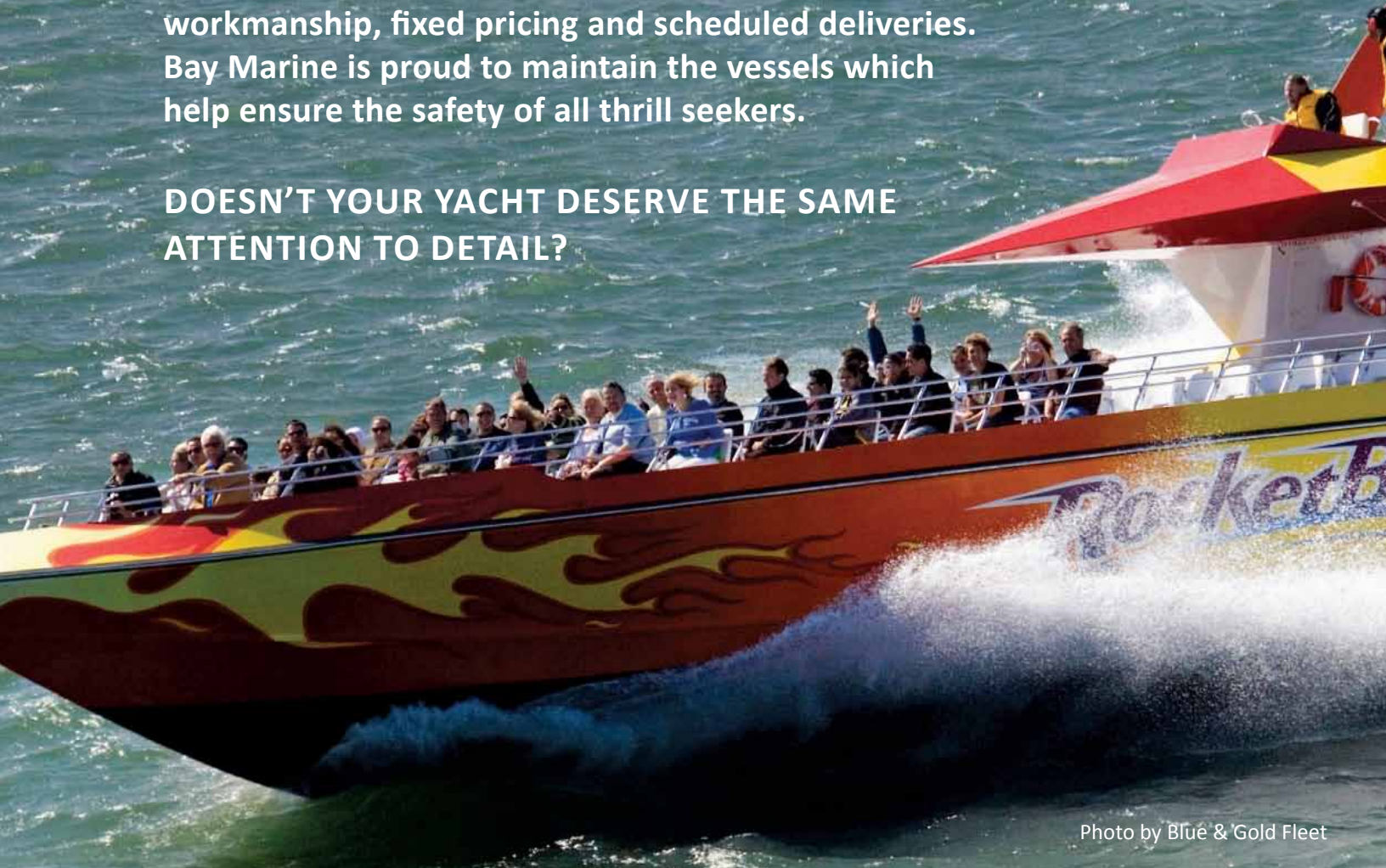


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asking for some photos showing the 'mom' side of her. Alas, we didn't hear back from them by press time — it's not easy sending high-res photos from Bora Bora — so you'll have to suffer through another sexy photo of Elizabeth.

↑↓ FEATURING THE GREAT BUNZINI BROTHERS

The July cover, with the two boys hanging off the transom of the schooner *Juno*, is *Latitude's* best ever. I love the kids' pose. And then mom — or the 'M type' — checking them out while all the guys on the boat are looking the other way. Cool shot.

Greg Paxton
Relentless, Sydney 32
Richmond YC

Greg — Glad you liked it. The 'models' are Owen, 11, and Ethan, 7, di Basio. They are known as the Bunzini Brothers, and we're one of their 'uncles' a couple of months each year, at least until our adult children figure out how to make babies. The boys are both wonderful little rascals, but as different as can be.

Their dad Scotty has run the 65-ft (LOD) Gannon & Benjamin-built schooner *Juno* since she was new 11 years ago. Despite being pregnant, mom Lila was the boat's chef the first winter season. The schooner's owners like the boat to be at Martha's



LATITUDE / RICHARD

Ethan, the younger of the Bunzini Brothers, shows off his ship in a bottle.

Vineyard, where Lila has a landscaping business, in the summer, and St. Barth in the winter. *Juno* also does a little stint in Antigua for varnishing and to win her class in the Antigua Classic Regatta. But the annual back and forth between the Northeast and the Caribbean means Scotty has done 22 1,500-mile rhumb line trips between

the Northeast and the Caribbean. These passages are much more challenging than the Baja Bash between San Diego and Cabo.

Lila and the boys spend about 2.5 months each winter in St. Barth, trying to be together as a family as much as possible, while making sure the kids don't miss out on regular life back in the States. The boys get in lots of watersport activities while at the island, plus art lessons from David Wegman. Last winter Wegman guided them in building ships in a bottle.

Scotty built the family a great little house on the Vineyard. It's now got a huge garden where the family grows much of their own food and raises chickens and probably some other animals, too. Most evenings dad and the boys go sailing on *Sanderling*, the family's Marshall 18 cat boat, which Scotty describes as "the greatest yacht ever built!"

We're proud to have the Bunzini Brothers on the cover of *Latitude*.

↑↓ MONTGOMERY STREET WON THE 1985 TRANSPAC

I'd like to make a correction to Ronnie Simpson's Transpac preview article, in which he stated that *Sweet Okole*, the Farr 36 that was built in Hawaii, was the overall winner of the 1985 Transpac. That's not true, as *Sweet Okole* placed second to the Cal 40 *Montgomery Street* in Class D. *Montgomery Street* not only won class honors, she won overall corrected time honors.

Having crewed aboard Irv Loube's *Bravura* in 1983, when



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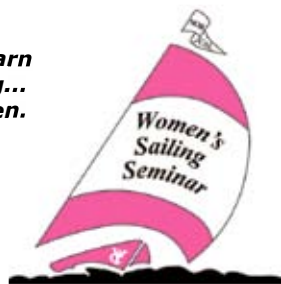
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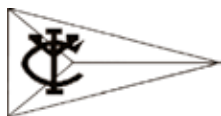
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she took overall corrected time honors, I tend to remember things like that.

Nick Gibbens
Shenanigans, Express 27
San Francisco Bay

Nick — You're right about Montgomery Street's being the overall winner of the 1985 Transpac. Had the Wanderer been available to check the copy before it went to press, he would have known it was wrong because we happened to sit next to 'Slow Joe' Guthrie, who drove Montgomery Street for most of the last two days of the 1985 Transpac, at a big Transpac dinner at the Hawaii YC. Having just arrived, and having not had any decent sleep in several days, Joe kept face-planting into his dinner plate. Several times the overzealous security people tried to kick him out, wrongly assuming that he was drunk. We'd been with Joe all along, and knew he was exhausted and hadn't been drinking at all. It was our pleasure to make sure that the hero of that Transpac didn't get kicked out.

That said, we sympathize with Simpson, as there are so many races these days, with so many boats, and so many of the boats change hands, that it's hard to keep track.

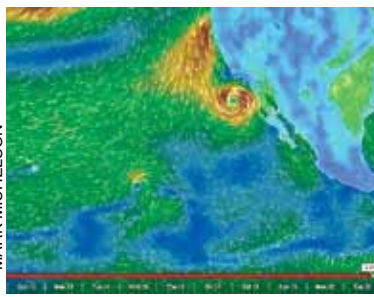
↑↓ ALMOST A 78-YEAR WEATHER CYCLE

The July 10 *Lectronic* piece about one computer model forecasting that a still-unformed hurricane off southern Mexico would hit Southern California caught my eye. Being a numbers kind of guy, I noticed the 1858 and 1939 dates of previous Southern California hurricanes are 81 years apart. It also happens that 1939 and 2015 are 76 years apart. The difference between 81 and 76 years is only 5 years, or 3.2% of the total 157 years since 1858 until now. In other words if the dates had been 1859 and 1937, we could be looking at a 78-year weather cycle. Aren't numbers so much fun!

Paul Dennis
Feeling Good, Fantasia 35
Redwood City

Readers — Since even the possibility of a hurricane hitting Southern California is so rare, and since many more sailors read *Latitude* than *Lectronic*, we're republishing the *Lectronic* piece here:

"We're not sure where Mark Michelson got the accompanying weather map, which he says 'depicts a Category 4/5 hurricane that had turned the corner down around Cabo. Looks like a



MARK MICHELSON

Category 1 or 2 as it goes by Ensenada, and then a Cat 1 or tropical storm when it arrives in Southern California, if it arrives at all. Again, the storm hasn't even formed yet, but it made my morning to see some actual fireworks forecast to come my way.'

"For what it's worth, *Passage Weather* is forecasting a broad hurricane having formed well off the coast of Mexico by Friday, July 17, but never coming very close to Cabo, let alone Ensenada or Southern California.

"The National Hurricane Center reports that 'concentrated showers and thunderstorms associated with a low-pressure area centered about 1,300 miles southwest of the southern tip of Baja California Sur have become better organized dur-



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ing the last 24 hours. Further development is expected and a tropical depression will likely form over the weekend while the low moves generally northwestward.' They say there is a 70% chance of formation in 48 hours and a 90% chance of formation in the next five days.

"Making short-range forecasts of tropical storm and hurricane paths and forces is difficult. Making long-range forecasts before the storms have even formed is . . . well, impossible.

"The 1939 California Tropical Storm, aka the 1939 Long Beach tropical storm, aka El Cordonazo, and aka The Lash of St. Francis, is the only tropical storm to have made landfall in California in the 20th century. (A hurricane hit San Diego in 1858.)

"The 1939 California Tropical Storm was a deadly one, claiming 48 lives at sea alone. Six people caught on beaches were drowned. Twenty-four died aboard a vessel named Spray as she attempted to dock at Point Mugu. The two survivors, a man and a woman, swam ashore and then walked five miles to Oxnard. Fifteen people from Ventura drowned aboard the fishing boat *Lur*. And many vessels were blown ashore.

"Flooding killed another 45 people in Southern California, as downtown L.A. got more than five inches of rain in 24 hours, and Mt. Wilson got more than 11 inches. Beachfront houses all along the coast were washed away.

"So while it's unlikely California is going to get hit by a tropical storm or hurricane this month, it's still possible.

"Beau Vrolyk, who has restored the schooner *Mayan*, which formerly belonged to rocker David Crosby, says his dad told



NOAA

him about the last time a tropical storm hit the Los Angeles area. 'He was at the Los Angeles YC for the big blow in 1939. He says it knocked the yacht club off its foundation and sank half the fleet in the fish harbor. There were 10-ft breakers inside Los Angeles Harbor. There are still a few folks around the Los Angeles YC who remember it.'

So ends that 'Lectronic item.

Hurricane Dolores petered into Tropical Storm Dolores. By the way, the storm-to-be that one model suggested would hit Southern California, became Hurricane Dolores, moved northwest, as do most hurricanes off Mexico, and wasn't a threat to either the mainland or Baja.

By the way, even if the wind from Mexican hurricanes doesn't hit the Mexican shore, the surf sure can. Check out the video of surfing inside Banderas Bay on huge waves generated by hurricane Blanc — it's at bit.ly/BanderasSurf.

REPORTING THAT WAS IRRESPONSIBLE

The graphic Mark Michelson put up showing what was allegedly to be the path of 98e, later 2e, and which became Hurricane Dolores, was from www.windyty.com. And it was a false prediction. All the other models showed that this storm-to-be would be dissipating at sea, south of Mag Bay.

Windyty.com is not an accurate predication site. The 'Lectronic article was excellent on historical fact, but *Latitude* was irresponsible for foretelling a hurricane hitting Los Angeles. It ain't going to happen, sorry.

I follow storm2k.org, where I find out much about these lovely monsters, and where and how to predict them, their intensity, and their path. Please do more research before writing of hurricanes headed to Los Angeles.

Karen 'Zeehag' Duran
Solitary Bird, Formosa 41
San Diego

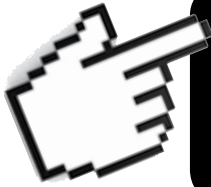
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Zeehag — Three times in that *Lectronic* we made it clear that we weren't saying that Southern California was going to be hit by a tropical storm or hurricane. We merely reported the interesting fact that one hurricane model's very long-range forecast was for a hurricane to hit Southern California. And, based on two previous tropical storms hitting Southern California, noted that it wasn't an impossibility.

There are a number of computer models for hurricanes, and all are based on different assumptions. Due to the difficulty in forecasting the path of hurricanes, most are wrong most of the time. Nevertheless, even the National Weather Service takes at least five models into consideration when making their official forecasts, and often makes note of it when there are significant disagreements.

Personally, we like to have as much information as possible. For example, *Passage Weather* tends to forecast the possibility and possible paths of tropical storms days earlier than the National Hurricane Center. We find this to be valuable, because knowing whether conditions are ripe for the formation of a tropical storm allows us to make more intelligent trip planning.

↑↓ A RECORD THAT ISN'T THAT MUCH OF A RECORD

While reading the July 5 *Scuttlebutt*, I came across the item about Robert Suhay of the East Coast setting a 'world record' for sailing the longest distance, unassisted, in a Laser. The 52-year-old apparently spent nearly four days sailing from the Sail Carteret Sailing Club in Morehead City, North Carolina to Annapolis, Maryland, stopping only for a sleep break aboard one night. He covered a distance of something like 346 miles.



COURTESY/INSOMNIA

Robert Suhay's 'record' is questionable for a couple of reasons.

While I'm impressed with Suhay's stamina, am I being too cranky to think it's a stupid and meaningless 'record'? After all, it's not the kind of sailing Lasers were made for, he wasn't sailing against any competition, and to my knowledge nobody had even attempted it before.

Can I set a 'world record' for being the first person to sail, unassisted, from Moss Landing to Martinez, taking Treasure Island to port, while not wearing any underwear? It doesn't seem that different to me.

I don't want to rain on Suhay's parade, but come on, dude. Your record sounds like something Rimas Meleshyus would dream up.

Ralph Carson
Dark Night, Cal 25
The Delta

Ralph — We've got two issues with Suhay's 'record'. First, what he did in no way compares with what Mexican Carlos Aragon did with his *Finn*, which is also a one-person dinghy. In the late 1970s, Aragon sailed his 236-lb boat from Mexico to the Marquesas in 109 days. The Great Circle distance for his trip was 2,820 miles, but given the currents and winds, Aragon believes he sailed about 4,000 miles. True, Suhay's *Laser* is 11 inches shorter than was Aragon's *Finn*, but Aragon spent about 30 times as much time on the water and sailed 10 times farther. He didn't have a GPS or any other modern electronic equipment either. We'll let each one of you decide who you think deserves the 'world record' for the longest distance sailed in a one-man dinghy.

Furthermore, we're pretty sure that Serge Testa, formerly



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LETTERS

of Berkeley, also put Suhay's achievement to shame. It will be remembered that Testa cruised his 12-ft Acrohc Australis around the world. Surely there were plenty of 300+ mile passages in the course of that adventure.

So even if Suhay's trip receives the Guinness World Record designation, which he has applied for, how meaningful is it in light of what others have done?

Our second issue with Suhay's record — and with the Guinness folks apparently being willing to give their stamp of approval — is that he had no competition. We think the least Suhay could have done was announce what he was planning to do a year in advance, and challenge others to try to do better. We have the same problem with all other 'world records' for which there were no other competitors.

An example of a recent new 'world record' that we're happy to recognize is the one set by Al Hughes, Graeme Esarey and Matt Steverson, crew of the F-25c trimaran Elsie Piddock, who crushed the competition in the inaugural R2AK race from Port Townsend to Ketchikan. It was a reasonable course, the event was well-advertised, and it easily attracted more than a quorum of competitors.

We would be remiss if we didn't mention that in 2010 Tania Elias Calles Wolf of Mexico singlehanded her Laser from Cabo San Lucas to Banderas Bay, a distance of 282 open-ocean miles.

↑↓ IMPORTANT TIPS ON TIPS

My boat is back in California, and I will not be returning to Mexico with her before my current Temporary Import Permit (TIP) expires next January. The last issue of *Latitude* says boatowners need to cancel their TIP before it expires. I haven't been able to find out how to do this. Any suggestions short of taking my boat back to Ensenada? Can it be done at the Mexican Consulate in San Diego or can I drive to the border and do it there?

Chuck Losness
Hale Moana, Gulfstar 37
Dana Point

Chuck — We're glad you brought this up because this is something that is very important for people who have gotten a TIP for their boat in Mexico, or who buy a boat that has gotten a TIP in Mexico. The TIP goes with the owner of the boat and the boat. It is not transferable. So if you show up in Cabo, for example, with a TIP that belongs to the previous owner, or is expired, you're going to have big problems because a boat can't have two TIPs at once or be issued a new one until the old one has been canceled.

According to Tere Grossman, president of the Mexican Marina Owners Association, there are two ways to cancel a TIP. The first is to cancel it at any Banjercito office. There is one in Tijuana and another at Ensenada. If it's not too much trouble, we'd probably go to the one in Ensenada, as we suspect they deal with this paperwork more often.

Or, you can send your TIP by registered mail — make sure it's registered — to Administración de Operación Aduanera "3", Administración Central de Operación Aduanera, Av. Hidalgo No. 77, Módulo IV, 1º piso, Col. Guerrero. C.P. 06300, México, D.F. They will cancel it for you. Keep the receipt of the registered mail to prove that you've done this. Frankly, we don't trust the Mexican mail that much, registered or not, so our preferred option would be to cancel it at a Banjercito.

Grossman is continuing to work with Mexican officials, hoping they will let TIPs expire just as passports expire. But she hasn't been successful yet.



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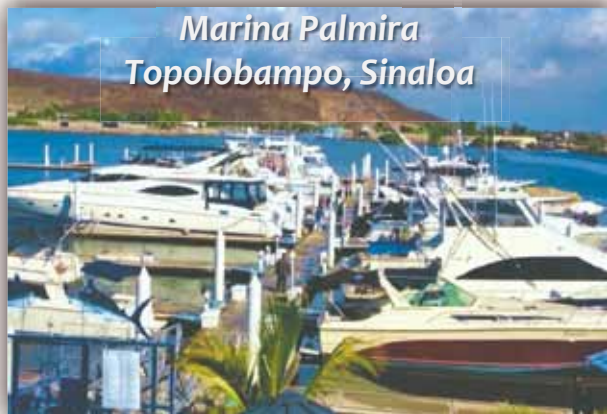
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But just to review, if you are coming back from Mexico and your boat has a TIP, and you'll be going back to Mexico before it expires, there is no need to cancel it. But if you're going to return to Mexico after the current TIP has expired, or if you're thinking about buying a boat that's been to Mexico and gotten a TIP, make sure that the TIP has been canceled. This will save you from a bureaucratic nightmare.

↑↓WHAT IF THE OWNER WHO GOT THE TIP DIED?

I read in *Latitude* that if someone buys a boat in Mexico that had previously gotten a TIP, it is absolutely necessary the old TIP be canceled before the boat returns to Mexico.

I bought a trimaran in Eureka, but am now in San Diego, soon to be headed to Cruiseport Marina in Ensenada. My boat was in Mexico years ago, and the last TIP paperwork I can find was from 1997, and was obtained by the second owner before me. The paperwork on the boat indicates that she was last in Mexico in 2004, so it's been over 10 years and the TIP must be expired.

So how do I find out if the TIP was canceled? And can I cancel the TIP or does the previous owner — actually two owners ago — have to do it? And what if he died?

To complicate things more, I've renamed the boat and changed the hailing port, but the documentation number is the same. Any ideas?

Christopher Glass
Planet Earth

Christopher — It's a little more complicated than you think, as back in 1997, they were issuing 20-year Temporary Import Permits. We know because we got one. If that's the case, your boat's TIP might still be in effect. That said, TIP records in Mexico were a mess back then, and we wouldn't be the least bit surprised if there were no record of it. How to find out? Since you're already in San Diego, we'd make a land trip to the Banjercito office in Ensenada and try to get a new TIP. If they'll give you one, you'll know they don't have any record of the previous one.

What to do if the 1997 TIP is still valid and the owner who got it has passed away? Oh boy, you could be facing a major problem. If that's the case, we'd ask for one of the folks from Cruiseport Marina to accompany you to Banjercito to try to help out, as they are usually very good about this.

If all else fails, you could cancel the Coast Guard documentation in favor of state registration, then redocument her, giving the boat a new documentation number. Since the boat name, hailing port and documentation number will all be new to Mexican authorities — there were no hull identification numbers before 1982 — there would be no reason for them not to issue you a TIP. Hopefully, it won't have to come to that.

↑↓FOLLOW THE SPECS, WATER TEMP AND OIL PRESSURE

The Wanderer's question about whether the Yanmar diesels on his Leopard 45 catamaran 'ti Profligate should be run at lower rpm now that they have 10,000 hours on them is not, in my humble opinion, easy to answer.

Generally speaking, I would run a diesel — no matter how old it was — at whatever rpm that it could handle — within the manufacturer's specs, of course. If the engine maintained a proper water temperature and oil pressure, it should be happy.

A lot of people overlook the fact that running a diesel below its recommended operating temperature is not good for it. My 1973 Morgan Out Island 41 still has the Perkins 4-107 diesel that came new with the boat. The engine has been overhauled twice in 42 years, but still runs perfectly at the manufacturer's



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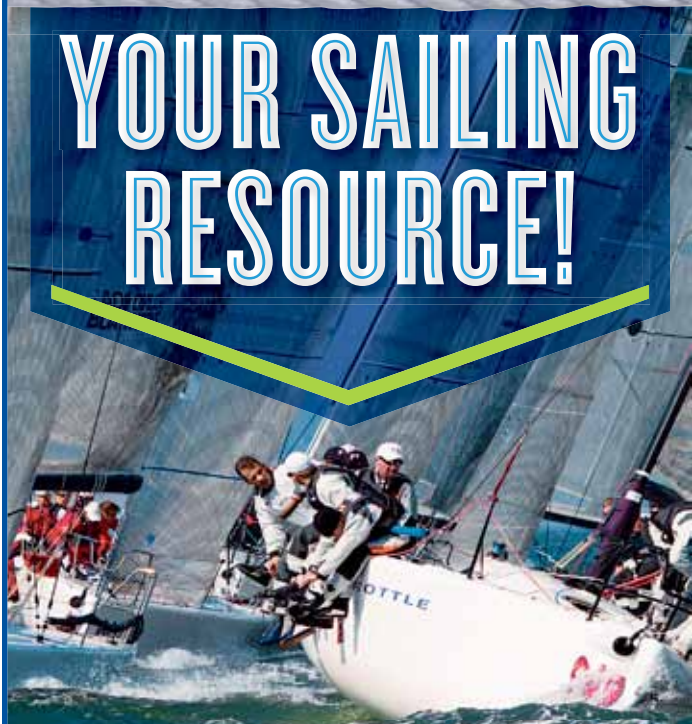
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LETTERS

spec of 3000 rpm.

The question of backing off rpms for an aging engine actually makes sense for an engine of any age. I would not run any engine at wide-open throttle 100% of the time. I would use full throttle only when needed and for a short period of time. The owner of the fuel dock will hate you for less than full throttle, but your wallet will love you.

When I motorsail, I have my engine loping along at about 1800 rpm. I keep an eye on the water temperature to ensure it stays somewhere around 180 degrees. It has a tendency to cool down to 150-160 degrees when run for long periods at 1800 rpm. A nudge of the throttle up to 2000 rpm will usually get it back in the recommended temperature range.

John Howard
Horizon, Morgan Out Island 41
Okinawa, Japan

John — We don't know about the charterers, but we've almost never run 'ti Profligate's Yanmars at full throttle. Full throttle would mean 2700 rpm. We've frequently run the diesels at 2500 rpm on deliveries. But with the engines now having 10,000 hours, Tony at BVI Yacht Charters recommends running them at no more than 2000 rpm — even though they run great and don't burn oil. That's what we're not sure about, as other experts say to continue running them at 2500 rpm.

↑↓ REBUILD THE TOP ENDS AT 2,000 HOURS?

I treat my marine diesels on sailing vessels the same way we maintained the marine diesel engines on our commercial fishing vessels in Alaska. Some of those engines are over 30 years old and still operate on a daily basis thanks to the following simple guidelines:

1) Fluids. We all know it's a pain, but the occasion when one does not check the engine fluids — fuel, oil, coolant, circulation of raw water — there will be a failure.

2) Regular service. Daily, weekly, monthly service is necessary no matter if the equipment has been operated or not. Corrosion due to dissimilar metals and the general nature of ambient sea air, as well as direct contact with saltwater, will eat away joints, hoses, belts, fittings and metals. It doesn't matter whether the engine has been run extensively or not.

3) Operational monitoring. Just because a diesel is running doesn't mean it doesn't have issues. Monitor heat gauges, oil pressure and rpms hourly when on watch — or every 15 minutes if the gauges are easily visible. Doing this can prevent a baked engine.

4) Finally, engine rebuilds. As a rule of thumb, I rebuild the upper end of my diesels — valves, injectors, turbo if equipped, etc. — at no more than 2,000 hours, and do a total upper- and

lower-end rebuild — pistons, rings, cam, bearings — at no more than 4,000 hours. This insures that all systems are fixed before there is a major malfunction. Occasionally I have done upper-end engine rebuilds earlier if there were seal/gasket issues.



LATITUDE / RICHARD

Keep the fluids clean and topped off and keep the engine clean, and she might last for half a century.

That said, once the break-in period is over on a new diesel, or after they've been rebuilt and broken in, no way should they be babied by being run at lower rpm. Every engine has a 'sweet spot', which is the optimal running rpm, and a

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maximum that should never be exceeded. These may fluctuate when rebuilds are done, but as long as seals/gaskets and hose fittings are not leaking, the engine should be run where she is comfortable.

It will be interesting to see what the old salts say about this topic.

Rory Kramer
Alike, Challenger 32
Monterey

Rory — Following your guidelines, we would have had to rebuild the upper ends of 'ti Profligate's two Yanmars a total of 10 times, and her lower ends four times. Based on the experience of others — see the letter below — we're not sure this would make economic sense.

Rory reports that the last time he had the top end of his Challenger's Volvo Penta rebuilt at Svendsens, it cost a minimum of \$400.

"On several occasions the mechanic cracked her open and found he didn't have to do anything more than clean/replace injectors," writes Rory. "The lower end is where you can run into money, at least \$1000. But then again, with over 10 Hawaii round trips on the Challenger, the biggest underway repair I had to do was replace an alternator. I think preventative maintenance is money well spent."

For what it's worth, those upper- and lower-end costs seem pretty low to us.

↑↓ MY BOAT'S DIESEL IS NEARLY HALF A CENTURY OLD

I'm no expert on diesels, but the Perkins 4-107 in my Cal 40 *Green Buffalo* is 48 years old. It's never been rebuilt, it doesn't burn any oil, and it just keeps on chugging. This has included running for several days at a time during deliveries back to California after races to Hawaii.

I have no idea how many hours are on the engine, as the hour meter wasn't working when I bought the boat 11 years ago. I do know I have managed to put 2,000 hours on her during my ownership.

The one issue I have with the Perkins is that my wife would really like it to "die," as it's a noisy old-school diesel. She really wants it replaced with a Yanmar because they "sound like sewing machines" by comparison. I'm perfectly happy with the Perkins and would rather invest in new sails to make *Green Buffalo* sail faster.

I'd like to know how many other boats out there have diesels that are 50 years old and still chugging.

Jim Quanci
Green Buffalo, Cal 40
Belvedere

Jim — Forty-eight years, impressive.

By the way, we can remember doing beer can races off Sausalito against Green Buffalo way back in 1980. We can't remember the owner's name, but he'd let a lovely young woman named Peggy race the boat even if he wasn't there. Peggy did great, too. Fond memories of the old days off Sausalito.

↑↓ CHILLIN' IN EL CARIB DURING EL NIÑO

At the moment we're stern-tied to a tree at Peter Island's Little Harbour, chillin' and working on boat projects and such. Our crew for the next leg of our sail training, which will be from here to the Azores, arrives in the next few days. By the end of this sail training season we'll be in Ellos, Sweden.

Thanks to El Niño — bummer for those in the Pacific — we've had very mellow weather in the Caribbean. Our passage



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LETTERS

from Panama's San Blas Islands to the Dominican Republic went incredibly well.

This is the third time since 2000 that we've made the long passage across the Caribbean Sea, and we've learned more about the tactics each time. Here are some tips:

1) Don't try to sail directly from Panama to anywhere other than Cartagena. The first time we tried sailing directly from Panama to Ponce, Puerto Rico, and got hammered. Ouch!

2) Expect light and favorable winds and current from the San Blas past Cartagena, Punta Marta, and nearly to Cabo de la Vela on the Peninsula de la Guajira just before the Venezuelan border. This time we stayed 20-50 miles off, motorsailing when needed. From there, we were able to easily lay Boca Chica, Dominican Republic on one tack, even easing sheets at times.

Marina Zar-Par in the Dominican Republic is co-owned by a *gringo*, and is totally OK and appears safe. The manager is Rigorberto Pichardo, and we found him to be most helpful. We spent a day exploring Santo Domingo, and rediscovered the spot where Amanda tied up on *Maiden* in 1989 on the women's qualifying race for the Whitbread Around the World Race. The old city, fort and cathedral are absolutely beautiful and fascinating.

3) It's an easy overnighter, motorsailing inshore, crossing the Mona Passage at night to Ponce, Puerto Rico, when the trades are the lightest. Then it's a daysail, or more probably a motorsail, to Salinas. After that, we got a 3 a.m. start to avoid headwinds to Vieques, made a shot down to St. Croix, and finished it with a screaming reach to the British Virgins.

We hope this helps displace the thinking that it is very difficult to sail east from Panama to get across the Caribbean Sea. If folks were trying to get to the ABC islands, best would be to hold up in Punta Marta or even closer, anchor off Cabo de la Vela, and watch the GRIB files, waiting until the trades go southeast and die down.

By the way, during our morning run the other day at Roadtown in the British Virgins, we came across the Leopard 45 catamaran *'ti Profligate* that belongs to the publisher of *Latitude*. She looks good for her age and use. Did you decide to keep her?

John Neal & Amanda Swan-Neal
Mahina Tiare III, Hallberg-Rassy 46
Friday Harbor, Washington

John and Amanda — As we've mentioned numerous times in Latitude, we are in complete awe of what the two of you have done, providing true open ocean sail training lessons on



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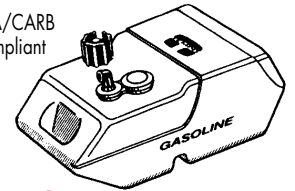


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LETTERS

we'd think you were mental.

While we have ultimate respect for you, we can't disagree more completely with two of your statements. First, that it's "not very difficult to sail east across the Caribbean Sea," and second, that sailors can "expect light and favorable winds and current from the San Blas past Cartagena, Punta Marta, and nearly to Cabo de la Vela. . . just before the Venezuelan border."

While it's true that it's often not too difficult to get from Panama's San Blas Islands to Cartagena, lordy, lordy, lordy, from Cartagena to Cabo Vela is regularly one of the nastiest stretches of water in the world.

If we're not mistaken, you guys usually cross the Caribbean Sea in June, which along with July, November and early December, are to our thinking, the least nasty times to do it. But in the winter, it usually howls anywhere to the east of Cartagena. As we reported, our Ocean 71 Big O was twice turned back by 45-knot winds and 15-ft seas, Steve and Linda Dashew had to heave to with their 81-footer, and countless sailors have gotten creamed before turning back.

While it blows hard more regularly in the winter, it can also blow hard in the summer. For giggles, we checked the PassageWeather forecast for Cartagena to Cabo Vela on the day we're writing this editorial response, which is July 10. As you can see from the accompanying chart, the forecast calls for 25 to 30 knots, with a reasonably large area expected to get 35 knots. Right on the nose for boats headed east. Furthermore, the forecast for the following six days called for only a few hours in which it would blow less than 20 to 25 knots between Cartagena and Cabo Vela. You can imagine what the seas would be like after days of such strong winds.

The other thing to note from the weather map is that Cartagena to Cabo Vela is the windiest area in the entire Caribbean Basin. That's almost always the case. But don't take our word for it; here's what Jimmy Cornell says about it in his World Cruising Routes:

"Direct passage from Panama to any of the islands in the Eastern Caribbean is practically impossible on account of the prevailing wind direction, and while on the whole it may be possible to make your east in short hops along the coast of Colombia and Venezuela, it would require a great effort to achieve it, with safety considerations also needing to be taken into account. The only realistic solution is to attempt to sail to the Mona Passage, or, failing that, to the Windward Passage, and then make your easting along the aptly called Thorny Path."

Cornell, like you two, has much more sailing experience than we do, but we take exception when he writes that it would take "great effort" to move east along the coasts of Colombia and Venezuela. What it would really take is either a 'great weather window' or a 'great plan'. Fortunately, there is a great plan for working east along the coast of Colombia.

In the late 1990s and early 2000s, Randy and Lourae Kennoffel of the San Francisco-based Moorings 500 Pizazz spent a lot of time between Cartagena and Cabo Vela. In 1999, they wrote a rough guide on how to get east across Colombia with, as we remember, only one overnight segment. It also addressed security issues, because back then, the coast of Colombia was a violent place. It's our understanding that this is no longer the case, except around Buena Vista, where locals have been doing the most horrific things to one another.

The Kennoffels' guide was published in Latitude in 2003. Among the Kennoffels' advice in the guide: "1) Be realistic by not setting a schedule that you can't keep. 2) Wait for the right weather windows. This coast — mostly between Aruba and Baranquilla — is considered to be the roughest in the Caribbean and one of the top five roughest passages in the world



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LETTERS

that cruisers regularly make. 3) If the weather is good, there's no law that says you have to stop at all the anchorages we listed." The Kenoffels noted that, because of the strong winds, it can even be difficult for average sailors to sail west, with the wind and seas behind them.

According to the Kenoffels, "The best months to make the passage are when the seasons are changing — April and May, or October and November. It's particularly hard to find a good window from mid-December through the middle of March, when the reinforced trades blow across the Caribbean Sea."

As for the publisher's 'ti Profligate, she will be soon out of the yacht management program in the British Virgins and at a dock behind a home at Jolly Harbor, Antigua. She might be available for long-term charters to very experienced and responsible sailors who have a long history of owning boats, but mostly we'll use her as Latitude's winter base in the Caribbean from February through April. It never crossed our mind to sell her.

↑↓WHAT'S THE EFFICIENCY, KENNETH?

I carried some *Latitudes* south when I went to help Tom Kohrs bring his Island Packet 37 *Dragon's Toy* back to the Bay Area last month. We read through the fine magazines pretty quickly while offshore. Of particular note was Max Ebb's piece on drones. Drones and the images their cameras can capture are nothing short of breathtaking. I'm saving my pop bottles in hope of getting one for my next journey.

"What's the efficiency of your propeller?" Lee Helm was asked in the article.

"Hovering, it's always zero," she said. "Just like static thrust from your boat propeller. When the boat is not moving, there is no work being done." And she continued on with her engineering jargon.

But wait, isn't the drone counteracting gravity when it hovers? That sounds like work to me. Has Lee slipped again? Maybe she didn't actually say that, as there was no closing quote on the paragraph. Ah, no matter.

It's all good because *Latitude* is the best sailing read I have turned the pages of.

Richard Shoemaker
Bay Area

Richard — Thank you for the kind words. Lee Helm has not "slipped." She responded to your concerns as follows:

"Well, sure, the hovering drone is counteracting gravity, but even though it's using up power just to hover, it's not doing any useful external work. Work is thrust times speed, and when speed (in the direction of the thrust) is zero, then there's no work being done. Think of it this way: You could prop a 2 x 4 under the hovering drone and 'counteract gravity' without using up the batteries. The chair you're sitting on when you read this is

'counteracting gravity' too, but neither it nor you are doing any useful work.

"It's the same as a tugboat producing static thrust. You could get the same thrust with a tight mooring line running forward from the bow to the pier. But if there's no motion, there's no actual work being done."

You just can't get some shots without a drone.

As for drones, they really do allow you to get fantastic shots that you couldn't get otherwise. Having owned five of them now, we'd recommend



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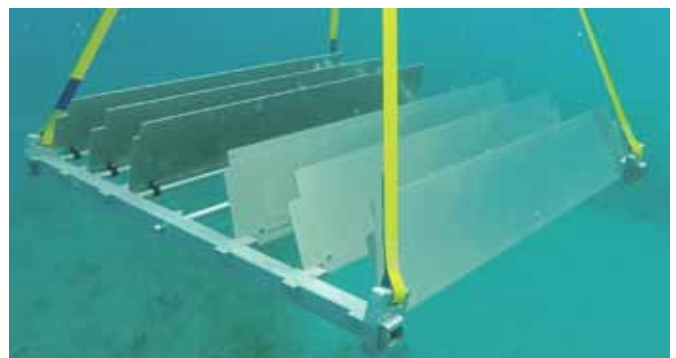
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the ubiquitous DJI Vision 2+ for most people. It will do everything 90% of regular users would need, including capturing video good enough for network news. They run about \$1,400 new. But as so many have been sold, and there are some newer and more sophisticated drones, you can pick up a used one at a considerable discount.

Two tips to new drone pilots. First, have a checklist you go down before flying, and go down the list slowly and methodically, particularly paying attention to the part about not taking off until the drone has acquired enough satellites. Second, fly the drone frequently — every day for a half hour is good — until you can fly it by instinct rather than calculation.

↑↓ TO BE SHOD OR NOT TO BE SHOD

Recently, the Boy Scouts of America informed me that shoes are not allowed on their sailboats at Florida Sea Base. Since I am planning to be there with my son's Boy Scout Troop, I had concerns regarding foot injuries during our 10-day trip, especially since several of the boys have never sailed.

I own a 2004 Jeanneau SO 40, and love being barefoot while at anchor down here at the Channel Islands in Ventura County. But I always wear shoes while underway. Is it just me who is clumsy, or am I overreacting about the shoe rule?

According to the Scouts, they don't want shoes because most Scouts can't afford the correct shoes, and they haven't had too many injuries. Since we're paying over \$1,500 per person for the trip, I think another \$20 is worth the expense to ensure the trip isn't canceled early due to an injury.

Should novice sailors go out to sea and learn to sail while barefoot? What are *Latitude's* thoughts?

John Sandstrom
Radiance, Jeanneau SO 43
San Francisco

John — This is a very interesting question. For us it's not too big an issue on *Profligate*, because she's a cat that sails flat and has so much open space there aren't many toe stubbers.

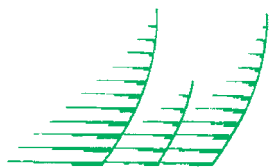
It's an entirely different question on the Olson 30 *La Gamelle* that we singlehand in the Caribbean. That's a very tippy boat with lots of things on which to turn ankles or stub toes. In the beginning we wore shoes all the time. Later we began to go barefoot, as our bare feet were better able to 'read' the deck. Alas, it also meant we stubbed our toes more often.

To be honest, we don't think there is a hard and fast rule. Some boatowners make everybody take their shoes off, even when sailing. Other boatowners insist that everybody wear shoes. All we can say is that we think the Boy Scouts' response to your letter, which follows, and which you so kindly provided, is exemplary.

↑↓ THE BOY SCOUTS RESPOND TO SANDSTROM

It's clear that you have grave concerns about being aboard without shoes. This is an extremely rare point of contention among the sailing participants at the Florida Sea Base. But since you have expressed your concern, we will make note and advise your captain prior to your arrival of your crews' need to wear shoes at all times when onboard. This is, of course, with the understanding that all members of your crew will wear appropriate footwear.

As the owner of an exceptional sailing vessel such as yours, I'm sure you understand the damage that can be done to a deck when shoes worn off the boat are worn on the boat. The Florida Sea Base charts 38 sailboats for the Coral Reef Sailing program. Every year, each vessel carries approximately 112 Scouts and leaders for the better part of a week. Less



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- Gavin Jefferies, Alberg 30, South Beach Marina



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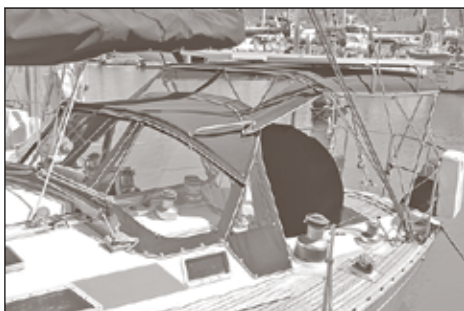


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than 1% of these people will have any sailing experience.

For 35 years the Florida Sea Base tried to have the sailors bring appropriate deck shoes. We received significant push-back year after year from the majority of our participants, who do not expect to ever sail again, and who do not want to incur the cost of a pair of deck shoes for just one week. Very few participants complied with our request.

Over the past several years, individual captains have asked the participants to go barefoot while on the vessel. This has evolved to the point where very few participants have worn shoes on our boats for the past several years. Out of tens of thousands of participants, we have documented significantly few foot injuries. The participants sustain significantly more foot injuries playing volleyball than on the sailboats. Our sailing participants are also in and out of the water frequently, causing an issue with storing the shoes when not being worn.

We look forward to your arrival and will advise the captain of your request.

Capt. Luke Knuttel

Sailing Program Director, Boy Scouts of America
Florida National High Adventure Sea Base
Islamorada, Florida

↑↓ WE ALWAYS WONDERED WHAT LIFE WAS ALL ABOUT

Latitude asked if any readers wanted to buy *Chug*. You'll remember that she's our Westsail 32 that had her rudder and transom damaged, and as a result we plan to sail her backward — normal transom first — around the world. The answer is, sorry, *Chug* is not for sale and never will be. When we get too old to cruise her, we intend to donate her to the Smithsonian Institution.

Now that Barb has broadcast our plans to sail *Chug* backward around the world, I wanted to fill *Latitude* readers in on some of the details. We intend to anchor stern first, as all the hatches open that way and will make it cooler down below. This also means we'll be able to keep the hatches open when we go to sea.

We also have two halogen spotlights mounted atop the hard dodger so we can see our way at night. These are 'fright lights' taken from a scrapped law enforcement vehicle that I modified to flash red and green so we will be visible over long distance. The windscreen and wipers were taken from our truck, and will allow us to stay dry during tropical downpours. We've also fitted the truck's horn to alert folks of our arrival in the anchorages.

I'm not new to making unusual modifications. I once modified a Chevy Camaro with a Ford Mustang engine and transmission. In the late 1970s I drove that vehicle all the way from Sacramento to Ogallala, Nebraska. In reverse. That made the national press.

You see, life's all about proving something can be done if you put your mind to it. The late Steve Faucet (sic) managed to break the longest flight record — only to be beaten by a foreigner in a solar plane just this past weekend. Which brings me to my point about our power systems on *Chug*. They will be 100% solar, with extendable 'wings' that will give us lift, reduce drag, and by my calculations, with help from the bulb bow, have our Westsail 32 planing at around 16-20 knots.

'Backward' Bob & Barb Jones
Chug, Westsail 32
Sacramento

Bob and Barb — We have a pretty strong pain in our left leg. It almost feels as though someone were pulling it.

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LETTERS

↑↓JUST A COUPLE OF LETTERS OFF

In the 'Just Three Minutes to Wash' letter in the July *Latitude*, someone made a mistake and changed our boat *Armonie* from a Kelley-Patterson to a Kelley-Peterson design.

Armonie is a 58-ft ferroceement cutter-rigged ketch with a seven-ft bowsprit. She was designed in 1972 by Don Patterson of Encinitas. I know of five other of his designs that were being built in the San Diego area in the 1970s. At that time, Don's full-time job was at Driscoll's Custom Yachts on Shelter Island, helping to restore one of Jerry Driscoll's pet projects, the famous wooden racing boat *Intrepid*.

I hope you'll print this letter to give credit to Don, who not only designed sleek ferroceement hulls, but who also went out of his way to help amateur boatbuilders. And to let him know, if he's still alive, that another of his designs is about to hit the water.

The 'Kelley' part of the Kelley-Patterson equation is me. I've been building from Patterson's design for 43 years.

Stephen Kelley
Armonie, Kelley-Patterson 58
San Diego

Stephen — We're sorry about the mistake, and are delighted to give credit to Don Patterson and to you. Have a happy splash!

↑↓WHAT LICENSES ARE REQUIRED IN EUROPE?

I read with great interest the *Changes* note on the Wanderer and de Mallorca's summer cruising in the canals of Europe. I assume that the European Union, being as regulated as it is, must require boating licenses to operate a motorized canal boat. Is that true? What is required for a non-Euro citizen to operate a boat in Europe? Are you using Doña de Mallorca's Coast Guard 100-ton license for that purpose?

I ask because I have no certifications or licenses, although I have been sailing on San Francisco Bay for 35 years, and before that on the lakes of Colorado. There was no problem with my chartering a boat in the British Virgins even though I didn't have a license, but I assume that it would be a problem for the self-taught mariner to charter or otherwise operate a boat in Europe.

Bill Rathbun
Vector, C&C 38-2
Berkeley

Bill — You might as well have said, 'Tell me some stories about government foolishness, incompetence and/or corruption around the world.' While you made an intelligent assumption in your last sentence, it's an incorrect assumption because so much of what government does is just plain stupid. Let us explain.

European countries do not have the same boating rules and licensing requirements as the United States. To give you one example, when you buy a boat in France or Belgium or England, you get a title and register it as you would in the United States. In the more free-wheeling Netherlands, your bill of sale is your proof of ownership — although if you want to spend a couple thousand dollars more, you can get a title from the Dutch, too.

To prove a similar lack of uniformity in the EU, if you're going to operate a canal boat in the Netherlands, you don't need any kind of operator's license. However, if you want to operate one in Belgium or France, you need both an International Certificate of Competence (ICC) and a CENVI, the latter being an endorsement for using a boat on canals and rivers.

There is an exception to this rule. If you've never been on a boat in your life, don't know port from starboard, the bow from the stern (or your ass from your elbow), you don't need a license



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LETTERS

to operate a charter boat on the canals and rivers in France. Why would lifelong mariners need a license to operate a boat on French canals and rivers when a complete novice wouldn't? It's all about the money, isn't it? If everybody who wanted to charter a canal boat needed to get an ICC and a CENVI endorsement first, the lucrative French canal charter business would have dried up long ago.

Are we saying that the French government policy is



LATITUDE / RICHARD

'Majestic Dalat' behind a sailboat. Some folks use their sailboats as canal cruisers. It requires dropping the mast.

putting commerce ahead of common sense and safety? That would be rude, so we'll let you draw your own conclusions. Before anybody makes any wisecracks about the intelligence of the French government compared with ours in California, be aware that exactly the same thing is about to happen in the Golden

State as a result of SB941's being passed by Gov. Jerry Brown and the Legislature. The new law, which will be gradually implemented over a number of years depending on the applicant's age, will require that boat operators get 'a card', sort of a cheesy version of a license, showing they know what they're doing on a boat.

Who will be about the only ones exempt from needing to have such a 'card'? "A person operating a rental vessel."

Among the most popular vessels rented are personal watercraft (PWC). PWCs account for only 13% of the vessels in California, yet they are involved in a wildly disproportionate 65% of California boating accidents, and a disproportionate number of fatalities. As far as we can tell, the only explanation for Gov. Brown and the California Legislature making SB941 law with this exemption is that they: 1) Are incredibly stupid; 2) Have no concern for the health and welfare of mariners; or 3) Had members of the PWC industry stuffing money, literally or metaphorically, into their pockets. Maybe California has become like Greece, the birthplace and graveyard of democracy, where applicants for driver's licenses are expected to put between \$100 and \$300 in a little envelope and give it to the person in charge of issuing licenses.

We're told that the governor and legislature are now working on legislation that would make it illegal for Hertz, Avis and all the other rental car companies to require that people who rent cars have driver's licenses. Or for there to be a minimum age for a person to be able to rent a car. We think this is a joke, but given SB941, we can't be sure.

Anyway, the time it takes to get an ICC can vary greatly depending on the country. We have friends in the French West Indies who had to go to classes every night for a week or two, and prove they could swim, before they were allowed to take the test. When giving the ICC test, the instructor conveniently left the room, giving everybody a chance to ask others if they weren't certain of the answers to a question. Sort of like at the DMV offices in California.

A month before we were to fly to our boat in the Netherlands, we weren't sure if we were going to be able to operate it legally outside the country. This was because the United States didn't sign up for the agreement of about 42 countries on ICC and CENVI testing and licensing, and because we were told you had to be a resident of the country you were taking those tests in. In other words, there was no legal way for a U.S. citizen to get the license needed to operate a boat in French rivers and



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LETTERS

canals. It wasn't going to be a problem in the free-wheeling Netherlands, as the Dutch don't care if you have a license.

But we just happened to be talking to a yacht broker in Ireland about boats, and at the end of about an hour-long conversation — he was Irish, after all — we mentioned the problem with our trying to get a license to use the boat in France and Belgium. "You're in luck," the broker said. "I'm one of those certified to give those tests." Knowing that it had taken our friends a week or more of classes to pass the test, we asked how long it would take. "If you know what you're doing," he replied, "it shouldn't take more than the morning for the both of you to pass the on-the-water ICC test. I'll just check your boathandling and man overboard recovery skills. And in the afternoon you can take the written CENVI test."

When we mentioned that we didn't think we could take the test in Ireland, he said that sure we could. He said that we could, in fact, take it at any Royal Yacht Squadron facility in England.

"But it's our understanding that a person has to be a citizen of the country where they're taking the test, which is why the English say we can't take the test in their country."

"The English are like that, aren't they?" he laughed with a bit of scorn. "If you come and take the test here in Ireland, you'll be spending a night or two here, at which time you'll be residing in Ireland, won't you? We Irish know how to bend the rules without breaking them," he said with more laughing.

So we changed our plane reservations from Amsterdam to Dublin, and one windy, rainy morning on the River Shannon, demonstrated that we indeed knew how to handle a boat. So we both got our ICCs.

Now we needed the CENVI endorsement, which you get by passing a moderately difficult written test. The problem was that no matter how much we'd searched the Internet, we were unable to find a guidebook to the CENVI rules — at least without being asked to pay a small fortune. And there are some counterintuitive things you need to know. So our instructor/tester gave us a guide book and said he'd be back that evening to give the test. The Wanderer and de Mallorca spent the afternoon in a hotel room cramming as for a final during our university days. We took the test that evening and passed. About 10 days later, the Irish Yachting Association sent us our ICCs and CENVIs. The ICCs have our photos on them and resemble a California driver's license.

In two months on the rivers and canals of the Netherlands, Belgium and France, and having gone through probably 150 locks, many of them manned, nobody has asked to see our ICCs or CENVIs.



LATITUDE / RICHARD

American passport, Irish Yachting Association Certificate of Competency, Dutch-flagged boat, currently berthed in France. It sounds complicated and it is.

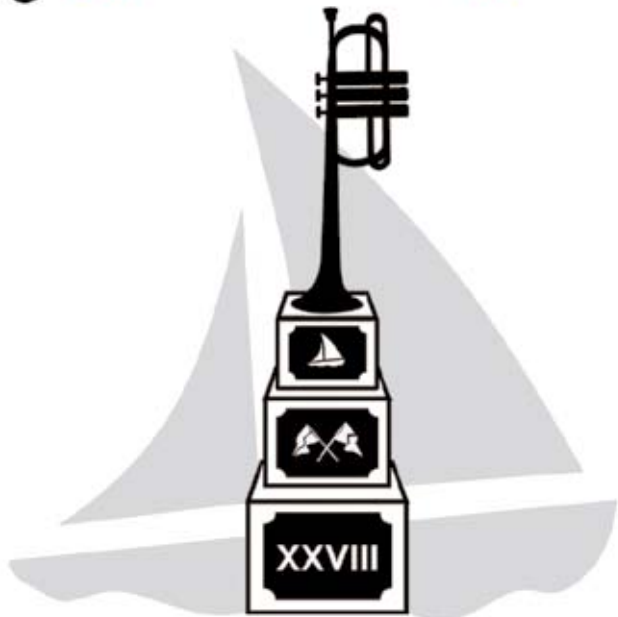
We've since been told by H.G. 'Rags' Laragione of the Maritime Institute in San Diego that you can be checked out by their organization, or one in Annapolis, to get your ICC, and they can also give the CENVI test. This contradicts what we've read and

been told, but things change and they probably know more than we do. Give them a call.

Want more on European licensing weirdness? If you have a VHF on your boat on the canals and rivers of Europe, and you certainly should, as all manned locks monitor a specified VHF channel, you need to take a three-day course. Three days

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LETTERS

to learn how to use a VHF!? Our guy in Ireland didn't give the course, not that we had an extra three days to take it anyway. But there's an out. If your boat doesn't have a VHF — they are not required except on the Seine around Paris and certain other spots — you don't have to take the course or test.

Anybody out there still have any faith in the intelligence and efficacy of government? Any government?

Having spent two months on Majestic Dalat in the rivers and canals of the Netherlands, Belgium and France, we can attest to the fact that it's a great alternative six months for those who are doing 'six and six' with their sailboats in the tropics. You can get all you need in a modest Dutch steel canal boat for \$20,000, about the price of an RV in the States. And Europe, thanks to the exchange rate, has been shockingly inexpensive. That includes berthing, often less than \$12 a night with water, electricity, and heads and shower, and sometimes free. Off-season storage can be inexpensive, too, often just \$100 a month. Inland boats are usually hauled every three or four years. And get this, we have yet to encounter one rude French waiter, let alone French person.

While the countryside and cities like Amsterdam, Maastricht and Paris have been fabulous, there are downsides of canal and river cruising. 1) Unlike sailing, there is no Zen to powerboating, nor is there much sense of adventure or accomplishment. It's all about the destinations, which are great. 2) It's surprisingly tedious, as the canals and rivers are often no more than 50 feet wide, and you constantly have to make minor corrections to your course. 3) You have to go through zillions of locks, particularly in France, where one day we had to go through 25 in five hours. Because of the tedium of driving, going through the locks and raising and lowering fenders countless times, you get as wiped out at the end of the day as if you were sailing on the ocean. 4) Due to low speed limits — often less than five mph — all the locks you have to go through, broken locks, giving priority to commercial traffic, the fact the locks close four hours before sundown, and because of often twisty waterways, you don't cover much ground in a day. Thirty nautical miles would be a big day, and as the crow flies to your next destination, maybe only 15 miles. Amsterdam to Paris by train is a couple of hours. We did the same trip with Majestic Dalat in five weeks. And we were

pushing it. 5) Fuel is very expensive. The solution to most of these downsides is to greatly limit your range, and to mostly use the boat as a houseboat in a couple of great cities not too far apart. The two weeks we spent at the Arsenal Marina near the heart of Paris, for example, were fabulous.



LATITUDE / RICHARD

Canal and river cruising is all about the destinations. This is a slope down from Hautville, where Dom Pérignon put the bubbly into life.

We don't think a canal boat is an alternative to cruising on a sailboat, but for three to five months a year, it's a great change of pace packed with history and culture you can't find in the tropics.

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

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

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



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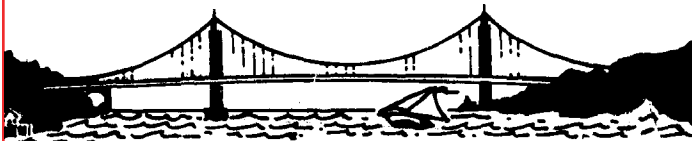


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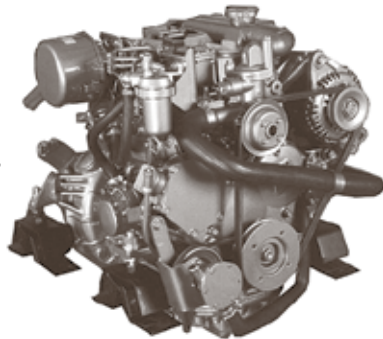
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"Unless you just don't care."

a blistering run to oahu

The plan: break the record for three classic open-water passages. The subplot: achieve redemption for the failed attempt at the Transpac record in 2013 with the first *Lending Club*. The boat: a chartered VPLP 105-ft trimaran with a record-breaking, race-winning pedigree as *Banque Populaire VII* and *Groupama 3*. The co-skippers: French-American San Francisco resident Renaud Laplanche, CEO of Lending Club, a company that does exactly what its name implies; and Ryan Breymaier, a globe-trotting American pro sailor who lives in France.



LLOYD IMAGES

Breymaier's pre-LC2 achievements include breaking the New York-to-San Francisco record aboard the VOR70 *Maserati* in 2013 and first place in the New York to Barcelona Race last June as co-skipper of the IMOCA 60 *Hugo Boss*.

After taking possession of LC2 in March, Laplanche and Breymaier's first record-breaking triumph was the English Channel crossing from Cowes on the Isle of Wight to Dinard, France, on April 1. Sailing at an average speed of 26.28 knots, *Lending Club 2* set a new record of 5h, 14m, 47s for the 138-mile course.

Record #2 was the Newport to Bermuda course. Sailing at an average speed of 27.41 knots, *Lending Club 2* set a new record of 23h, 9m, 52s on April 20 for the 635-mile course from Castle Hill Lighthouse in Newport, RI, to Kitchen Shoal Beacon in Bermuda.

Record #3 was to be the Transpac Race from Los Angeles to Honolulu, starting on Saturday, July 18. With that goal in mind, the team brought *Lending Club 2* through the Panama Canal from the Atlantic, not just to L.A., but all the way up to San Francisco, where she spent five weeks taking Lending Club employees, VIPs, reporters, friends and even school kids who'd never been on a boat before for thrill-ride daysails at speeds close to 40 knots.

In 2013, a light-air year, the ORMA 73 trimaran *Tritium Lending Club*, skippered by John Sangmeister, missed the Transpac race record by just 2.5 hours. Bruno Peyron's 80-ft catamaran *Explorer* has held the race record of 5d, 9h, 18m, 26s since 1997. That the smaller tri failed in the attempt was no fault of the boat or the sailors. *Tritium Lending Club* literally ran into tsunami debris no fewer than six times — and one such collision required a major repair to a daggerboard.

The bigger *Lending Club 2* was the favored choice to win the 2015 race to Hawaii. But the weather routers must not have liked the forecast for the weekend, because the team bagged the race in favor of an earlier departure on Wednesday, July 15. (A wise decision — as you'll read elsewhere in this issue, the fastest boats, which started the Transpac on July 18, were dealt frustratingly light conditions.)

But the unfinished business is now finished, as *Lending Club 2* has just knocked more than a day off the outright course record of 4d, 19h, 31m, 37s, set by Frenchman Olivier de Kersauson and crew in November, 2005, aboard the 110-ft trimaran *Geronimo*. From July 15 to 19, *Lending Club 2* covered the 2,215-mile course in a shocking

continued on outside column of next sightings page

time to get

Procrastinator alert: If you've been toying with the idea of sailing to the sunny latitudes of Mexico this fall as a member of the Baja Ha-Ha fleet, it's time to 'fish or cut bait', as some folksy wordsmith once said, because the entry deadline for this year's San Diego-to-Cabo San Lucas rally is just beyond the horizon: September 15.

At www.baja-haha.com, the official BHH website, you'll find the current fleet list, entry requirements, the event schedule, and sponsor links, in addition to the sign-up portal. But here are the basics: During its 22 years, this well-known rally has launched the cruising careers of hundreds — no, make that thousands — of



SPREAD PHIL UHL INSETS COURTESY LENDING CLUB 2

your ha-ha on

adventure-hungry sailors. The two-week, 750-mile trip is broken into three legs, all of which require overnight offshore sailing. There are shoreside parties at the beginning and end, and in the middle of the event (where the focus is always on responsible, G-rated fun).

Although there are a bare minimum of rules, safety is of the utmost importance, and a daily morning check-in is mandatory via either SSB or VHF radio. An AIS receiver or radar is required.

Sail or power boats of 27 feet or longer may enter, as long as they were built, maintained and equipped for offshore

continued in middle column of next sightings page

a blistering run — continued

3d, 18h, 0m, 9s (no, that's not a typo), averaging 590 miles per day and 24.61 knots of boatspeed. The breeze went aft by the second day, allowing the team to sail right down the rhumbline to Hawaii. The north in the breeze kept their jibes to a minimum.

"My son asked me before how long it takes to sail to Hawaii," wrote Renaud Laplanche. "Now the answer is, 'Let's see... I'd say a bit less than four days.'"

With their program complete, the *Lending Club* team spent a few days in Hawaii giving tours of the remarkable boat.

In late June, another Frenchman, Alain Thébault, and his Franco-American crew attempted the L.A.-to-Honolulu record on the 60-ft foiling trimaran *L'Hydroptère*, but they fell off the pace, as the light wind along the course did not allow the boat to reach her speed potential. *L'Hydroptère's* crew were nevertheless pleased to have achieved their goal of becoming the first hydrofoil to cross an ocean.

— chris



'Lending Club 2' passed Diamond Head at dawn on July 19. Inset left: co-skippers Renaud Laplanche and Ryan Breymaier. Above: the jubilant crew takes a selfie at the finish line.

SIGHTINGS

next generation takes the helm

John McNeill of the 1906 schooner *Yankee* wrote in to say he enjoyed our coverage of late May's Master Mariners Regatta, *but...* "I must ask for a correction of the G1 division results. Yes, *Yankee* and *Brigadoon* came in 1-2, but the skippers who sailed the entire race were the 'next generation', Alexis Ford Kernot and Lindsey Klaus. These young women did a great job of driving the old schooners around the course in good time, thankfully ignoring much of the 'advice' issued in varied tones by the elders, who acted as navigators. Both Terry Klaus and I enjoyed a pleasant ride in the back of our respective cockpits."

John tells us that his niece 'Lexi', 40, is from the fourth generation of family members to skipper *Yankee*, and as he rightly points out, "She's darn good at it. Finally, there is someone to take *me* sailing!" Lexi has been crewing aboard the strictly traditional schooner since she was a kid, with her dad, Dick Ford, or grandfather, Bob Ford, skippering. In addition to her MMR division win, she also co-skipped the 53-ft classic in June's Great San Francisco Schooner Race, winning the Gaff Division. Lexi has been a co-owner of the boat (along with other family members) since 2007, and she's currently a managing member of The *Yankee* LLC.

continued on outside column of next sightings page

get your ha-ha on

voyaging.

Singlehanded is not allowed (because by law all vessels must post active watchstanders 24/7). However, bringing along more than a minimal crew is highly encouraged by the Rally Committee, who figures 'the more the merrier' — and safer. Even if you've run your boat as a mom-and-pop operation for decades, you'll probably find that rotating watches through several days and nights at sea is exhausting. Add a couple more capable watchstanders, and you're likely to get a lot more sleep and have a lot more fun. (Check out the online *Latitude 38* Crew List at www.latitude38.com.)

Kids of any age are always welcome too. In fact, we can think of no better way to create lasting family memories than through a multigenerational sailing voy-



JOHN MCNEILL

Forget borrowing the keys to daddy's sports car, how cool would it be to have a stunningly beautiful schooner in the family? On the left is Lexi and 'Yankee'; at right is Lindsey with her dad aboard 'Brigadoon'.

— continued

age. And, yeah, grandmas and grandpas are also welcome.

The entry fee is \$375 per boat, no matter how many crew are on board, or \$325 if your age or your boat's length is less than 35.

That covers rally administration, parties, a swag bag containing Baja Ha-Ha logowear plus all sorts of other useful stuff — and, lest we forget, your official rally tattoo. The only place on earth to get one is at the Ha-Ha's Cabo beach party. Will we see you there?



There's only one way to get an official Ha-Ha tattoo.

— andy

next generation — continued

Yankee is one of the oldest actively raced classics on the Bay. As every Bay Area wooden boat aficionado should know, she was built at Stone Boat Yard (then in the City on the present-day site of the St. Francis YC), and acquired her first unforgettable anecdote before she was even launched: When the 1906 earthquake hit, the nearly-completed schooner was knocked off her cradle. Luckily, though, she sustained only minor damage, and was launched later that year. Less than a year later, she won the very first (crewed) Farallones Race. Lexi's relatives, Sydney and Arthur Ford, bought the boat in 1925.

For years now Terry Klaus has assumed that his daughter Lindsey would someday nudge him off the helm of *Brigadoon*, which he's owned since 1976. Measuring 50 feet on deck, she was designed by L. Francis Herreshoff in 1924, and is undoubtedly one of the best-known woodies on San Francisco Bay. Terry bought her from members of the psychedelic rock band Quicksilver Messenger Service, but she'd previously been owned by adventurer/actor Sterling Hayden.

Lindsey knows every inch of the boat and has a deep affection for the Bay Area's thriving wooden boat subculture. She's been actively crewing aboard since she was 13 — the *only* woman ever to crew during a race, she points out. But her first sail aboard *Brigadoon* was when she was only two, confined mostly to a baby hammock on the way up to the Delta. "Alexis and Lindsey grew up together at Tinsley Island," says Terry, "and both have taken great interest in their families' schooners. It's been fun!"

When will these thoroughbred schooners next do battle on a race course? During the Jessica Cup, October 17, and Leukemia Cup, the following day — and it's a safe bet that Lexi and Lindsey will again be 'womaning' the helms.

— andy

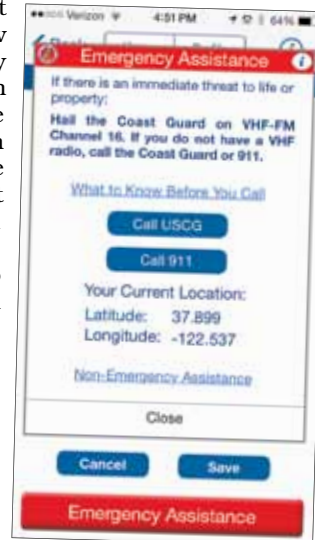
the coast guard's new app

When your house catches fire, it's helpful if you have a street address so firefighters can get to you quickly. Likewise, if you're ever in the unenviable position of having to call for rescue while out on the water, the more quickly you can relay info about your exact position and details about your boat, the better.

That was undoubtedly part of the Coast Guard's rationale for developing a clever new *free* smartphone app (called, appropriately enough, the USCG Official Mobile App.) In addition to fast-tracking distress calls to the nearest Search and Rescue (SAR) coordination center or 911 dispatcher, it allows you to file float plans; verify the rules of the road; report hazards, pollution or suspicious activities; find NOAA buoys and more.

The simple-to-navigate app allows you to input profiles of multiple vessels, noting each one's specs and description, owner's name and contact info, radio call signs, and DSC MMSI numbers, so that if an emergency arises a single touch on the Emergency Assistance button conveys all your pertinent info in a heartbeat.

We normally don't go out of our way to share lots of personal info with government agencies, but in this case the prospect of triggering an accelerated emergency response by doing so is pretty attractive. So we encourage you to check it out via your favorite app site, or at www.uscg.mil/mobile. (Older operating systems may have to be updated.)



— andy



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

SIGHTINGS

transatlantic trials & triumphs

Although far from the West Coast, New York Yacht Club's Transatlantic Race from Newport, Rhode Island, to the Lizard, UK, captured the attention of left-coasters from the get-go. In particular, many of us were rooting for the San Francisco-based Sparkman & Stephens yawl *Dorada* to repeat her glorious overall win in the 1931 race. It's some small comfort to fans that she took second in IRC Class 4 (Racer/Cruiser) and Classics behind the fabulous *Mariette of 1915*, Charlie Wroe's 125-ft LOD Herreshoff schooner, which was celebrating her centennial, and was once owned by Tom Perkins of Belvedere.

However, *Dorada's* current skipper, Matt Brooks of Tiburon, achieved his primary goal of besting Olin and Rod Stephens' 1931 time — by more than 26 hours, despite racing roughly 300 extra miles due to having to skirt an ice exclusion zone. *Dorada's* top boatspeed during this year's race was 19.4 knots, com-

pared to 11.4 knots in the 1931 edition. "We were honored to have Olin Stephens' grandson watching the start of the race in Newport," said Brooks.

When the Stephens family raced the one-year-old *Dorada* in the 1931 TAR, no one, including at times her crew, knew where she was on the racecourse until she showed up at the finish. These days, with modern technology, it's much harder to take a flyer without everyone and their sister knowing what you're trying to pull off.

The next big race for the 52-ft *Dorada* will be the Rolex Fastnet, which will start in Cowes in southern England on August 16, cross the Celtic Sea out to the Fastnet Rock off the southwest coast of Ireland, and finish at Plymouth on the south coast of Devon, England.

Although she wasn't 'our' *Dorada*, we couldn't help but exclaim, "How cool is that!" as we watched *Mariette of 1915* lead the pack of 38 diverse boats most of the way across the Atlantic. (As in the Transpac, the starts are staggered, with the slower classes departing first, in this case on June 28.)

In the end, lovely *Mariette* was nipped by Bryon Ehrhart's Reichel/Pugh 63 *Lucky*, which started on July 1 and finished on July 10, pulling off a three-way win: first to finish, first in IRC 2 and first in IRC overall. Ehrhart, from Chicago, commented, "The Transatlantic Race was properly held in our program as the classic of all the classics. We were humbled just to be allowed to compete in the longest-standing and most-respected ocean race," said Ehrhart of the TAR, which dates back to 1866. "To win the event is well beyond our expectations given the long list of competitors we have come to respect."

In another TAR success story, the 100-ft carbon-fiber super-maxi *Comanche*, owned by Netscape founder Jim Clark and his wife Kristy Hinze, set a new 24-hour monohull record while competing in the race on July 10-11. With Ken Read skippering a crew of 20, *Comanche* covered a distance of 618.01 miles, averaging 25.75 knots, thus beat-

continued on outside column of next sightings page

america's cup world

Stereotypical English summer weather dampened — and shortened — the first regatta in the Louis Vuitton America's Cup World Series on July 24-26. Held on the Solent in Portsmouth, UK, the event was sailed in one-design wingsail foiling AC45 catamarans.

Land Rover Ben Ainslie Racing and Emirates Team New Zealand each won a practice race on Friday the 24th in the pouring rain, then repeated those results in the two counting races on Saturday, when the sun made an appearance. A northwesterly breeze of 10-14 knots provided marginal foiling conditions.

"We had a good start," said Ainslie, "and then got a bit lost on that first down-

Spread: Bryon Ehrhart's Chicago-based R/P 63 'Lucky' pulled off a trifecta in the Transatlantic Race. **Inset:** The exquisite 100-year-old 125-ft schooner 'Mariette of 1915' led the charge across the North Atlantic.



PAUL WYETH / WWW.PWPICTURES.COM

The crew of the Bay Area-based S&S yawl 'Dorada' had plenty to celebrate at the finish of the Transatlantic Race.



series begins

wind leg, but the guys did a great job to get the Code Zero up pretty quick. Then Giles Scott, our tactician, really sailed well with the wind shifts."

Cup defender Golden Gate YC's Oracle Team USA ended the afternoon in third, with second and fourth-place finishes.

High winds with gusts up to 37 knots forced the cancellation of Sunday's two races. Saturday's results stood, much to the joy of the local British fans, as their team took the top spot on the podium.

The next ACWS stop will be in Gothenburg, Sweden, on August 27-30. We'll have more on the Portsmouth event in the September issue of *Latitude 38*.

— chris

transatlantic — continued

ing the previous record of 596.6 miles (a 24.85-knot average) set by Torben Grael and crew on the Volvo 70 *Ericsson 4* during the 2008-9 Volvo Ocean Race. Stan Honey, *Comanche's* navigator, sustained a minor injury which prevented him from making the Transpac.

Comanche's rival, George David's *Rambler 88*, was roughly 120 miles astern when *Comanche* crossed the finish line on July 13, but the smaller maxi, with Brad Butterworth calling tactics, corrected out to win the two-boat IRC Class 1, which had started on July 5.

Similarly, in the two-trimaran Open Class, Lloyd Thornburg's MOD70 trimaran *Phaedo*³ would arrive at Cornwall's Lizard Point first, but would place second behind Peter Aschenbrenner's Irens 63 *Paradox* once the math was done. See www.transatlanticrace.com for much more on this summer's 30th edition of the Transatlantic Race.

— chris



STUART STREULI

BYRON EHRHART

SIGHTINGS

the golden rule sails again

The 30-ft wooden ketch *Golden Rule* isn't the sexiest boat ever launched on the West Coast, and she certainly isn't the fastest. But to thousands of members of Veterans for Peace and their supporters, her resurrection from a rotting derelict is of immense symbolic importance.

After her half-sunken hull was pulled from a Humboldt Bay mudflat five years ago by shipwright Leroy Zerlang, he researched the little ketch's history and discovered that she had played a pivotal role in the early anti-nuke movement. After word got out about Zerlang's find, a group of dedicated volunteers, young and old, put in an exhaustive effort to rebuild her from stem to stern at Zerlang's boatyard in the outer-bay town of Samoa. She was launched June 20, to the cheers of her many jubilant supporters.

Peace advocate and project committee member Professor Skip Oliver explains, "During the height of the Cold War during the late 1940s and 1950s, the United States, Great Britain and the Soviet Union were

continued on outside column of next sightings page

delta doo dah

The seventh edition of *Latitude 38's* Delta Doo Dah cruising rally features events peppered throughout the summer. The final mini-cruise offered to Doo Dah sailors is coming up this month, on August 13-15.

On Thursday the 13th, Richmond YC will welcome Delta Doo Dah entries to stay over in their harbor for free. Then, on Friday, August 14, Pittsburg YC invites Doo Dah sailors to stay over (50 cents/ft) and join their members for Friday night dinner (\$17). Our cruisers will then depart Pittsburg YC by 9 a.m. on Saturday the 15th and sail downwind up the San Joaquin River to Stockton Sailing Club, arriving in time to enjoy that club's Hot August



SPREAD & INSET GOLDEN RULE PROJECT

doin's in august

Night & Classic Car Show. The party and BBQ there will start at 5 p.m. SSC offers three nights free in their sailboat-friendly harbor to official Delta Doo Dah entries.

Tired of the summer fog? Want to join us for all or part of our hot August mini-cruise to warmer water? Start by reading the details and signing up for free at www.deltadoodah.com. Then email chris@latitude38.com or call (415) 383-8200 x103 to confirm your specific plans.

Delta Doo Dah registration will close on August 28, and at the end of the month we'll collect your tales and photos of Delta cruising adventures for inclusion in an October issue feature.

— chris



Spread: Shortly after her launch, the original peace boat, 'Golden Rule', glides through the waters of Humboldt Bay. Look for her in San Francisco and San Diego this month. **Inset:** When Zerlang first hauled her to his yard, the boat looked almost irreparable.

golden rule — continued

all conducting above-ground tests of very large nuclear weapons which were producing readily detectable clouds of radioactive fallout that circled the entire planet. Radiation contamination began to turn up in cows' and mothers' milk. Despite US government assurances that there was nothing whatsoever to worry about, public concern grew, and many began to question the wisdom of the nuclear arms race.

"In response, a group of anti-nuclear activists purchased a 30-ft ketch which they named the *Golden Rule* and set sail toward the Marshall Islands in the Western Pacific Ocean. Their goal was to openly sail into the target area of the US hydrogen bomb blasts, and to sacrifice the boat and their own lives, if necessary, to stop the tests. They informed the US government of their plans, and publicized the impending voyage widely."

Skipped by former US Naval Lt. Cmdr. Albert Bigelow, the *Golden Rule* set sail from San Pedro on February 10, 1958, but along the way the crew was arrested, tried and jailed in Honolulu. As a result, the *Rule* never completed her mission, but her intended action inspired many others. As reported in our March 2013 feature on the *Golden Rule*, scientist Earle Reynolds and his wife Barbara picked up the gauntlet and sailed their own boat, the *Phoenix of Hiroshima*, to the test zone, where they, too, were detained. But according to Oliver, "The examples set by the *Phoenix* and the *Golden Rule* helped to ignite a storm of worldwide public outrage against nuclear weapons that resulted in the cessation of United States' atmospheric tests in 1958, and led to the Limited Nuclear Test Ban Treaty of 1963. The pact banned nuclear tests in the atmosphere, underwater and outer space."

Oliver adds, "The use of nonviolent direct action as a fundamental guiding principle of the crews of the *Phoenix* and *Golden Rule* would also influence future generations of activists, as would their abiding respect for the humanity and dignity of those with whom they disagreed. The seas of the world have never been quite the same since."

The *Golden Rule* will stop in the Bay this month en route to a Veterans for Peace Convention in San Diego. Learn more about the project and her voyage for peace at www.vfpgoldenruleproject.org.

— andy

surviving four days adrift

The 150-mile trip from Telaga Harbour, in Langkawi, Malaysia, to Phuket, Thailand, is normally a pretty easy trip. But as Santa Cruz-based cruiser Tom Van Dyke of the Searunner 31 tri *En Point* reported late last month, "A big blow during the past two weeks has been wreaking havoc . . . as typhoon activity in the Philippines and China has been sucking air up from the Indian Ocean and across the peninsula." Two of Van Dyke's cruising friends, George Juri and Grit Chiu, aboard the Alberta, Canada-based Hunter 50 *Escape*, caught the brunt of those conditions while sailing north toward Phuket last week, but the weather wasn't the only memorable aspect of their trip. Van Dyke says that on July 9, *Escape* was seven days out of Langkawi, "and had made only 100 miles island hopping between almost constant 30-knot winds with gusts into the 50s, when they spotted a man floating in the water between Koh Lanta and Koh Ngai." George and Grit "instantly used the man-overboard retrieval



TOM VAN DYKE

After battling strong winds for days, George and Grit were amazed to discover a man who'd been adrift in the tumult for four days.

continued on outside column of next sightings page

survivor — continued

skills they'd practiced before setting out. George holds an Offshore Yacht Master rating from the Canadian Sail and Power Association, and Grit is a surgical nurse. Everything they'd learned boiled down to Grit's pointing at the man in the water and not taking her eyes off him, while George piloted the boat back to effect a rescue in what they estimated were 30-knot winds and 3-meter seas."

Grit says that the man, 46-year-old Thar Hlaing, was easy to spot "as his hands were bleached like parchment" and George says Hlaing's color was "corpse-like." Van Dyke tells us that "Trying to maneuver the boat wasn't easy, and on the first miss the man panicked as if the two were going to leave him, but Grit kept calling out to him until they were able to haul him onto the swim platform, hanging on themselves in the rough weather.

"Once he was aboard, Grit assessed Hlaing's physical condition and treated him with antibiotics and hydrogen peroxide for what he said were wounds from fish biting his flesh down to the tendons on his ankles. Hlaing told them he had been in the water for four days after a cement barge he was working on sank near Phuket."

Van Dyke figures that Hlaing drifted a minimum of 50 miles from Phuket to where the *Escape* crew picked him up four days later.

— andy

myriad ways to celebrate sailstice

It's obvious to everyone who reads this publication that there are many ways to enjoy sailing, including racing, cruising, gunkholing and daysailing. And, of course, there are all sorts of sailboats, such as thoroughbred racing machines, tiny sailing dinghies, and ocean-ready cruisers. Fifteen years ago *Latitude 38's* John Arndt observed that each faction of the sport tends to stick to its chosen area of interest: Racers like the thrill of competition and rarely go daysailing,

dinghy sailors tend to hang with other small-boat sailors, and so on. Arndt thought, wouldn't it be great if on one day of the year he could get all these diverse factions to celebrate the joy of sailing in the boat type of their choice, thus creating a connected yet wildly diverse event?

With that, the Summer Sailstice was born on the day of the summer solstice in June



ENCINAL YC / SUMMER SAILSTICE

The annual Sailstice boat-building contest at Encinal YC always yields great results — some actually float.

2000, and it has been growing and growing ever since. As you can see at www.summersailstice.com, there were more than 300 events this year, staged all over the world, simply to celebrate sailing. And those who register (for free) are eligible to win all sorts of prizes.

Yacht clubs, resorts, waterside restaurants and racing fleets all over the Northern Hemisphere advertise Sailstice events, and there are now Sailstice revelers in the Southern Hemisphere also — even though it's winter in those latitudes.

Participants in the Hong Kong-to-Macau Race and the Volvo Ocean Race celebrated Sailstice, as did members of the El Salvador Rally, sailors in Chile, Tahiti, the Marshall Islands, NE Australia, and just about every other sailing venue on the planet. If you missed it this year, no worries. The solstice — and the Sailstice — happen every year.

— andy

california's

Who was California's first sailor? That distinction belongs to Portuguese explorer Juan Rodriguez Cabrillo, who — along with his crew, of course — was the first European to explore the coast of what is now California aboard the 100-ft Spanish galleon *San Salvador*. In 1542, Cabrillo's party 'discovered' San Diego Bay, a fact that has always been a point of pride with nautical history buffs there.

So much so, in fact, that the San Diego Maritime Museum and private donors sponsored the construction of a full-size *San Salvador* replica, which is now nearly ready to launch. A major step in the process was completed late last month



TEAM ALVIMEDICA



JOHN POUNDER

first sailor

when — after three days of various delays — professional builders and volunteers successfully moved the massive galleon from its build site at Spanish Landing Park onto a barge. *Latitude* contributor Lynn Ringeis was on the scene: "The jubilant crowd cheered when *San Salvador* was safely on board the barge." Soon after, she was towed to the Marine Group Boat Works in Chula Vista, where she is currently undergoing a variety of pre-launch preparations.

The original *San Salvador* was built in El Salvador, taking her name from that country's capital. Cabrillo eventually

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treasure island marina to expand?

After decades of delays, a major expansion of the Treasure Island Marina and an upgrading of shoreside facilities may finally be gaining momentum. In May, the board of directors of the Treasure Island Development Authority (TIDA) approved the Major Phase Application for the first phase of shore development. Shortly after, Mayor Ed Lee said that San Francisco had accepted the transfer of nearly 300 acres of Treasure Island/Yerba Buena Island from the US Navy. Finally, big changes may begin to happen, both ashore and on the water.

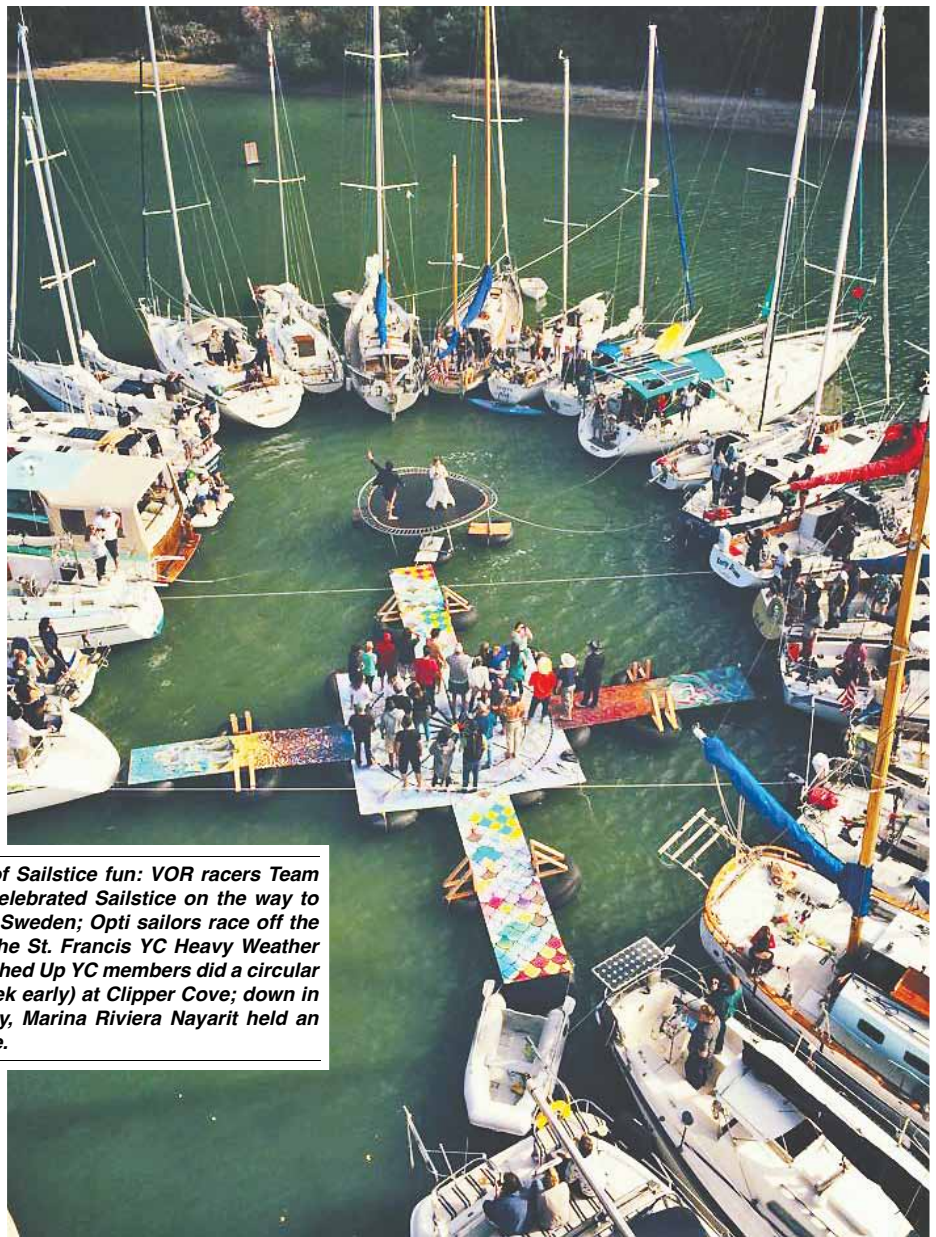
Many of the current marina neighbors at Clipper Cove will be displaced by the end of the year, including The Winery SF, Treasure Island Yacht Club, and Treasure Island Bar & Grill. The buildings they occupy are being demolished as part of plans that are unrelated to marina development.

How soon can marina expansion begin? That question inspired a belly laugh from Randy Short, president of Almar Marinas, which has

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CHRIS RAY



ADAM KATZ

A sampling of Sailstice fun: VOR racers Team Alvimedica celebrated Sailstice on the way to Gothenburg, Sweden; Opti sailors race off the Cityfront in the St. Francis YC Heavy Weather Regatta; Washed Up YC members did a circular raft-up (a week early) at Clipper Cove; down in Banderas Bay, Marina Riviera Nayarit held an umbrella race.

SIGHTINGS

treasure island — continued

managed the marina since 1999. Back then, Short and his associates thought they'd be starting construction to expand the marina imminently. The Treasure Island Navy base had been decommissioned two years earlier. "We were told we'd be starting in six months, right after the Navy conveyed the land to San Francisco, and it's been 'six months, six months', ever since," says Short.

In the meantime, Almar has been diligently working with the TIDA,



TIDA

The long-delayed expansion plan for TI Marina is still controversial among some sailors.

meeting with the San Francisco Bay Conservation & Development Commission (BCDC), and presenting the plans to community groups. Because of weather, once all permits are granted the earliest construction could begin would be summer 2016.

Almar proposes to replace the current creaky docks housing 100 boat slips at Clipper Cove with seven modern docks that would berth 400 boats. The cove will be dredged — permit pending —

so the marina can accommodate boats up to 175 feet long, with deeper drafts than can currently access the Cove. A wave attenuator would be added, giving protection for boats anchoring as well as berthing. Bellingham Marine has designed the docks to be made of new fiberglass materials rather than treated lumber. New amenities such as power and pump-outs will be added — but not a fuel dock, since fuel stations aren't permitted on Treasure Island. There will be a double-sided 1,500-foot guest dock with room for visiting daytrippers. Liveboards would be capped at 40 — 10% of the total. The popular Treasure Island Sailing Center would get new waterside facilities and a footprint on land that is the same or slightly larger.

Almar's plan calls for Clipper Cove's seven docks to be added in four phases, with 80 slips added in Phase I, 150 in Phase II, 150 in Phase III and 100 in Phase IV. Construction of each phase would take about a year. Under the company's transition plans, new docks would be in place before the old ones are removed, so current marina tenants won't be displaced.

Not everyone who uses Clipper Cove is excited about the changes. Treasure Island Sailing Center has no concerns about its shore operations under the new plans, but the center's leadership feels the expansion will adversely affect the on-the-water operations of its popular youth sailing programs. In a statement by the board of directors, TISC says it doesn't oppose the entire marina plan outright, but asks for it to be scaled back. "The scale of the current proposed marina is much greater than can be accommodated without significant negative impacts on public recreation in the Cove, particularly on youth sailing. While a modest expansion of the current marina could be a benefit for Treasure Island, including the Sailing Center, this marina expansion as proposed would close off most of the Cove to recreational boating."

TISC's statement continues: "We've seen an incredible rise in public participation and interest in sailing and other water-based recreational events in the Cove over the past 16 years. And we expect the demand for public sailing opportunities in the Cove to rise dramatically over the next 10 years... This is the perfect time for citizens, public officials and other constituents to fully review the scale of the marina project... We look forward to supporting this process so that a Marina can be built in a way that fosters public access to the Cove."

Short says it's incorrect that the expanded marina area would decrease opportunities for small boat sailing, and the wave attenuator will offer protected conditions for sailing during frequent times when

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san salvador

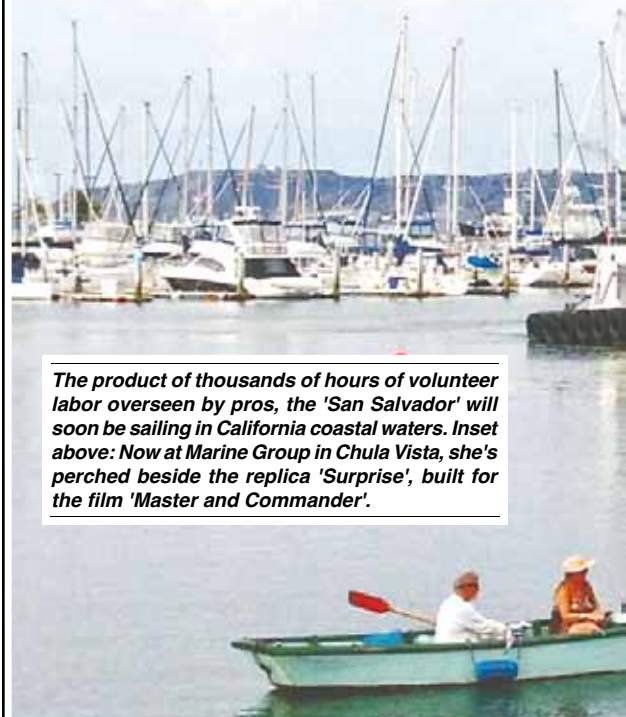
sailed as far north as the Russian River, and also visited the Channel Islands. He died of an infection at Catalina, but his crew returned safely to El Salvador.

As MMSD CEO Raymond Ashley wrote recently, the Spanish Landing build site was the "most scenic location imaginable to build a ship and because of that decision, millions of people have had the chance to observe the embodiment of an American-origin story take material form, and hundreds of volunteers have flocked to the site to participate in the experience."

But building *San Salvador* there, rather than in a conventional boatyard equipped



JERRY SOTO



The product of thousands of hours of volunteer labor overseen by pros, the 'San Salvador' will soon be sailing in California coastal waters. Inset above: Now at Marine Group in Chula Vista, she's perched beside the replica 'Surprise', built for the film 'Master and Commander'.

SPREAD LYNN RINGSEIS

— continued

with heavy machinery, resulted in a variety of unanticipated headaches.

With any luck, though, the 150-ton galleon will be launched in about a month, possibly in time for the museum's annual Festival of Sail on Labor Day weekend. In the meantime, check out details and photos of the building process at the museum's website: www.sdmaritime.org.

After completion, the 94-ft galleon will become part of MMSD's impressive collection of historic vessels, and will travel the California coast, serving as an 'ambassador' for San Diego. We can't wait to see her here in the Bay Area.

— andy

treasure island — continued

winds are very strong.

But during the 16-year delay between when Almar first drew up plans for the marina and now, Clipper Cove has grown in popularity with a variety of watersports groups in addition to TISC. An online petition on <http://saveclippercove.nationbuilder.com> cites sailing events such as the Vanguard 15 Nationals and the Pacific Coast Interscholastic Sailing Association Norcal Divisionals that would be impacted. Also presumably threatened would be the San Francisco International Dragonboat Festival. The event, which uses six lanes in the space where new docks are planned, attracts tens of thousands of participants and viewers over two days each September.

Without a doubt, marina improvements such as new docks are needed, particularly as the rest of Treasure Island gears up for more residents and visitors. Hopefully it won't take another 16 years before contentious details can be settled and construction can begin.

— elisa williams



48th TRANSPAC (INTERIM REPORT) —

As we go to press July 28, the final standings of the 2015 Transpac are still evolving. What follows is our interim report, but please also see our comprehensive recap next month.

The 48th edition of the Transpac race from Los Angeles to Honolulu — the West Coast's most famous ocean race — may go down in the annals of yacht racing as one of the most fascinating and unique ocean races of all time.

When the most impressive and awe-inspiring fleet of racing yachts ever assembled on the West Coast showed up to battle on their route to Hawaii — and hopefully break some course records along the way — Mother Nature intervened and helped to chalk one up for the little guys. Although this race is normally defined by a stationary area of high pressure and the accompanying northeasterly-to-easterly tradewinds that comfortably and quickly push the fleet to Hawaii, the 2015 edition will always be remembered as the year that a psyched-up fleet sailed during a confirmed Super El Niño occurrence and saw very atypical conditions as a result.

Punctuated by ultra-warm waters in the Northeast Pacific that allowed two tropical depressions to work their way north and position themselves just south of the racecourse, the 2015 Transpac was anything but normal. However, in a sport whose 'playing field' seems to be increasingly affected by climate change, weird weather is starting to seem like the new normal.

Coming out of L.A. on July 13, Harry Zanville's Santa Cruz 37 'Celerity' accelerates toward the far-distant island of Oahu on July 13.

The fastest boat that the North Pacific has ever seen, the maxi-trimaran *Lending Club 2*, took one look at the forecast for their Saturday, July 18, start and bailed on the race three days early, thus hooking into one of the tropical low pressures to slingshot out of California and set a new outright course record that

Mother Nature intervened and helped to chalk one up for the little guys.

will likely stand for many years to come.

The rest of the Saturday starters, including an unprecedented trio of 100-ft super-maxi monohulls entered in Division 1 — *Wild Oats XI*, *Ragamuffin 100* and *Rio100* — departed Long Beach amid rain and lightning. On the topside of a second depression, the fleet rocketed out of California with spinnakers up before weak trades and a hole in the middle of the course pushed them far north of the rhumbline — out of record-breaking territory and into the Pacific Garbage Patch, where some reported "shocking amounts of rubbish."

With the big boys' chances at making Transpac race history being thwarted by El Niño, and the Thursday (July 16) starters, such as the Santa Cruz 50s and 52s, drifting off the coast in the wake of a depression for more than a day, an unlikely scenario unfolded in this star-studded race that allowed the little guys to steal the show. While all eyes were on the 100-footers and their pro-

essional crews in hopes that a record would fall, it was Harry Zanville's San Diego-based 37-ft racer/cruiser *Celerity* — crewed by amateurs with a dream — that sailed masterfully down the course to cross the finish line first, winning her division, and leading the standings overall for most of the race until the 70-ft sleds took over the top spots.

Back in 2011, when Zanville raced his Santa Cruz 37 *Celerity* in that year's Transpac, the team's chances of glory were quashed by their taking the most northerly route of any fleet member, combined with suffering a bowsprit failure immediately after hoisting the A2 spinnaker. But *Celerity* soldiered on to finish near the back of her division in that disappointing race.

This year, *Celerity* came back for redemption. As luck would have it, she was in the first group of starters and fared well in the weather lottery that often defines the race. Always at or near the front of the pack, *Celerity* battled with Paul Stemler's J/44 *Patriot* and Tracy Obert's custom 59-ft ketch *Marjorie* for much of the race, and, with a bowsprit that held together this time, reveled in the downwind surfing conditions for which designer Tim Kernan had penned her.

Sailing between .5 and 2.5 knots of boatspeed faster than most of the fleet in the later stages of the race, *Celerity* played her hand masterfully and continually moved up the leaderboard when it mattered most. Making a subtle move to the north and calling the one-and-in port jibe layline perfectly from approximately 500 miles out, *Celerity* was lit up and pointed directly at the barn while her rivals had to jibe back to lay the finish, sealing the deal for the often-underappreciated SC37 design, which has now quietly managed to win a Coastal Cup overall and a Transpac division.

In a sport often dominated by ultra-high-dollar big boat programs full of professionals, stories like *Celerity's* group of amateurs on a modest vessel staying true to a dream is what inspires many to field their own campaigns, and come back time and again to continue to chase that dream. While *Celerity* may have secured line honors and a victory in Division 7, the dream of overall honors shifted to the sleds in Division 2 as we were going to press, with too many boats still on the course to declare an overall winner.

In our comprehensive report next month, we'll have much more on overall honors, post-race reactions, stories of



IS WEIRD WEATHER THE NEW NORMAL?



SHARON GREENE / ULTIMATE SAILING

Bob Oatley's 100-ft maxi 'Wild Oats XI' won the Merlin Trophy for charterer Roy Pat Disney and a crew of 'Oats' and 'Pyewacket' sailors.

the sea, and fleet breakdowns — this story is still developing as our printer shouts, "Roll the presses!"

Division 0

With *Lending Club 2's* withdrawal from Transpac, Division 0 became an arms race among a trio of Gunboats. Sailing their own start (July 18), the three tricked-out Morrelli & Melvin 'cruising' catamarans left in the decidedly atypical conditions that defined Saturday's big-boat start. The remnants of Hurricane Dolores saw the fleet leave in warm, muggy and wet conditions with occasional thunderstorms and even lightning later in the day — conditions nearly unheard of in Southern California in July.

but did not correct out over *Extreme*, which is a modified and faster-rated boat.

Special mention has to go out to multihull fanatic Thornburg, who scored the fastest elapsed time and a division win in last month's Transatlantic Race aboard his MOD70 trimaran *Phaedo*³ and in the same month competed in the Transpac on his Gunboat catamaran. That's definitely our kind of weird.

Division 1

Like *Lending Club 2*, the unprecedented

Offshore, the breeze filled from behind and sent all of the big boats rocketing west at a rapid pace toward a complex scenario of high pressure and light breeze in the middle of the course, a direct result of the two tropical lows that wrote the script for this year's race.

All three Gunboats chose the most extreme northerly option available to stay in pressure. Sailing on a track that's about as unconventional as her lime-green paint job, Pat Benz's radically upgraded GB66, *Extreme H2O*, was first to finish in Division 0. Just before this issue went to press, Lloyd Thornburg's GB66 sistership *Phaedo* finished

trio of 100-ft super-maxis competing in Transpac 2015 were all sailing with the hope of breaking a record. Australian boats *Wild Oats XI* and *Ragamuffin 100*, both canting-keeled Sydney-Hobart icons, had been intent on breaking *Alfa Romeo II's* monohull race record. (She's a sistership of *Oats*.) And *Rio100*, the new California-based super-maxi, was hoping to set a new fixed-keel Barn Door record, currently held by the R/P 74 *Bella Mente* (racing this year as *Wizard*.) With the fleet pushed far to the north, the trio of 100-footers all finished outside record territory.

Even in the decidedly suboptimal conditions through much of the middle of the racetrack, the famous Australian super-maxi *Wild Oats XI* burned up the course in 6d, 10h, 37m, some 20 hours off record pace. Not fast enough for the history books, but enough to secure both the Merlin Trophy for fastest elapsed

A hole pushed them far north of the rhumbline and into the Pacific Garbage Patch.

time and the Division 1 victory for owner Robert Oatley and charterer Roy P. Disney, who brought along his seasoned *Pyewacket* crew to sail alongside some of *Oats'* regulars.

Manouch Moshayedi's fixed-keel, Bakewell-White-designed *Rio100* scooted to Diamond Head in 7d, 5h, 34m to secure second in class and the prestigious Barn Door Trophy for the fastest fixed-

Happy Gunboaters. The crew of 'Extreme H2O' celebrates being the first multihull to finish at Hawaii Yacht Club.



JEREMY LEONARD / TRANSPAC YC

48th TRANSPAC (INTERIM REPORT) —

keel monohull on elapsed time. Her time was 10 hours behind *Bella Mente's* Barn Door record.

Division 2

There's a reason that Transpac 52s are always dangerous weapons in this race: This course normally provides the very conditions for which this boat was designed when the class was conceived. To see one of the first expressions of that design rule correcting out very well in fleet is not surprising. Nor is it surprising to see the three TP52s entered provisionally sweeping the podium in this intensely competitive, mini-maxi division that also includes the Kernan 70 *Peligroso*, the R/P 74 *Wizard* and the STP65 *Bad Pak*. Craig Reynolds' Newport Beach-based TP52 *Bolt* (the former *Rosebud* that won the Transpac overall in 2005) tops the division, followed by sisterships *Destroyer* and *Patches*.

Division 3

This division of West Coast sleds, 70 feet long, ultra lightweight, and distinctively skinny, are frequently unbeatable



The start of the three-boat Gunboat division — er, Division 0. The withdrawal of 'Lending Club 2' made it a race among the fast cruising cats.

in a VMG-running race if its on the lighter side of the breeze spectrum. In decidedly sled-friendly waterline conditions that involved a light-air getaway from Long Beach and a tricky light-air regime in the middle, it's not at all surprising to

see the entire six-boat sled fleet currently correcting out on top overall. Two-time overall winner *Grand Illusion* is leading not only the tight division, but the entire fleet on corrected time as of this writing.

Division 4

Divisions 4-6 began the Transpac on Thursday in champagne conditions which quickly deteriorated into boats drifting off the coast and searching for breeze before running into light downwind conditions that were pleasant but not particularly fast. Quickly swallowed up by the Saturday starters and mirroring their highly abnormal extreme northerly routing, the Thursday starters appear to have drawn bad cards in the weather lottery.

One of the most exciting races to follow in the entire fleet has been that of Greg Slyngstad's J/125 *Hamachi* and Tim Fuller's J/125 *Resolute*. Fuller is doublehanding with famed sailor and SoCal sailmaker Erik Shampain against a division of fully crewed boats. *Hamachi* has (provisionally) won this division,

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IS WEIRD WEATHER THE NEW NORMAL?

though *Resolute* stayed true to her name, battling for the lead throughout the race. Chris Hemans' Rogers 46 *Varuna* similarly engaged in a dogfight with Bob Pethick's sistership *Bretwalda 3*.

Division 5

Struggling in the same conditions mentioned above, the eight-boat Santa Cruz 50 and 52 fleet lived up to its reputation as being one of the most evenly paired and competitive divisions in the Transpac. As of this writing, Erik Gray's SC50 *Allure* is placed ahead of John Shulze's SC50 *Horizon*, with Dave MacEwan's Bay Area-based SC52 *Lucky Duck* rounding out the podium. All three boats are very close to one another on handicap. Caught in the wrong weather window at the start and so evenly paired, the leaders of the Santa Cruz 50/52 pack engaged in an all-out drag race to the islands that came down to the wire.

Division 6

All still on the racecourse as we go to press with this issue, Division 6



'Rio100' captured the coveted Barn Door Trophy for best elapsed time by a non-power-assisted monohull, but not the record.

shows John Chamberlain and Dean Fargo's Swan 651 *Second Wind* in the lead over Akimitsu Hirai's Yokohama, Japan-based 40-ft *Crescent III* and Scott Bradley's Honolulu-based DK 46 *CaZan* in what is turning into a very long race for the slowest of the Thursday starters.

Division 7

The massive Division 7 which started

first on Tuesday, July 14, has seen some of the best action of the race with the aforementioned battle between *Celerity* and *Patriot*. Bay Area boats *Sweet Okole* and *Alpha Puppy* look to have wrapped up 4th and 7th in division, respectively, according to the provisional standings. The Hobie 33 *Bazinga* turned back to the coast with rudder problems and appears to be making its way to San Diego in what has turned into a long ordeal at sea. The J/133 *Picante* returned to San Pedro.

Division 8

Division 8 also started July 14. Tracy Obert's custom 59-ft ketch *Marjorie* battled for the overall lead for the first three-quarters of the race and looks to have dominated her division, being the first to finish. The Bell family's legendary Lapworth 50 *Westward* sailed in third, while the famous schooner *Martha* corrected out near the back of the 11-boat fleet.

We'll have much more on this still-developing Transpac in our September issue. Also see www.transpacyc.com.

— ronnie simpson

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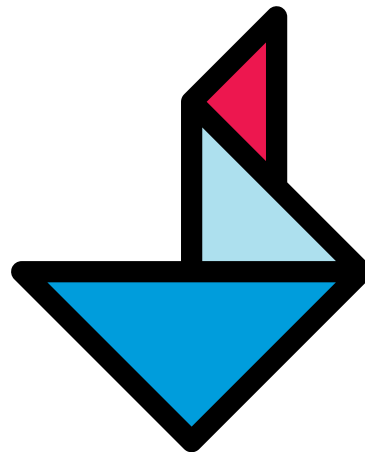
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TAHITI-MOOREA SAILING RENDEZ-VOUS —

If you've never experienced the cruising lifestyle, you might find it hard to believe that one of the most challenging things for a cruising sailor to do is show up at a particular place on a specific date. Knowing that, we were extremely pleased when nearly 70 boatloads of international cruisers turned up in Tahiti on June 19 to participate in the 10th annual Tahiti-Moorea Sailing Rendez-vous — an event in which *Latitude 38* has always played a major role.

Since the beginning, the Rendez-vous has followed a recipe that would be very hard to top: Gather together sailors from many nations and place them within the lush, tropical islands of French Polynesia. Entertain them with sensual dances and island melodies that have

been passed down through generations, coax them into racing interisland aboard their floating homes, let them sample the thrill of outrigger canoe racing through a turquoise lagoon, and invite them to feast on traditional Polynesian cuisine. With all this and more, it's no wonder that many who attend the Tahiti-Moorea Rendez-vous consider it to be a highlight of their South Pacific travels.

As sailors from a wide variety of homeports gathered Friday afternoon at the Tahiti Tourisme complex on Papeete's downtown quay, we had a chance to catch up with some whom we'd met early last spring at our Pacific Puddle



Dutchman Pieter Bokhoven and his daughter pushed 'Suluk' hard during the 15-mile race from Papeete to Moorea.

Jump Sendoff Parties in Puerto Vallarta and Panama. We also met many others for the first time who had heard about the Rendez-vous from fellow cruisers while heading west with the Puddle Jump migration. One thing they all seemed to have in common was a sort



INSET JULIE TURPIN



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

PLAYTIME IN PARADISE

of glow or radiance. A wide-eyed cruiser theorized that this subtle yet distinctive look reflects the inner peace that comes from living the relatively carefree cruising lifestyle, coupled with the pride of accomplishment gained from having

The breeze piped up suddenly to 18, then 20, then 23 knots.

successfully sailed nonstop across at least 3,000 miles of open ocean.

As we often explain, the dual purpose of the Rendez-vous is to celebrate the fleet's safe arrival in the islands, while introducing its members to long-revered Polynesian cultural traditions.

After our French-Tahitian partner Stephanie Betz gave a thorough chart briefing about the next day's rally/race to Moorea, she shared many useful details about interisland cruising through Tahiti's Leeward Islands,

For at least a decade, Stephanie, ourselves and others have been trying to convince government officials that cruisers are an important part of Tahiti's overall tourism market, because they are the only visitors who spend money in the small towns and villages of Tahiti's outer islands, as well as in the remote isles of the Marquesas and Tuamotus. Also, most cruisers are genuinely interested in spending quality time with local islanders, wherever they go.

Our efforts finally seem to be paying off, as both visa and boat-stay policies have loosened up somewhat in recent years, and an impressive cadre of dignitaries turned up to welcome the Rendez-vous fleet. Among them were Minister of Tourism Jean Christophe Bouissou, Tahiti Tourisme's CEO Paul Sloan, Tahitian Sailing Federation President Thierry Hars, and three mayors from distant Marquesan islands. Sloan's comment drew a chuckle: "We're lucky enough to live in a picture

After the welcoming comments, fleet members were offered a sampling of wines made on the coral atolls of the Tuamotus — one of five archipelagos that make up the vast territory of French

Polynesia. A local chief-tain conducted a blessing ceremony for skip-pers and their crews, then the thundering cadence of hardwood drums began, and a troupe of elaborately costumed dancers gave many fleet members their first look at one of Polynesia's most prized traditions.

On Friday night weather predictions were conflicting for the next day's 15-mile sail to Moorea. But as one skipper said, "Hey, whatever. We're sailors; we'll deal with whatever we get."

The next morning as we hailed the fleet via VHF to clarify the starting line, set just outside Papeete Harbor, the breeze was light and fluky. But before we'd finished our brief explanation, it had piped up suddenly to 18, then 20, then 23 knots. We were going to have a booming reach to Cook's Bay, Moorea,



Traditional sports enthusiast Jordan Temairia shows one of the handmade 'vaca' canoes he made as prizes.



Left: When it comes to eye-popping beauty, few anchorages can compare with Cook's Bay, Moorea. Toward the end of the weekend, Rendez-vousers struck a jubilant pose on the lawn of the Club Bali Hai.

where most of the fleet would be heading after the Rendez-vous weekend.

postcard. But no post card image of a tropical island paradise would be complete without a sailboat passing in the distance."

after all.

As we've been told often in past years, when you've just spent several months sailing alone on the open ocean, as well as during interisland passages, it's a real novelty to find yourself in the middle of a sizeable fleet, all aiming for the

TAHITI-MOOREA SAILING RENDEZ-VOUS —

same destination. Most crews weren't accomplished racers, but many found themselves getting caught up in the competitive spirit of the moment. With a laugh, Philip Bragg of the Tasmania-bound Catalina 42 *Angela* said, "I guess we were pushing her a bit too hard. We were overrunning the whole fleet and were up to about third, when we heard a mighty r-i-i-p, and the jib parted from one side to the other."

The first to finish probably had the largest crew, although seven of them

were kids: The Tzortzis family, aboard the San Francisco-based Lagoon 470 cat *Family Circus*, always appears to be having big fun. Next came Patrick Whetter's UK-based Nautitech 47 cat *Shine of Exeter*, then three monohulls in

quick succession: Perry Peters' Marina del Rey-based J/120 *Felicita*, Craig and Karene White's RI-based Oyster 56 *Il Sogno*, and Neils and Margret Hendriks' Dutch-flagged Voogd 48 *Unwind*, which had begun her cruise in South Africa.

The pictures tell the story. Top row, left to right: 'Dream Catcher' with competitors in hot pursuit; 'Family Circus' was first to finish; Jordan and his protégés show how it's done; Barry of 'Iolani' samples coconut water; Rick of 'SeaKey' perfects his husking technique. Middle row: Dean of 'Imoogi' and Dana of 'Journey' sample local cuisine; the junior fruit-carrier's race; the victorious Kiwi paddlers (plus a photobomber). Bottom row: Who needs pilates when you dance all day; pre-race paddling instruction; a sprint to the finish; Amaia of 'Family Circus' scrapes out coconut, Tahitian-style.



PLAYTIME IN PARADISE

ALL PHOTOS LATITUDE / ANDY

Ashore that night at the Club Bali Hai — our base of operations for the remainder of the Rendez-vous — crews racapped the crossing and shared cruising tales over complimentary cocktails. After dinner an ultra-high-energy group of dancers and musicians put on a riveting show.

Sunday at the Rendez-vous is always dedicated to a sampling of tradi-

tional Polynesian sports. Two heavily tattooed islanders from the Faaroa Sports and Cultural Association demonstrated the age-old method of husking a coconut, cracking its nut cleanly in two halves, then scraping out the 'meat' with a special tool. A contest followed to see who could do it fastest.

Nearby, two young Tahitians gave a weight-lifting demo using huge, rounded stones — it's all in the technique, our instructors explained. Next came the

fruit-carrier's race, a relay where runners have to shoulder a long staff with a stalk of bananas at each end. At the same time, several local ladies who were perched along the edge of Bali Hai's vast lawn were teaching curious cruisers how to make flower leis, and weave hats or headbands from palm thatch.

Meanwhile, down on the beach a giant yet instantly likeable Tahitian named Mako was organizing outrigger canoe races — the highlight of the day's events. With accomplished Tahitian paddlers in



TAHITI-MOOREA SAILING RENDEZ-VOUS

the front and rear seats of each sleek, fiberglass canoe, teams of cruisers manned the four middle paddling positions during a round-robin series of races.

As spectators cheered them on from shore, each team stroked ferociously toward the finish line as though their lives depended on it. The scene was truly idyllic, as if conjured up in an improbable daydream: Framed by craggy, volcanic peaks, the five colorful canoes glided across the turquoise lagoon manned by sailors of all ages, from all over the world. After much huffing and puffing, whooping and laughter, a team of determined Kiwis reigned victorious. Longtime cosponsors of the event, they fly up each year to share info about North Island marine services, but they'd never before won the races — in fact, last year they capsized!

Before the traditional "ma'a" lunch was served, Mako detailed the menu. "You know, 500 years ago we used to eat white people," he said with a laugh, "but they were too high in cholesterol." But these days, he explained, Polynesian



Wearing his official Rendez-vous tank top, fisherman-turned-photo boat driver August gave us a wild ride en route to Moorea.

cuisine includes roast pork, *mahi-mahi*, a delicious ceviche-like dish called *poisson cru*, yams, taro, rice and fresh pineapple — all of which was laid out in a grand buffet.

After lunch there was another super-charged dance show that included an instructional session for the sailors,

although they looked about as comfortable as fish out of water, while attempting to swivel their hips and knock their knees together in rapid succession. But it was all great fun.

At the awards ceremony, top prizes included miniature hand-carved double-hulled canoes and polished, iridescent clam shells etched with the event's distinctive logo. But we like to think that all who made the effort to attend were winners. And we think most would agree that the experience of cruising French Polynesia and other South Pacific destinations under sail is the best 'prize' most sailors could ever hope for.

— **latitude/andy**

Tentative dates for next year's Rendez-vous are June 18-20. For updates see www.pacificpuddlejumps.com and www.tahiti-moorea-sailing-rdv.com.

Special thanks to Air Tahiti Nui and Tahiti Tourisme for helping to facilitate our coverage of the Rendez-vous.

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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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PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.
Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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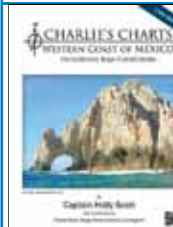
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GREG CARTER'S DREAM BOAT —

Back in 2011, multihull addict Greg Carter of Santa Rosa had never built a boat before. In fact, other than taking a few shop classes during his teen years, he'd had no formal construction training at all. But when a friend offered to let him take over the building of a half-done Ian Farrier cruising trimaran,

but as Greg soon found out, there were still countless hours of work to do before she'd become the customized performance cruising boat he envisioned.

"It started as a form of relief from my stressful marketing job," he recalls. "I felt like I needed to get back to working with my hands, and this seemed like a plausible way to have a dream boat." Rather than having to come up with a half-million dollars or so for a nicely fitted-out performance cruiser, he figured he could complete this 39-footer — tricked out with all sorts of custom modifications — for less than half of that.

"But about a year and a half ago I realized that it wasn't going to get done unless I went full-time on it. That realization helped me set my priorities. I rearranged things professionally, and started working on it full-time, and it's been great!"

With most of the hard work now behind him, Greg hopes to launch the big tri — to be named *Ravenswing* — in September and go cruising soon after with his wife Jeanne.

Greg was exposed to sailing at an early age by his grandpa, Dr. Marshall Carter, who, oddly enough, had discovered the joy of sailing in the South Pacific during World War II. It's an amusing footnote of Carter family history that when Doc Carter and other officers had time off, they'd sail around the lagoons in primitive little boats made by cutting oil drums in half.

After the war the doctor had an Alden-designed sailboat built, which he kept at San Francisco YC. Greg's parents sailed a bit also, but no one in his immediate family ever did the sort of hands-on boatwork in which Greg's been immersed for the past three and a half years.

Having owned, raced and cruised a Corsair F-27 named *Origami*, Greg is a longtime fan of Ian Farrier's



designs and construction techniques. The hulls Greg inherited are strong and light, having been built using cold-molded, composite construction with several layers of epoxy-coated cedar veneer laid up diagonally.

Unlike the Corsair line of folding tris — where the ama attachments literally hinge inward for trailering — the plans for this boat specified that the amas be attached to the main hull by fixed beams that slot into "sockets" in the main hull, then are bolted in place. They are removable if necessary. Building them to exacting specification was a challenge for Greg, but Farrier's incredibly detailed plans showed him precisely how to construct them, step by step.

In addition to these, he had to completely design and build the rudder system and daggerboard, all interior cabinetry and other amenities, as well as plan and assemble the mast and rigging, and customize the deck layout — not to mention installing systems such as electronics, refrigeration, water tanks,



The incredible detail that Ian Farrier put into his plans has allowed do-it-yourselfers with modest skills to build splendid boats.

Greg drew in a deep breath, summoned up his courage and decided to go for it.

"Basically, my decision was made after looking at Ian Farrier's incredibly detailed plans," explains Greg, now 50. "Because I'd owned an F-27 tri, I'd belonged to an owner's forum for years, and I realized that most of the builders on the forum were just regular guys like me who were giving it a shot."

His buddy had begun construction of the hulls in 1995 — 20 years ago — but long before Greg took over, the project had slowed to a crawl. The 39-ft center hull and its amas had been constructed,

With the idea of "bringing the forest to the sea," Greg has installed many beautiful wooden elements in *Ravenswing's* interior.



A LABOR OF LOVE & LEARNING



If you think 'Ravenswing' looks unfinished now, you should have seen her four years ago. Although there's a long list of installations and cosmetic work to be done, he can now finally see the light at the end of the tunnel. Inset left: Custom inlays on the companionway handles. Right: a precious box of Dyneema shrouds and halyards.

a furnace and a stand-up shower.

"To me, this is a no-compromises cruising boat. I'm building her to perform well, but to also be comfortable," he explains. "It's been really fun to modernize the original plans and adapt to the latest thinking."

Farrier's drawings call for an underhung rudder, with a lot of steering gear inside the aft cabin. But Greg went with a removable 6.5-foot outboard rudder that rides inside a "cassette" hung off the stern. "This is way outside the plans, but I talked to Ian Farrier and he thought it sounded like a pretty interesting idea."

Greg hired naval architect Jim Antirim to design a custom trim tab for the trailing edge of the rudder that will be controlled by an Auto-Helm windvane from Scanmar. Control lines for this system will be led to the cockpit via an aft-cockpit arch that Greg designed and built. Because he prefers tiller steering to a wheel, his cockpit will be much less cluttered.

Picking up on a simpler-is-better

trend seen on both large and small multihulls these days, *Ravenswing* will have a single, continuous mainsheet that can be sheeted from either side of the cockpit, thus eliminating the need for a traveler.

The tri's upwind ability will be greatly enhanced by her beefy daggerboard, which can slide up vertically into a trunk. "This boat should go upwind at roughly 10 knots at around 40 degrees off the wind," says Greg. (For non-multihull sailors reading this, that's dramatically higher and faster than a typical production catamaran could claim.)

Rather than installing a heavy, space-demanding diesel, as the plans prescribe, Greg went with a 20-hp outboard that will be mounted on a crossbeam adjacent to the cockpit. As a result, *Ravenswing* will stay a lot cooler in the tropics, and the space-savings will allow room for other interior innovations such as a tank for storing greywater that will be used to flush the toilet. And with the money he saved by not investing in a diesel, he may opt for painfully expensive

yet phenomenally efficient lithium-ion batteries fed by solar panels.

For comfort offshore — or in the Central Bay — Greg designed and fabricated a hardtop spray dodger with a three-faceted windscreen.

When we dropped by Greg's workshop last month, he was in the process

"To me, this is a no-compromises cruising boat."

of completing one of the most unpleasant steps of the whole project. He'd been thrilled to acquire a never-used, 50-ft carbon mast that had been ordered for another project. Unfortunately, calculations revealed that the high-tech stick needed to be substantially beefed up for use on *Ravenswing*.

After spending the previous weekend grinding off several layers of perfect LPU paint, he was about to recruit his wife and two grown sons to help him apply 2,200 feet of 2-inch carbon cloth around the mast in a spiral pattern, followed by four layers of 6-inch unidirectional carbon, laid on vertically. Definitely not fun, but the added strength will undoubtedly pay off.

The boat's forestay, shrouds and all halyards will all be made of (rope-like)

On the trailing edge of the rudder is a trim tab that will be controlled by an Auto-Helm windvane.



GREG CARTER'S DREAM BOAT

Dyneema rather than stainless steel wire or rod. The 55-lb box pictured on the previous page contains all of that and more. There's a "tremendous weight advantage," says Greg, "plus it's much stronger than steel."

Greg also splurged on a full set of brand new Hydranet sails from Maine Sailing Partners. Made from a combination of Spectra and Dacron, they are very strong yet light. *Raven-swing's* rig will be stabilized by both check stays and running backs, as the sail package includes a masthead spinnaker and reacher.

Although the boat's exterior will be free of brightwork, Greg wanted to balance her high-tech exterior look with an earthy interior that features lots of custom hardwood. "My idea was to 'bring the forest to the sea', so to speak, so we have a connection to the land while out on the ocean." There's polished wooden shelving and trim everywhere, and a beautiful wooden floor beneath the saloon table, with access to storage below.



A man and his daggerboard — which will help the tri sail about 40° off the wind. Stacked below it are the ama-attachment beams.

As you climb down the main companionway, you can't help noticing Greg's most impressive art project: In the inset photo on page 84 you can see that the wooden facing around the grab handles is composed of dozens of tiny pieces of inlaid hardwood. Earthy indeed.

We've got to hand it to Greg. Even

with the main hull and amas pre-constructed, he's put roughly 7,000 hours of labor into his dream boat — a challenge that most sailors wouldn't consider even in their wildest dreams. At his fastidiously chronicled website, *cartersboat.com*, you can see the blow-by-blow progression of steps he's completed thus far.

From Greg's research he figures that although 50 sets of plans for this design have been sold, only about a dozen boats have been completed and

launched. With any luck the name *Raven-swing* will soon be added to that list.

Greg and Jeanne hope to launch in September and be on the starting line of the Baja Ha-Ha rally in late October. Their game plan for the next few years is to commuter-cruise through Mexico, Central America and the Caribbean, then up the East Coast.

So look for *Raven-swing* out on the water, but don't be surprised if she passes you as if you were standing still.

— *andy*



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BEER CAN RACING

While many Bay Area sailors were off racing to a small island in the Pacific — Oahu — in the Transpac, many others were sticking closer to home and racing off a smaller island in the Pacific — Alameda.

Three yacht clubs in Alameda — Encinal, Oakland and Island — offer summer evening beer can racing on the Estuary that separates the island of Alameda from the Oakland mainland. We dropped in for a visit to each series in mid-July.

We first sampled Encinal YC's Twilight Series. The series has 30 boats registered, and about 20 or so show up to race every other Friday night. About half of

"It isn't just a PFD — we actually put a keg of beer out there."

the skippers entered are EYC members, five aren't members of any club, and the rest are divided among mostly Alameda-based clubs.

The race committee volunteers station themselves aboard their trawler at the EYC dock. Two small one-design classes for Santana 22s and Express 27s were assigned to start with two of the three PHRF divisions. On July 10, they were all sent off on a windward/leeward course with a very short reaching leg near the end. This would be the shortest of the three races we sampled. The 13-15 knots of breeze at the start softened slightly to

Laraine Salmon's Merit 25 'Bewitched' and John Gulliford's J/24 'Phantom' in the IYC Island Nights race on July 17.

10-12 at the finish. We're told that conditions on that pleasant evening were about typical.

Extra flavor and fun is added to the EYC Friday night races by the prize of an actual beer can (a pony keg). In order to win the prize, you don't have to win the race, but you do have to hunt down and pick up a PFD thrown out on the racecourse.

"It isn't just a PFD — we actually put a keg of beer out there," said EYC's rear commodore, Doug Perry. "The PFD is out there to keep it from sinking. They actually pick up a keg of beer. I was just blown away when I saw that. We usually try to get it someplace where a lot of people could try for it and decide whether they're going for the win or going for the keg — sometimes they get both."

On July 10, EYC's vice commodore, Jim Vickers, zipped out on a Boston Whaler and dropped 'Bob the beer can' right near the finish line. Michael Berndt's San Juan 33 *Zwei Flying Fish* successfully retrieved the pony keg. His crew explained their technique: "Hang over the edge, watch the PFD come toward you, and bark orders at the skipper." They used manual labor only, no net or boat hook.

"A couple of months back I dropped the keg in front of the advancing A fleet," said Vickers. "Nobody would divert the 30 feet necessary to pick it up, I guess because they were all too intent on winning. Dropping it for the C and D fleets works like a charm, as those fleets will gladly sail out of their way to retrieve the beer. It's also good man-overboard

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED



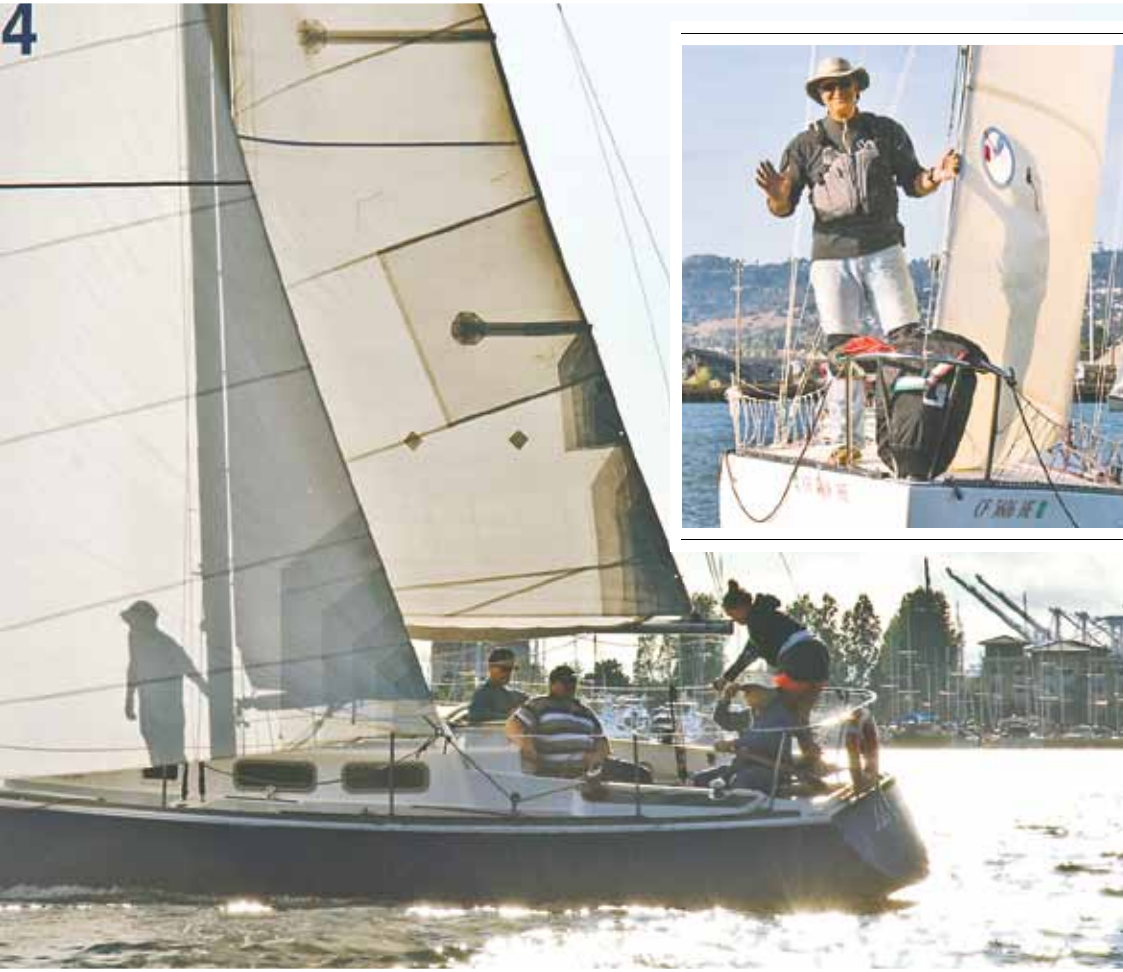
practice."

More traditional prizes for the actual racing, engraved bar glasses, are given out to the top three finishers in each division every week. After the first half of the series was completed on June 12, the club, keeping to the beer theme, gave out small soft-sided beer coolers.

As a side note, Perry related the following anecdote: "In the mid-1980s, we had a couple that had met as pick-up crew during the previous season's Twilights, and they wanted to relive that day by getting married during a race. We set an extra-long downwind leg for their division so they had time to say their vows and still get the boat set up for the next upwind leg. There were a lot of witnesses but no rice or streamers."

Oakland YC's Sweet Sixteen Series, which has 36 entries, was the next stop on our tour. July 15 marked the first race of the summer series following a monthlong break, and some crews were brushing off figurative cobwebs — and some literal ones as well — on that Wednesday night. Although the wind was a little lighter than on the previous





clubs). The sailors enjoyed the usual good camaraderie at the bar, and the post-race awards announcements began with prizes for each kid who raced. "We call them 'Snack-ticians'," said Hild. "We started the tradition with the winter Sunday Brunch series. It's important to us to encourage kids to sail as much as we can. This is just our unique way of doing it."

Volunteer Debby Ratto then handed out hats to the first, second and third place finishers in each division. As she'd been busy on the race deck, Ratto's own boat, the Ranger 33 *Boogie Woogie*, had sailed without her in the OYC race, but she would be aboard for that Friday's Island YC race.

"We don't like being referred to as a 'beer can' race," pointed out Hild. "We like to call ourselves a 'Wine and Cocktail' race. We give out bottles of wine or pitchers of margaritas for picking up the marks after the race, and we've given bottles of wine out as part of the season's prizes."

Two days later, the third and final stop on our tour took us to Island YC's Island Night race on Friday, July 17. These Friday night races are scheduled to alternate every other week with EYC's Friday Twilight Series, so that avid racers can sail in both. This smallest of the series has 20 entries, about a quarter of which are IYC members.

The IYC race committee started divi-

Encinal YC's Summer Twilight Series race on July 10. Spread: Emile Carles's Tartan 30 'Lelo Too' sails in all three series. Inset: David Ross crewed on George Lythcott's Express 27 'Taz!'; the following week he would skipper his own Merit 25, 'Faster Faster!' in the Island YC race, while also serving on the IYC race committee.

Friday, we saw some near misses on the narrow racecourse and heard of one collision (at the start). The competition seemed more intense, yelling could be heard. The Merit 25 *Bewitched* hadn't been out for a while, and her skipper had to repeatedly hail, "Starboard, leeward, starboard, leeward!" to her competitors in at least two separate encounters.

The Estuary, being such a narrow waterway, is a great place to practice close-quarters racing. Longtime Estuary skippers sail surprisingly close to docked boats and other obstructions on both sides of the channel. (The race course does not extend as far as the ships docked at the Port of Oakland.)

A good passing lane can be had on the run to the 'widow-maker', a drop mark in the Brooklyn Basin north of Coast Guard Island. Boats going close to the wharf on the Oakland side on July 15 had less clear air than those going down the middle. You can't go close on the Coast Guard Island side — it's restricted and you wouldn't want to tangle with all the

wrecks and junk under the water there anyway.

Many of the locals race in two or all three of the Estuary series. It's especially important to read each set of Sailing Instructions carefully and keep them straight, as the races are similar yet not the same. For instance, different clubs have different restrictions for the northwest shore of Coast Guard Island.

Over the VHF before the start, the OYC race chair Jim Hild had announced the menu of a buffet dinner featuring BBQ pulled pork (this would be the most elaborate and expensive of the post-race meals at the three

"That guy is always smiling," said photographer Fred Fago of Paul Mueller, who sails his Mercury 'Loco 2' in the EYC and IYC series. The 18-footer is too small to meet the 20-ft limit in the OYC series.



BEER CAN RACING

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Green and proud: John Diegoli's Wilderness 21 'Slice' in the OYC race on July 15.

sions A and B together and gave them a 4-mile course, up to Jack London Square, back past (but not through) the start/finish line off Alameda Marina to a leeward mark off Union Point almost near the Park Street Bridge, then a short windward leg to the finish line.

If you hear a gun or horn, you're done; if not, you continue on for a second 4-mile lap around. On that Friday night, we were finished after the first lap. The slower divisions sailed a shorter 3-mile course,

with a closer windward mark.

The race committee handed out canvas bags left over from IYC's Double-handed Lightship Race for that Friday night's prizes. Awards for the spring

half of the series were little handmade wooden boats with sails made from, appropriately, beer cans.

After sailing on the lovely evening of July 17, a small group of competitors relaxed in the IYC clubhouse, where a simple chicken-and-rice supper was offered for \$8. One of the regular Estuary racers showed up late and joined her friends at the bar. She'd missed the Island race as she'd been practicing on the Bay for the Santana 22 Nationals hosted by Corinthian YC that weekend (see Racing Sheet on pages 100-101). The weary sailor described the conditions in Richmond and Sausalito as "gusts of 20+ knots and wave after wave breaking over

This page, clockwise from top left: Bow duty on Don Martin's Wyliecat 30 'Crinan II' in the IYC race; EYC's rear commdore, Doug Perry, hands out glasses for the top three finishers in each division; all kids who race get prizes at OYC; the trophies for the Island Nights first half were handmade by IYC member Lee Krasnow.

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the boat and drenching us. We got plenty of saltwater facials," she said, adding: "I just love my Oakland Riviera."

If close competition in close quarters among friends in consistent but not chilly breeze on flat water floats your boat, look no further than the Estuary in Alameda. Each of the three series, and each of the clubs, has its own unique flavor, so we recommend taking your own samples to see which suits you best.

— **latitude**/chris

EYC SPRING TWILIGHT SERIES (5r, 1t)

PHRF < 121 — 1) **Outsider**, Azzura 310, Greg

This page, clockwise from top left: IYC starts their races from the dock; EYC vice commodore Jim Vickers prepares to drop 'Bob'; the Moore 24 'Snafu' demos their successful retrieval technique on May 8; Jeff and Chase Lee on the San Juan 33 'Zwei Flying Fish' picked up the keg of Heineken on June 10, Chase's 21st birthday; OYC hands out hats for the top three places in each division.

Nelsen, 7 points; 2) **Hellcat**, J/70, Brant Adornato, 9; 3) **Run Wild**, Wylie 24, Andrew Hura, 12. (7 boats)

PHRF > 121 — 1) **Osituki**, Cal 28, Rodney Pimentel, 7 points; 2) **Wadioactive**, Wylie Wabbit, Brendan McNally, 16; 3) **Lelo Too**, Tartan 30, Emile Carles, 16. (9 boats)

SANTANA 22 — 1) **Fun**, Chris Nicholas, 6 points; 2) **Meliki**, Deb Fehr, 8; 3) **Dubious**, Ray Meister, 11. (3 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan, 4 points; 2) **Taz!!**, George Lythcott, 8; 3) **Big Bang Theory**, Maryann Hinden, 9. (7 boats)



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The traffic on the Estuary isn't limited to fellow yacht racers.

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 4 points; 2) **Wave Walker**, Ericson 30+, Greg Hoelscher, 10; 3) **Xcape**, Wilderness 21, Richard LeBlanc, 11. (3 boats)

Full results at www.encinal.org



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FRED FAGO



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Justis Fennell skippers the Soverel 33 'Good and Plenty', which races with lawn chairs and spinnaker in Encinal YC's Summer Twilight Series.

IYC ISLAND NIGHTS SPRING SERIES (5r, 1t)

PHRF < 151 — 1) **Spirit of Freedom**, J/124, Bill Mohr, 6.5 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 13.5; 3) **Run Wild**, Wylie 24, Andrew Hura, 14. (5 boats)

168-RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Dire Straits**, J/24, Dawn Chesney, 10; 3) **Faster Faster!**, Merit 25, David Ross, 11. (4 boats)

PHRF > 151 — 1) **Boogie Woogie**, Ranger 33, John Ratto, 7 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Proverbs 21:21**, Ideal 18, Steve Ritz, 9. (3 boats)

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 7 points; 2) **Galatea**, Aphrodite 101, Ken Viaggi, 12; 3) **Meliki**, Santana 22, Deb Fehr, 13. (6 boats)

Full results at www.iyc.org

OYC SWEET 16 SERIES, FIRST HALF (8r, 1t)

PHRF > 100 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin, 8 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 12; 3) **Green Onions**, Wyliecat 30, John Tuma, 27. (5 boats)

PHRF < 101 — 1) **Run Wild**, Wylie 24, Andrew Hura, 13 points; 2) **Golden Moon**, Express 37, Kame & Sally Richards, 18; 3) **Dark and Stormy**, 1D35, Jonathan Hunt, 20. (7 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 11 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 16; 3) **PJ 30**, PJ30, Dave Lyman, 19. (4 boats)

MERIT 25 — 1) **Dire Straits**, J/24, Steve Bayles, 10 points; 2) **Bandido**, Merit 25, George Gurrola, 13; 3) **Double Agent**, Merit 25, Scott Oliver, 20. (5 boats)

COLUMBIA 5.5 — 1) **Panigale**, Lester Gee, 10 points; 2) **Wings**, Mike Jackson, 14. (4 boats)

NON-SPINNAKER < 190 — 1) **Osprey**, Islander 36, Jim Lovell, 15 points; 2) **Jackal**, Ranger 33, Roger Wise, 16; 3) **Zenith**, Islander 36, Bill Nork, 20. (6 boats)

NON-SPINNAKER > 191 — 1) **Xcape**, Wilderness 21, Richard Le Blanc, 9 points; 2) **Slice**, Wilderness 21, John Diegoli, 11; 3) **Dominatrix**, Santana 22, Ted Crum, 25. (6 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 15 points; (1 boat)

Full results at www.oaklandyachtclub.net

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MAX EBB — LIKE FLIES TO A DEAD SNAKE

"Like flies to a dead snake on a hot country road," was how the skipper described it. "All's you have to do," he explained in his Texas drawl, "is say you're gonna race to Hawaii next year, and the crew just keeps on comin'."

Whether it was the promise of Hawaii or not, something had motivated more than a half-dozen volunteers and crew prospects to spend a Saturday at the boatyard sanding bottom paint on the

"I want to race for an adult trophy. Not this 'everybody is a winner' crap."

boat, which was nearly 50 feet long.

The owner was a new member of the yacht club, new to sailing and new to the Bay Area. He invited me up the ladder to have a look at how the interior modifications were coming along.

The boat was very big, very new, and very expensive, one of the new generation of cruisers with an in-mast furling mainsail and windows that looked as if they belonged on an Italian powerboat. The big dodger and various permanent sun awnings made it impossible to see any part of the rig from anywhere in the cockpit, and there were just four winches.

"All the winches are 'lectric," the owner boasted.

"But you'll really want another winch for the mainsheet," I suggested. "Not good to have to stop off the sheet just to raise a sail or adjust the outhaul. And that in-mast furler will have to go."

"Dang it, that's what my crew keeps telling me also. 'Lose the furling main.' They say it cripples the boat. I think it sails just fine; that's the mainsail it was designed for. We're still negotiating."

Down below, the boat was almost as unsuitable for racing as it was up on deck. There were only two bunks: A big double bed in the aft cabin and another big double bed in the forward cabin. No pilot berths, no quarter berths, and the settees were all curvy things that you couldn't even stretch out on in a straight line. The cabin had lots of drawers and lockers, but no space for sails.

"Let me get you a cold one," offered the owner.

I sank into one of the plush captain's chairs in the main cabin while he fetched me a can of Lone Star.

"You'll have a comfy ride," I said as I rotated the swiveling chair a few degrees

to each side. "And I guess you can divide those double berths with bunkboards, then if you hot-bunk you can manage a crew of eight."

"That's what I want to show you, Max. We figured out how to turn those countertops in the aft cabin into pilot berths. So we'll have six good offshore bunks, and everyone has their own berth."

"It should work," I admitted after an inspection of the aft stateroom and the crew in progress there. "And with that big freezer, and if you bring a full-time cook, you'll eat well, too."

We chatted some more about all the gear he would need to add to pass inspection. I finished my beer, and we made our way down the rickety ladder.

"Looks like you're really going to do it," I shouted over the sound of a power grinder as he shook my hand to say goodbye.

"Darn right!" he shouted back. "The entry fee is in for Pacific Cup 2016. We're officially entered in the Cruising Division."

The grinder noise suddenly stopped. The crew with the long board stopped smoothing the hull. The big guy sawing plywood for the bunk boards shut off his power saw. I could imagine the sound of crickets.

"Um, did you say 'Cruising Division?' said a woman's voice from inside a hazmat suit.

The voice was muffled behind the respirator, but when she pulled off the head gear I saw that it was Lee Helm who had been driving the power grinder.

"I thought we were going to enter the race," said the crew with the long board. "The Cruising Division isn't even scored with the rest of the divisions. No ratings, no competition, and no trophies."

"Y'all know there are trophies for the cruising division," said the owner, "for things like best menu, biggest fish, and most exotic wine list. We'll have a great trip."

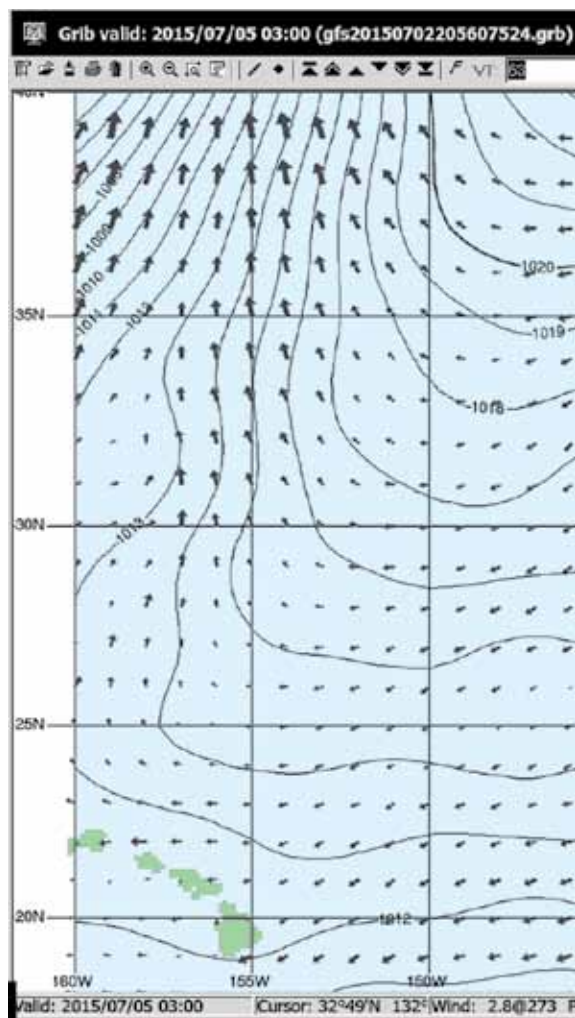
"I want to race for an adult trophy," complained the big guy with the saw. "Not this 'everybody is a winner' crap."

"Come on, guys," insisted the owner. "How can sailing to Hawaii be bad?"

"Sailing in the Cruising Division is like kissing your sister," said another crew who had been working on some minor fiberglass repair under the bow.

"Like, I totally agree," said Lee, taking off more of her protective suit.

"But what's the big deal?" the owner

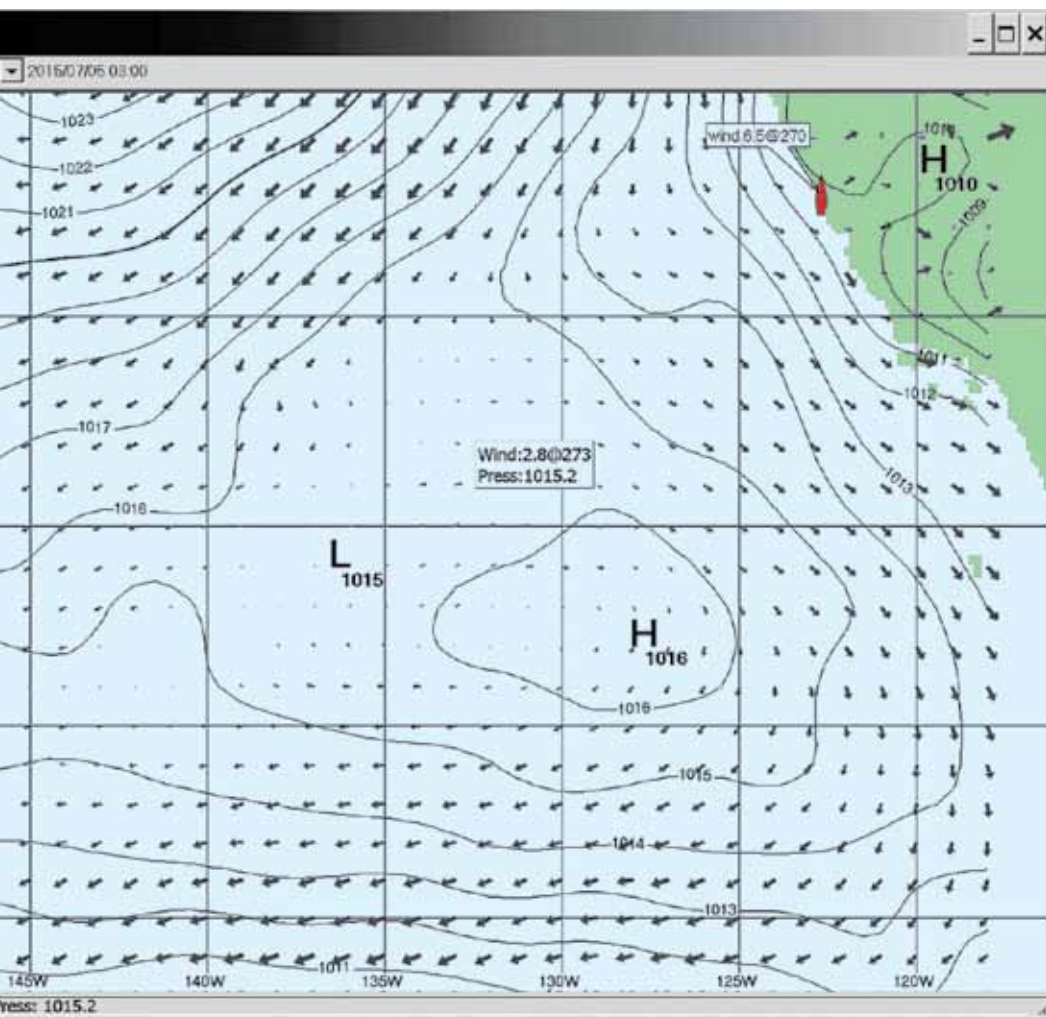


asked. "Same wind and water, same trade winds, same tropical island destination, same boat. I just don't see the problem with the Cruising Division."

"It seems to me," said the crew near the bow as he put down his brush and the cup of fresh-mixed epoxy, "that having a Cruising Division cheapens the whole event. As it is, Pacific Cup is number two in status after Transpac, even though we have the better racecourse. Adding the Cruising Division just lowers the whole deal down to the level of a cruisers' rally, attractive to newbies who think they need that level of hand-holding to make an ocean crossing. Serious racers will have even more reason to ignore Pac Cup and head south for Transpac."

"Aside from all that," said the guy with the long board, "I'm worried that allowing unlimited use of power for propulsion could turn into a real disaster. It works OK for the race to Santa Cruz, where the Cruising Division is allowed a

ON A HOT COUNTRY ROAD



If the weather map looks like this at the start of a race to Hawaii, Cruising Division boats that are allowed to use power will be out of fuel before the halfway mark.

certain number of hours of powering to get through the holes. No problem there, if you like motorboat races. But for a 2,000-mile trip, which can have several hundred miles of calm, there's a major incentive to use up all the fuel before you even get to the trade winds. We were lucky last year, but I predict we'll have some cruisers coming in with empty tanks, dead batteries, and no lights or radio comms."

"But look at our local fleet," I pointed out. "There are so many more cruising boats like this one than there are purpose-built race boats. Don't you think we should be following the market?"

"For sure," said Lee. "These are great boats for racing in Pac Cup. And, like, for sure, we should have a rating scheme that lets them be competitive in their cruising configurations. Transpac

handles it better. They have their 'Aloha' division, with separate scoring for older boats and cruisers, but they're still in the race."

If you're not racing seriously, you're still just kissing your sister," repeated the crew by the bow.

"Yeah, I looked at entering Transpac," said the owner, "but that-there Aloha division still means you need a deckload of racing sails, and a fancy-pants ORR rating certificate. Heck, you don't fatten a hog by weighin' it."

I asked Lee what she would do to make the race attractive for boats like this one to enter as racers instead of cruisers.

"Easy, Max. Let them specify their own sail limitations and cruising gear. So, like, if a boat wanted to race with an in-mast furler and only one undersized cruising spinnaker tacked at the bow, that would be fine. The PHRF committee

would get out its dartboard and estimate a fair downwind rating. Even a non-spinnaker boat racing with twin poled-out jibs could be rated appropriately. Then, like, make adjustments for cruising gear: Add another second per mile for carrying a dinghy, and another second for racing with the main anchor in the bow roller. No weighing, no hull measurement, but at that level I think the PHRF dartboard would not be too far off."

"You'd have to have a fairly large minimum size for that division," noted the big guy with the saw, "so those non-spinnaker or one-spinnaker boats could still get there in time for the party."

"So probably nothing smaller than 40 feet," confirmed Lee. "But, like, that's where the market is these days."

"And not eligible for the overall win, if there's a hokey rating system in play," added the crew with the long board.

"At least that way," said the crew under the bow, "all the cruisers would still be racing for a finish position in their division. None of this 'kiss your sister' stuff."

"I still don't see what the big fuss is about," insisted the owner. "Look, we're probably not going to be a competitive operation anyway, even if we did have the fancy racing sails. Three days into the race we'd most likely be down in the bottom half, and we'd go into cruising mode."

"That's another problem with ocean racing these days," said Lee. "There's almost too much information, with, like, real-time tracking and instant corrected-time standings."

"Back in the day," I added, "before we had daily roll calls and corrected-time standings, we had no idea if we were win-

"Heck, you don't fatten a hog by weighin' it."

ning or losing until the end of the race. It kept the competitive juices flowing. Even if the boat was a total dog, we could still imagine that we might have lucked out with the weather and might still win. And sometimes that actually happened: There was that wonderful moment of truth when you came around the last breakwater after the finish and got your first look at the yacht club guest dock. If the dock was empty, you had won. If all your competitors were sitting there tied up at the dock, you were DFL. It was nice not knowing till the race was over."

MAX EBB — LIKE FLIES TO A DEAD SNAKE

"We could still do that," Lee suggested, "with the 'celestial division.' Turn the clock back to about 1950, and don't allow any technology that wasn't in use back then. Celestial nav only, no GPS, no weatherfax, no GRIB files, no computer routing optimization. Just high seas weather by voice over shortwave radio, and your sextant and RDF."

"That doesn't really interest me," said the owner. "But my dock neighbor who has a big old wooden boat is really into the tarred hemp and canvas stuff. He would take to it like a gopher in soft dirt."

"Of course you'd have to allow GPS at the start and finish, and for emergencies," noted the crew up by the bow. "But it would still be a cool way to race."

"That still leaves us with a problem on this campaign," said Lee. "If we're not racing, then, like, I'm out."

"Me too, I'm sorry to say," added the guy with the long board as he started to take off his protective suit.

"The Notice of Race is already published," noted the crew under the bow.

"I think it's way too late to change the Cruising Division into a racing division for cruisers, no matter how hard we

"I still say that the Cruising Division is like kissing your sister."

lobby the race committee."

"Tell you what I'll do," said the owner. "I'll talk to some of the other Cruising Division entrants. I'll agree not to use power if they do likewise. And we can ask the PHRF committee to do like you suggest, and give us ratings that are in line with our cruising rigs. Maybe all unofficial, but I'll put up some dough for a Cruising Division trophy so they all take it seriously."

"And you'll order a racing mainsail with battens? And a couple of new spin-

nakers?"

"Well, OK," he sighed after a long pause. "And if I can't convince the other cruisers to make a race of it, we'll switch to a racing division and go for one of those 'adult' trophies, as you call them. I don't like kissing my sister either."


The crew cheered, and within seconds Lee was on the phone with a sailmaker asking for quotes for racing mains and spinnakers.

"**N**ow I want all y'all to get back into your boatyard burkas and make those power grinders sing!" commanded the owner.

"OK, but I still say that the Cruising Division is like kissing your sister," insisted the crew with the epoxy resin, now hardened in the pot and useless for the repair he was working on.

"I've seen your sister," added the big guy with the saw, "and I'll kiss her any time!"



— max ebb



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THE RACING

This frenzied midsummer month we report on strange days in the SSS LongPac, the Moseley Regatta in Paradise, the strategic Westpoint Regatta, the first-ever J/70 PCCs, the Tuna running at CYC, the big boat-friendly Trans Tahoe, and the old-school Midnight Moonlight Maritime Marathon. Plus scads and scads of Box Scores.

Long, Strange SSS LongPac

"When the still sea conspires an armor, and her sullen and aborted currents breed tiny monsters, true sailing is dead," wrote that famous poet, Jim Morrison. The racers in this year's Great Pacific Longitude Race endured such conditions for most of the race, only to be rushed to the finish by high winds.

Put on by the Singlehanded Sailing Society, the LongPac is run in odd years as a qualifier for the Singlehanded TransPac. The course is simple: out the Gate to a turning mark at longitude 126.40°W and back again within six days. Seventeen boats started the 400-mile race on July 9 and only five finished.

David Nabors' Olson 34 *Temerity* was the first boat to finish. On the way out, Nabors tried to stay as far north as practicable. "I wound up at the touch line at very nearly the rhumbline latitude, which was really just a coincidence."

On Monday afternoon, the wind picked up and the quartering seas grew steeper. Nabors dropped the spinnaker and went to a #1 genoa. "The seas got rougher and rougher, and then the bracket I had made for the autopilot failed. I knew my

other AP was not up to that sea state, so I had to hand-steer. I had about 60 miles to go, and I thought I could just tough it out for a 3 a.m. arrival.

"As darkness fell, the wind built and the seas got really nasty. Also, the wind was so far behind me, I decided to go bare-headed. I luffed up and used the working AP to hold me to the wind (it was fine for that). This is when I also should have reefed the main. But nooooo. I regretted this deeply as the seas got super steep and the wind was sometimes blowing up to the low 30s and even showing 37 knots on a couple of occasions around midnight.

"It was a huge relief to see the City lights providing a visual reference to help my steering. Coming into the Golden Gate, I started noticing the ebb, which was killing my groundspeed. With a boatspeed of 5-6 knots, I was barely moving — a fiasco of one. A crewed boat would have reset the spinnaker to power through, but I was too beat."

Finally, *Temerity* crossed the finish line at the Golden Gate YC and got the gun. "I was very grateful to hear the voices of my friends on the race committee welcome me home."

The last boat to finish was Mike Cunningham's Freedom 30 *Jacqueline*. Concentration was key for most of his race. "Day two was an exercise in extreme frustration trying to put the Farallones behind me," he said. "I began to hate the sight of South Farallon and did not get it below the horizon until dark. I'm having the readings 1.5 and 2 knots ripped out of my speed instruments. I never want to see those numbers again."

By the time Cunningham returned to the Gate, the lack of sleep and autopilot failure had hit hard, while the seas got more rowdy. "Near the end the hallucinations started. I entered the Twilight Zone. Things got really weird, and I am not exactly sure what happened. I knew I was in serious sleep deficit and that my judgment was impaired, so I wanted to be really careful about the Farallones, making sure I cleared them safely.

"The next thing I remember — I am not making this up — I was in a significant seaway staring at a coastal roadway with car traffic on it. I was thinking to myself, 'Where in the hell is car traffic anywhere near the Farallones?' and I was actually coming up with some answers. 'Oh, that must be people going to work at the research station.' Then some guy in a truck must have seen my running lights and positioned himself right ahead of my boat and started flashing his lights. I got a grip and turned south. The trucker then raced down the road to my new heading and started blinking his lights. I turned north, and the trucker headed back up the road and started blinking his lights again. I tacked away into the blackness behind me and left the

roadway in the darkness astern. At no time did I bother to look at the compass."

Cunningham made it back safely, finishing the race on July 15 with only six hours left on the deadline.

Remember that when seeking racing enlightenment strange days might lie ahead.

— ncs & latitude/chris

SSS LONGPAC, 7/9-7/15

DOUBLEHANDED — No finishers. (2 boats)

SINGLEHANDED < 115 — 1) *Temerity*, Olson 34, David Nabors; 2) *Lightspeed*, Wylie 39, Rick Elkins; 3) *Ventus*, J/88, Chris Cartwright. (8 boats)

SINGLEHANDED > 115 — 1) *Domino*, Wilderness 30, David Herrigel; 2) *Jacqueline*, Freedom 30, Mike Cunningham. (7 boats)

Full results at www.sfbaysss.org

Moseley Regatta

They call it Paradise Cay for a few reasons: translucent green waters, views showcasing some of the finest homes, and a perfect pocket for setting up a windward/leeward course. On July 18 Tiburon YC hosted the Moseley Regatta for Etchells and Knarrs at Paradise Cay.

A fleet of 16 Knarrs and 7 Etchells vied for positions in three races. Race 1 saw a mild 8-10 knots of southwest wind. Races 2 and 3 noted a south-southwest shift. Race 3 required a lot of tacking on the north side of the course near the Richmond Bridge to reach the windward mark in 15-knot breeze with gusts to 18 and higher.

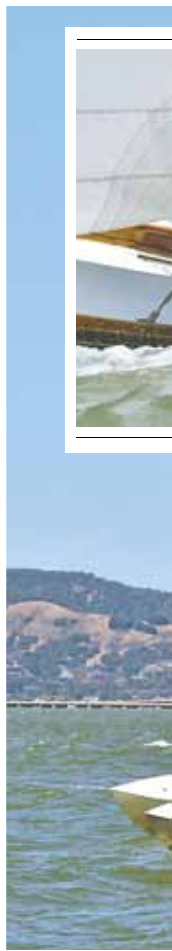
In the Etchells fleet, close competition pitted Don Jesberg against Blaine Pedlow. Jesberg's *Viva* earned the trophy by one point.

Among the 17 Knarrs, ample hollering was heard at the start and mark roundings. Jon Perkins' USA 125 and his brothers Chris and Phil Perkins' *Three Boys and a Girl* finished the day on the water with a tie, with the tie-breaker awarded to USA 125. The 2015 Moseley Regatta is one of the qualifiers for the 2016 International Knarr Championship (IKC), which will be held in San Francisco.

Jeff Moseley handed out the awards. Hosted by TYC since 2002, this regatta commemorates Jeff's grandfather, T.I. (Tim) Moseley, who owned the Sparkman & Stephens 63 *Orient*. In the '60s, *Orient* dominated on the Bay and in races to



'Temerity's salty — and spent — skipper, David Nabors.





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Mexico and Hawaii. T.I. Moseley invented the two-speed (Barient) winch and was instrumental in the founding of TYC.

— martha blanchfield

TYC MOSELEY REGATTA, 7/18 (3r. 0t)

ETCHELLS — 1) **Viva**, Don Jesberg, 4 points; 2) **Power Animals**, Blaine Pedlow, 5; 3) **JR**, Bill Melbostad, 11. (7 boats)

KNARR — 1) **USA 125**, Jon Perkins, 9 points; 2) **Three Boys and a Girl**, Chris & Phil Perkins, 9; 3) **Gjendin**, Graham Green, 12; 4) **Penelope**, Charles Griffith, 13. (16 boats)

Full results at www.jibeset.net

YRA Westpoint Regatta

The seventh annual Westpoint Regatta, co-sponsored by Sequoia and Treasure Island YCs and Westpoint Harbor Marina, was held on July 18.

This event showcased the use of Race Qs, as many boats recorded their tracks, allowing their progress to be displayed during the race. The regatta also promoted The Ocean Cleanup, a project aiming to remove half of the plastic from the Pacific Ocean in 10 years.

The race weekend kicked off with a Friday night reception sponsored by TIYC at the Waterbar restaurant at the foot of the Bay Bridge in San Francisco.

John Draeger, skipper of the Jean-

Moseley Regatta in Paradise. Spread: an Etchells start. Inset: Mark Malcoun's Knarr 'Gossip'.

neau 40 *Yellow Brick Road*, describes the race as a strategist's heaven. "It started with a 2-mile drag race in 18 knots of wind north to YRA 24 at the southeast end of Angel Island. The next move was to tack under Angel Island for current relief without getting too close, as the wind goes light closer to the island. Then the big decision arrives: when to tack across for Alcatraz. Tacking too soon could result in two extra tacks."

Draeger noted that beyond the Bay Bridge, "Most of the fleet sought to ride the tide to take advantage of the maximum flood in the deep water channel west of the rhumbline. The real magic, however, may have been to the east, where there was plenty of wind and a hotter angle to the San Mateo Bridge. Past the bridge was a downwind paradise in 20-23 knots — fast, fun, warm, beautiful. It doesn't get any better."

After crossing the finish line, the racers arrived at Sequoia YC to the sound of steel drums and the Island Time Party. For some, this was their first time south of the San Mateo Bridge (no passports required). The evening included Island dinners, Mount Gay Rum boat

drinks, race results, sponsor recognition, and great California music played by the RiP-TiDEs.

— tim peterson

YRA WESTPOINT REGATTA, 7/18

PHRF 1 — 1) **Encore**, Sydney 36, Wayne Koide; 2) **Jeannette**, Frers 40, Henry King; 3) **Warp Speed**, C&C 115, Scott Scherer. (9 boats)

PHRF 2 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Melilani**, J/105, Richard Butts; 3) **Yellowfin**, J/105, Dick Maclay. (6 boats)

PHRF 3 — 1) **Rhapsody**, J/32, Chris Boome; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (7 boats)

PHRF 4 — 1) **Luna Sea**, Islander 36, Dan Knox; 2) **Circlesea**, Folkboat, Tom Haverstock; 3) **Catch 22**, Zenrich 20, Roger Anderson. (3 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Wile E. Coyote**, Dan Pruzan; 3) **Libra**, Sergey Lubarsky. (7 boats)

SF 30 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **L20**, J/29, Alex Huang; 3) **Friction Loss**, J/30, Jenny Thompson. (7 boats)

SPORTBOATS — 1) **Red Boat**, Open 6.50, Charlie Watt; 2) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (4 boats)

ULTRALIGHTS — 1) **Special Edition**, Wilderness 30, Mike Devries; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Espresso**, Hobie 33, David Ballintine. (4 boats)

NON-SPINNAKER — 1) **Double Eagle**, Dehler 34, Jon Mohn; 2) **Imagine**, Ericson 32, Sarah Lloyd. (2 boats)

SHORTHANDED — 1) **Iseult**, Wyliecat 30, Larry Mayne; 2) **Kynntana**, Freedom 38, Carliane Johnson; 3) **La Dolce Vita**, J/32, John Riley. (4 boats)

MULTIHULL — 1) **Peregrine Falcon**, F-27, Bill Gardner; 2) **Trident**, Corsair 31R, Damien Campbell; 3) **Sea Bird**, F-27, Richard Holden. (5

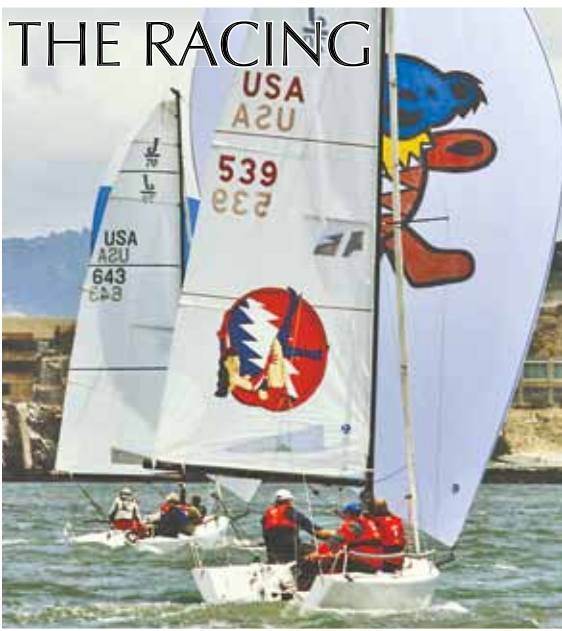
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In addition to the stories printed here, July's racing coverage included:

Transpac • Transatlantic Race
Ullman Sails Long Beach Race Week
OYRA Half Moon Bay Race
Volvo Ocean Race • El Toro NAS
YRA Summer #1 • ISAF Nations Cup
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THE RACING



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boats)
 F18s — 1) **USA 90**, Nacra Infusion, Ben Lamond; 2) **Kaos vs. Control**, Wildcat F18, Charles Froeb; 3) **Aurora**, F18, Phillip Meredith. (5 boats)
 Full results at www.jibeset.net

First-Ever J/70 PCCs

When hull #1 of the J/70 splashed in March 2012, it was forecast to fill a unique position in sailing: a trailerable, affordable, family-friendly, one-design speedster. Three years in, the concept is proving successful, as the fleet has enjoyed rapid international expansion and a burgeoning West Coast presence.

On July 10-12, the fleet raced in the first-ever J/70 Pacific Coast Championships, hosted by St. Francis YC. The Js raced three days and were joined over the weekend by eight Melges 20s and six Melges 24s in the concurrent Summer Sportboat Regatta.

Friday presented challenging conditions: gray skies, lumpy seas, and relatively light breezes of 6-10 knots. Saturday's forecast was for more of the same, but a 20+ knot breeze lined up well with currents to provide excellent racing off Alcatraz as well as the Cityfront.

"The racing was incredibly close,"

This page: Cityfront and Alcatraz action in the first-ever J/70 PCCs and the Summer Sportboat Regatta for Melges 20s and 24s.

says Peter Cameron, who sailed the J/70 class aboard *Prime Number*. "The difference between two places easily came down to a single spinnaker collapse."

StFYC's commodore, Sean Svendsen on *Onceler*, agrees: "We had major wipe-outs in two races, and that was enough to cost us a place. These boats are totally rad. They rip downwind. It's like riding a roller coaster!"

"A sportboat event in S.F. Bay summer conditions pushed these teams to show their boat-handling skills," says Norman Davant, the regatta chairman. "Plus, it was a good warm-up for the upcoming West Coast J/70 action." San Diego YC will host the J/70 North Americans this September, and StFYC will host the J/70 Worlds next year.

Says Cameron, "The West Coast J/70 fleet is coming up fast, and that will continue, especially if we have a few more regattas like this. There's nothing like good competition to improve you."

— *meredith laitos*

J/70 PCCs, StFYC, 7/10-12 (10r, 0t)

J/70 — 1) **Jennifer**, Chris Kostanecki, 38

points; 2) **Bottle Rocket**, David Schumann, 41; 3) **3 Big Dogs**, Pat Toole, 44. (12 boats)

SUMMER SPORTBOAT, StFYC, 7/11-12

MELGES 24 (7r, 0t) — 1) **Wilco**, Doug Wilhelm, 11 points; 2) **Smokin**, Kevin Clark, 17; 3) **Looper**, Duane Yoslov, 21. (5 boats)

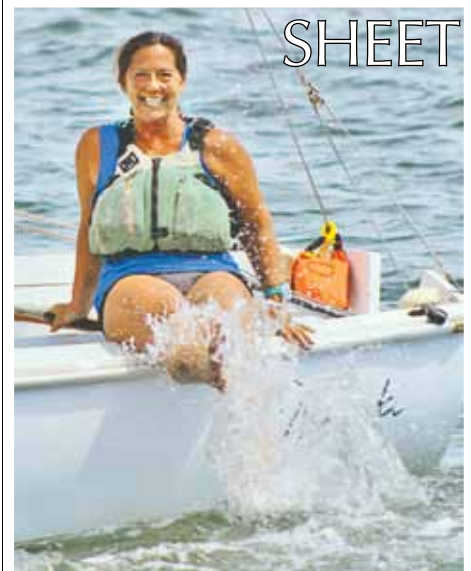
AUDI MELGES 20 (6r, 0t) — 1) **Samba Pa Ti**, John Kilroy, 12 points; 2) **Wildman**, Liam Kilroy, 13; 3) **Pacific Yankee**, Drew Freides, 18. (8 boats)

Full results at www.stfyc.com

Santana 22 Nationals

The Santana 22 Nationals were held on July 17-19 at Corinthian YC in Tiburon. Of 18 skippers in this year's regatta on the Knox course, four were first-timers at Nationals, including Igor Polevoy, who'd bought *High and Dry* just three weeks earlier in Moss Landing, sailed her to Monterey, then trailered her to S.F. Bay, sailing just one YRA race before the Nationals. Other first-timers were Chris Nicholas (*Fun*), Pete Rowland (*Albacore*), and Jeremy Tingle.

After windy practice racing on Friday, Saturday's conditions saw a westerly of 13-18 knots. The course was approximately 3.6 miles long with a reaching



ALL PHOTOS KRISTEN SOETEBIER

mark intended to account for the current on the downwind leg, plus a leeward gate. The 3-knot flood did not get enough appreciation in Race 1. Boats were pulled so far north that several dropped poles from the run to reach back south toward the gate. One gate mark took its own trip north after the start and had to be collected, forcing a port rounding of the other, per the Sailing Instructions. Boats visiting from Santa Cruz did very well without local knowledge, whereas Bay Area regular Cathy Stierhoff of *Tackful*, pondered how "atypical" the conditions were. Leah Pepe, crew on *Zingaro*, explained the course simply as "challenging" with lots of shifts and holes.

Race 2 saw better current compensation, but three boats still slid into the port gate mark, forcing a penalty turn for each. Starts were very competitive, but only Race 3 saw a protest, which was resolved with a retirement. The flood slacked off a bit and most boats covered the course better, tightening up the fleet.

The day ended with some excitement when *Fun*'s foredeck crew lassoed a jib sheet with his foot and went overboard. Megan Dwyer's *Mad Max* stood by until he was safely back on *Fun*, which,

This page: Santana 22 Nationals. Clockwise from top left: The most senior skipper award, named for the late Ernie Rideout, went to Stefan Berlinski of 'Hamachi'; Bob Comstock (left) and crew Eric Fieberling of 'Rick's Place' accept the trophy — again; Deb Fehr of 'Meliki' kept her cool in Race 4; 'Azor' was one of three boats that hit a leeward mark in Race 2 due to current; the start of Race 1 on Saturday the 18th.

remarked Nicholas, "was no easy feat," taking "a lot of muscle power."

Owing to weather more like the Caribbean than the Bay, Sunday racing was postponed approximately two hours while PRO Mike Gross waited for the thundercloud to disappear and the wind to fill to 8-11 knots from the west, just enough to move 14 remaining boats against the current. Jan Grygier's *Carlos*, which placed 8th to 11th on Saturday, rallied to come in first by yards for Race 4. Race 5 was timed out.

Bob Comstock, with crew Pip Ziman and Eric Fieberling, held onto the championship trophy he won last year with *Rick's Place*. *Rick's Place* has been in his family since they purchased her new in the '70s. His mom was even on hand to celebrate the repeat win.

— kristen soetebier

SANTANA 22 NATIONALS, CYC, 7/17-19 (4r 0t)

1) **Rick's Place**, Bob Comstock, SCYC, 8 points; 2) **Hot Tuna**, Mark Langer, SCYC, 12; 3) **Bonito**, Michael Andrews, EYC, 13; 4) **Albacore**,

Pete Rowland, RYC, 19. (18 boats)

Full results at www.regattanetwork.com

Trans Tahoe Regatta

Magnificent sailing conditions prevailed Saturday for the 52nd running of the Trans Tahoe Regatta, the annual feature race of Tahoe YC's summer sailboat racing season. The 15-18 knots of breeze and bright sky were ideal for Tahoe's large keelboats, which finished the 31-mile course in less than five hours.

First to finish and second overall was a five-time winner of the Trans Tahoe, the 40-ft J/125 *August Ice*, owned and helmed by Richard Ferris of Tahoe City. *August Ice* completed the course in 4 hours 45 minutes, amazingly beating Matt Bansak's ultrafast Hobie Tiger catamaran *Slingshot* by 10 minutes.

Correcting out to first place overall was the Farr 36 *Wicked*, owned by Richard Courcier and John Corda. Third place overall was Gary Redelberger's Farr 36 *Racer X*.

The two Farris — having identical

THE RACING



MARTHA BLANCHFIELD / RENEGADE SAILING

designs — fought tack-to-tack throughout the first half of the race, with *Racer X* leading around the windward mark off Eagle Rock and across the Lake to a deep-water mark off Dead Man's Point, just north of Glenbrook Bay on the eastern shore. On the return to Sugar Pine Point, a snapped backstay slowed *Racer X*, and *Wicked* won the duel by 5.5 minutes at the finish. *Wicked's* skipper, Richard Courcier, noted that his crack crew "sailed a smooth race all the way and had no mishaps." Meanwhile, Redelberger declared that the snapped backstay "was not why *Racer X* dropped to third. *Wicked* simply sailed a faster race that day."

Winning in the Keelboat Division 2 was the Venture 24 *Groovy* owned by Les Bartlett of Homewood, another five-time winner of the Trans Tahoe. Bartlett noted that his veteran but light crew — Bartlett, Jim Fleming and Jennifer Calmus — had a tough time holding down

Left to right: Billy Warring, skipper Eric Ochs, Lori Tewksbury and Bob Walden of the Moore 24 'Hasta Nunca' won for best display of pink color at Vallejo YC's Pink Sail beer can race on July 15, a fundraiser for cancer research.

the boat, especially during the upwind, westward leg from Dead Man's Point to Sugar Pine Point. Bartlett explained that he had to feather his mainsail and point the boat upwind, using mostly his large genoa to drive the boat forward.

"With our mainsail flopping, we still maintained 6 knots across the Lake," Bartlett noted. *Groovy* finished in fourth place overall.

—jim & lynn mullen

TAHOE YC TRANS TAHOE, 7/11

KEELBOAT 1 — 1) **Wicked**, Farr 36, John Corda/Richard Courcier; 2) **August Ice**, J/125, Dick Ferris; 3) **Racer X**, Farr 36, Gary Redelberger. (7 boats)

KEELBOAT 2 — 1) **Groovy**, Venture 24, Les Bartlett; 2) **Legs**, Moore 24, Lester Robertson; 3) **Mistress Quickly**, SC27, Jotham Smith. (8 boats)

MULTIHULLS — 1) **Wings**, Corsair 24, William Cook; 2) **Slingshot**, Hobie Tiger, Matt Banskak; 3) **Ventus**, Reynolds 33, Al Macdonald. (3 boats)

CRUISING — 1) **Brainwave**, Wylie 30, Charles Quaglieri; 2) **Osprey**, Alerion 28, Jamie Casey; 3) **Knot Bitchin**, Clark 24, Walt Frese. (3 boats)

Full results at www.tahoeyc.com

SBYC/CYC X-BAY REGATTA, 6/20

SPINNAKER — 1) **Topzy Turvy**, J/111, Drew Harper, SBYC; 2) **Aeolus**, J/111, Rob Theis, SBYC; 3) **pHat Jack**, Express 37, Robert Lugliani, SBYC. (13 boats)

NON-SPINNAKER — 1) **Kira**, Cal 33-2, Jim Erskine, CYC; 2) **Surprise**, Catalina 34, Peter Birnbaum, CYC; 3) **Grinnin' Bear**, Catalina 30, John Tennyson, SBYC. (8 boats)

Full results at www.southbeachyachtclub.org

LONG BEACH RACE WEEK, 6/20-28 (7r, 0t)

FAST 50 — 1) **Rebel Yell**, TP52, David Team, 12 points; 2) **Bud**, TP52, Victor Wild, 24; 3) **Pendragon IV**, Davidson 52, John MacLaurin, 27. (8 boats)

FARR 40 — 1) **Blade 2**, Mick Shlens, 13 points; 2) **Coquille**, Gary Ezor, 16; 3) **Tempress**, Ray Godwin, 22. (6 boats)

CATALINA 37 — 1) Dave Hood, 13 points; 2) **Team ABYC**, Chuck Clay, 24; 3) Bruce Ayres, 26. (11 boats)

SCHOCK 35 — 1) **Code Blue**, Robert Marcus, 12 points; 2) **Whiplash**, Thompson/Rossbach, 18; 3) **Uncle Bob**, Larry Leveille, 24. (7 boats)

J/109 — 1) **Electra**, Thomas Brott, 13 points; 2) **Sugar**, Steve Crooke, 19; 3) **Spray**, Peter Nelson, 30. (8 boats)

J/120 — 1) **Caper**, John Laun, 9 points; 2) **CC Rider**, Chuck Nichols, 13; 3) **J Almighty**, Mike Hatch, 22. (8 boats)

J/80 — 1) **Avet**, Curt Johnson, 7 points; 2) **In-Appropriate**, Mark Hunter, 14; 3) **Miss Demeanor**, Dave Angers, 22. (4 boats)

J/70 — 1) **Midlife Crisis**, Bruce Golison, 15 points; 2) **Minor Threat**, Jay Janov 28; 3) **Catapult**, Joel Ronning, 35; 4) **Sugoi**, Chris Raab, 41. (19 boats)

VIPER 640 — 1) **Hot Mess**, Kevin Taugher, 9

THE BOX SCORES

points; 2) **Venom**, Jeff Grange, 16; 3) **Last Call**, Alex Steele, 26. (14 boats)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman, 14 points; 2) **CaZan**, DK46, Scott Bradley, 19; 3) **Rock & Roll**, Farr 400, Bernard Girod, 22. (6 boats)

PHRF 2 — 1) **Mexican Divorce**, 1D35, Neil Fraser, 16 points; 2) **E Ticket**, SC37, Tom Hudson, 21; 3) **Meridian**, 1D35, Rick Schuldt, 24. (6 boats)

PHRF 3 — 1) **Lugano**, Beneteau First 40.7, Mark Stratton, 11 points; 2) **Rival**, J/35, Dave Boatner, 12; 3) **Victoire**, Beneteau First 40.7, Robert Atkins, 22. (4 boats)

PHRF 4 — 1) **Off the Porch**, J/105, Scott McDaniel, 11 points; 2) **Ceann Saile**, Tartan 101, Geoff Roth, 15; 3) **Hurrah**, Choate 40, Dave Well, 29. (8 boats)

PHRF RL-1 — 1) **Medicine Man**, Andrews 63, Robert Lane, 5 points; 2) **Velos**, Tanton 73, Kjeld Hestehave, 5; 3) **Javelin**, Farr 49, Eric Fracker, 9. (4 boats)

PHRF RL-2 — 1) **Gator**, Frers 38, Thomas Wheatley, 6 points; 2) **Green Dragon**, Beneteau 44.7, Gary Green, 8; 3) **Tigris**, Flying Tiger 10, George Kovacs, 8. (7 boats)

PHRF RL-MH — 1) **Mama Tried**, 8.5-meter tri, Pete Melvin, 4 points; 2) **Gladstone's LB/Pieology**, FCS 20 cat, John Sangmeister, 8; 3) **Mental Floss**, F-31 tri, Jeff Cohen, 8. (7 boats)

Full results at www.lbrw.org

SSC SOUTH TOWER RACE, 6/26-27

PHRF MONOHULL — 1) **Topper II**, Moore 24, Conrad Holbrook; 2) **4 Dog Nite**, Olson 30, Mike Little; 3) **Purfection**, Nonsuch 30 Ultra, Dana

Badley; 4) **Epiphany**, Hunter 30, Sam Dameron. (5 boats)

Full results at www.stocktonsc.org

IYC SILVER EAGLE, 6/27

MONOHULL PHRF — 1) **Insolent Minx**, Melges 24, Zhenya Kiruashkin-Stepanoff; 2) **007**, J/105, Justin Hersh. (2 boats)

MONOHULL PHRF — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Fugu**, Wilderness 30, Chris Case. (7 boats)

MULTIHULL < -30 — 1) **Orion**, MOD70, Tom Siebel; 2) **Tomcat**, ProSail 40, Kyle Gundersen. (2 boats)

MULTIHULL > -30 — 1) **Triple Play**, F-31, Richard Keller; 2) **Ma's Rover**, F-31, Mark Eastham; 3) **Mojo**, F-25c, Christopher Harvey. (6 boats)

Full results at www.iyc.org

PICYA LIPTON SERIES, SYC, 6/28 (3r, 0t)

J/105 — 1) **Lulu**, Don Wieneke, CYC, 4 points; 2) **Hazardous Waste**, Chuck Cihak, SYC, 5; 3) **Lightwave**, Simon James, SBYC, 9. (3 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, RYC, 3 points; 2) **Wile E. Coyote**, Dan Purzan, EYC, 7; 3) **Tequila Mockingbird**, Matt Krogstad, CYC, 8. (5 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, SFYC, 4 points; 2) **Raccoon**, Jim Snow, CYC, 5; 3) **Green Dragon**, Marcus Choy, HMBYC, 10. (6 boats)

Full results at www.sausalito yachtclub.org

OYRA HALF MOON BAY, 6/27

PHRO 1 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **Hana Ho**, SC50, Mark Dowdy; 3) **Decep-**

TREACY MALLOY



Midnight Moonlight Maritime Marathon

The Cal 20 *Can O'Whoopass* was first to start the Midnight Moonlight Maritime Marathon at 2 p.m. on July 18. The *J/125 Double Trouble* started last, at 5:06 p.m. Created by SFYC in 1986, the race is a 38-mile, old-school pursuit race from Raccoon Strait to the Carquinez Bridge and back.

Sailing with Paul Sutcheck as crew, the *Can's* skipper, Richard vonEhrenkrook reflects: "I won it in 1992, crewed to third on an ugly 35-knot mission in 2005, finished last at the event's rechristening in 2013, and was second to David James' Lapworth 36 *Leda* last year."

This year, riding the back end of the flood pulse, the good pressure got the Cal 20 to the Carquinez Bridge in exactly 2.5 hours, just in time for max flood.

"Short-tacking the Contra Costa shore turned into an unworldly south-

Wylie Wabbit Wiver Wun winners Sarah Deeds, Guillaume Canivet and Aaron Sturm from 'Wild Bunch 2'. The Wiver Wun wan from Richmond YC to Rio Vista along the Sacramento Wiver on July 18.

east lift on port tack that allowed us to grind, at 2.7 knots but always in the right direction, all the way to the end of the Shell dock, where we dove to the east for cover," reports vonEhrenkrook. "Sailing by instruments to ensure we were maximizing VMG, we took another hitch south to the wall, before the long port tack to the Marin shore.

"We had rounded Carquinez some 90 minutes before *Leda*, which rounded second in slack water. We knew the L-36

was a screamer to weather in the 15-18 knot breeze, and that it could handle the increasing ebb chop better than the smaller Lapworth design we were riding."

But the damage had been done with the Cal 20's lucky southeast lift early on in the return leg. "By the Richmond Bridge, we had a 2-mile lead, and we negotiated the holes and strangeness that led to the finish. Our only concern was to get up-current of the line ends, so if the wind died we wouldn't be set beyond the pin. Job done!" And with a toot from SFYC race director Forrest Gay's balcony overlooking the water north of Tiburon's Point Bluff, the race was won.

latitude/chris

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/18

1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Leda**, L-36, David James; 3) **Shenanigans**, Express 27, Nick Gibbens. (15 boats)

Full results at www.sfyf.org

tion, SC50, Bill Helvestine. (8 boats)

PHRO 2 — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Elan**, Express 37, Jack Peurach; 3) **Mirthmaker**, Archambault A35, Kirk Denebeim. (7 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHS SHORTHANDED — 1) **J-Tripper**, J/105, Mario Wijtman; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Plus Sixteen**, Olson 911, Paul Disario. (6 boats)

Full results at www.jibeset.net

TYC BROTHERS & SISTERS RACE, 7/4

SPINNAKER — 1) **Joyride**, J/105, Bill Hoehler; 2) **Lepus**, Wylie Wabbit, Grace Cheney; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (3 boats)

NON-SPINNAKER — 1) **Lion**, Olson 25, Lon & Steve Woodrum; 2) **Neverland**, Tartan 3700, Aidan Collins; 3) **Stewball**, Santana 28, Don Kunstler. (5 boats)

Full results at www.tyc.org

VYC BROTHERS RACE, 7/11

SPINNAKER MONOHULL — 1) **Dry Land**, Etchells, Jim Wallis; 2) **Shanti**, Ericson 911s, Jeremy Harvey; 3) **Summer and Smoke**, Beneteau First 36.7, Pat Patterson. (6 boats)

NON-SPINNAKER PHRF < 149 — 1) **Lita-K III**, Catalina 42, Jon Karuzas; 2) **Albannach**, J/37, Kenneth Leslie. (2 boats)

NON-SPINNAKER PHRF > 150 — 1) **Wind-some Wench**, Newport 30, Dave Nadolne; 2) **Flying Minion**, Cal 2-27, Bob Lockhart; 3) **Cold Drinks II**, Newport 33, Steve Strunk. (3 boats)

Full results at www.vyc.org

THE BOX SCORES

BVBC PLASTIC CLASSIC, 7/18

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Ananke**, Mark Harrington; 3) **Pegasus**, Debra Ann Weeks. (4 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith; 2) **Balein**, Dan Coleman; 3) **Alchemy**, Nick Ansel. (3 boats)

J/24 — 1) **Phantom**, John Gulliford; 2) **Rail to Rail**, Richard Jepsen; 3) **Evil Octopus**, Jasper van Vliet. (4 boats)

PHRF 130-179 — 1) **Nepenthe**, Hawkfarm, Greg Paxton; 2) **Wings**, Columbia 5.5, Michael Jackson; 3) **Double Play**, Yankee 30, Robert Fairbank. (13 boats)

PHRF 180-225 — 1) **Bottoms Up**, J/22, Chris Childers; 2) **Summer Wind**, O'Day 27, Craig Louttit; 3) **Ross's Dream**, Catalina 30, Dan Courter. (16 boats)

PHRF < 130 — 1) **Savoir Faire**, Beneteau First 42, Paul Osborn; 2) **Sirocco**, Soverel 30 MH-IV, Bill Davidson; 3) **Breakout**, Santana 35, Lloyd Richey. (6 boats)

PHRF > 225 — 1) **Green Dragon**, Cal 20, Marcus Choy; 2) **Nemesis**, Pearson Commander, Jeff Sullivan; 3) **Constellation**, Islander Bahama, John Lincoln. (10 boats)

Full results at www.bayviewboatclub.org

SBYC FRIDAY NIGHT SERIES FIRST HALF (8r, 1t)

SPINNAKER < 100 — 1) **Mr. Magoo**, J/120, Steve Madeira, 11 points; 2) **Kookaburra**, J/120, Tom Grennan, 22; 3) **Aeolus**, J/111, Rob Theis, 22. (9 boats)

J/105 — 1) **Yunona**, Artem Savinov, 8 points; 2) **Aquavit**, Donald Olgado, 16; 3) **Lightwave**, Simon James, 19. (4 boats)

SPINNAKER 101-135 — 1) **Rhapsody**, J/32, Chris Boome, 8 points; 2) **Heart of Gold**, Olson 911s, Joan Byrne, 15; 3) **Jane Doe**, Olson 911s, Bob Izmirian, 24. (8 boats)

SPINNAKER > 136 — 1) **Highlighter**, Islander 36, William Hackel, 15; 2) **Moondoggie**, Islander 36, Doug Gooding, 19; 3) **Friday's Eagle**, Catalina 30, Mark Hecht, 21. (6 boats)

NON-SPINNAKER < 140 — 1) **Flight Risk**, Catalina 38, Dan Gaudy, 14 points; 2) **pHAT Jack**, Express 37, Robert Lugliani, 20; 3) **Carmelita**, Catalina 42, Christian Lewis, 22. (9 boats)

NON-SPINNAKER > 140 — 1) **Alpha**, Sonar 23, John Wallace, 10; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 19; 3) **Summer Wind**, O'Day 27, Craig Louttit, 25. (8 boats)

NON-SPINNAKER CATALINA 30 — 1) **Grinnin' Bear**, John & Roger Tennyson, 9; 2) **Outrageous**, Paul Caturegli, 25; 3) **Tashi**, Chris Rubke, 27. (6 boats)

Full results at www.southbeachyachtclub.org

SYC SPRING SUNSET SERIES (5r, 1t)

J/105 — 1) **Hazardous Waste**, Chuck Cihac, 4 points; 2) **Mamaluc**, Scott Lamson, 10; 3) **Nimbus**, Neil Gibbs, 10. (4 boats)

SPINNAKER — 1) **Gammon**, Tartan Ten, Jeff Hutter, 6 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 8; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 12. (7 boats)

NON-SPINNAKER — 1) **Jarlen**, J/35, Bob Bloom, 4 points; 2) **Tackful**, Santana 22, Frank Lawler, 10; 3) **Cattitude**, Tartan Ten, Deana Maggard, 16. (8 boats)

Full results at www.sausalitoyachtclub.org

With reports this month on *Questions of Liability While Chartering*, a frequent contributor's *One-Way Cruise from the Leewards to the Virgins*, and *Charter Notes*.

Should You Require a Chartering Pre-Nup?

In addition to the charter report that follows, frequent contributor Art Hartinger sent in the crew waiver below, which he claims to have given to his charter guests before a recent cruise.

As you can see, it's meant to be funny, although Art, being an attorney, knows all about ticklish legal issues. Joke or not, though, it brings to mind the fact that when you rent a late-model charter boat worth hundreds of thousands of dollars, there are a lot of very expensive things that happen if charter guests get too reckless or too drunk — like losing gear overboard, flipping the dinghy or grounding the boat on a reef.

Although you'll undoubtedly be covered for major damage by a mandatory charter insurance policy, it's important to note that such coverage normally has a hefty deductible, and certain key pieces of gear, like the dinghy and outboard, may not be covered in the basic policy. That's why most companies run the charterer's credit card before the boat leaves the dock, thus securing a substantial security deposit that's refundable when you bring the boat back in one piece.

So it's a good idea to make sure everyone on your crew list is clear that they

After chartering with friends, Art finally decided to protect himself from all liability— from shark bites to hangovers.

CROSS WAIVERS OF LIABILITY

Each member of the crew (including the skipper, family, heirs, related trusts and estates, assignees, etc.) for the Puerto Rico / US Virgins sail trip hereby releases and covenants not to sue one another (including all families, heirs, etc.) for any and all problems arising during or related to the cruise, including without limitation deaths, sea sicknesses, drownings, injuries, depression, gonnoreah, inconveniences, grouchiness, damages, lost stolen or damaged personal property, rashes, vomiting, montezuma's revenge, shark bites, stubbed toes, sun burns, bruises, cuts, and unjustified insults, of any kind whatsoever known to mankind. Everyone assumes the risk of death, injury and hangovers, and no one will ever sue any other member of the crew for any problems whatsoever occurring during said trip.

are not to treat this luxury yacht like a cheapo motel room during a spring-break vacation. And if they lose a dinghy oar, break a boathook, or drop a winch handle overboard, it is they, not you, who will have to pay for it. No big deal. You're just asking for a little respect for yourself — the person who made their dream vacation possible — and the boat.

Don't get us wrong, we don't mean to scare you away from chartering. On the contrary, we're as bullish about sailing vacations as anyone, but we have heard some nightmare stories about crew causing expensive damage and not owning up to it.

While we're at it, we'd recommend that long before you get on the plane or step aboard your charter boat, you make sure everybody understands, and agrees to, your rules for the trip, whether you formalize them in a signed document or not. Let them know your proposed itinerary, what sort of extra expenses might be incurred, and who's expected to pay for them, plus what responsibilities they'll have during the trip.

Okay, that's it. End of sermon. Now get out there and have some fun on the water.

— andy

A One-Direction Caribbean Bucket-List Cruise

My business partner, Steve Meyers, had "doing a bareboat charter" on his bucket list so I invited him along on our one-directional Caribbean cruise from St. Martin to Anguilla to the British Virgin Islands in late March. Aboard were Steve and me, my 20-year-old daughter Elise, and three of her friends: her UCSB roommate Jess and friends Zee and Miles.

I carry several handheld VHF radios so the crew can communicate when they are off the boat. Given the UCSB contingent (and Steve is a UCSB alum too), of course our call sign on this trip had to be Gau-chos!



The boat we originally chartered from BVI Yacht Charters had been damaged in a hurricane that hit St. Martin (Hurricane Gonzalo, I believe). So, we were assigned a 10-year-old Jeanneau 44 named *Copacabana*. Although showing some signs of wear, she performed well.

Because we wanted to do a one-directional cruise, we needed special permission to make the overnight crossing from Anguilla to BVI. Everyone at BVI Yacht Charters was really nice. We later connected with some of them when they came to the boat show at Jack London Square.

Before boarding *Copacabana*, Steve and I stayed the night at the Grand Case Beach Club, a really lovely and very French hotel north of Marigot. I have had negative memories about both sides of that island — French St. Martin and Dutch St. Maarten — but this time we really liked it. Steve and I rented a car and drove all around. He is obsessed with the book *1,000 Places to See Before You Die*, so we were sure to stop at La Samanna, a swanky resort on the French side.

The kids arrived the next day, Saturday, and we shoved off at about 3 p.m.,

OF CHARTERING



Spread: On approach to the BVI's Sandy Cay. **Insets, L to R:** Art with Foxy, kids in the cockpit, a typical BVI dinghy dock.

after provisioning for the much less developed neighboring island of Anguilla. We had the anchor down in Anguilla's Road Harbour by 6 p.m. We had dinner ashore at a good restaurant, the Sandbar.

The customs and immigration folks apparently lost the key to the office, so Steve and I waited for over an hour the next morning to clear in. But, hey, it's the Caribbean. You've got to learn to relax.

Later, we took the kids out to Sandy Island, a small islet about 20 minutes away with wonderful beaches, which they all loved. We later took a taxi to Scilly Cay to see it on recommendation, but we missed the much-anticipated lobster — or any other food — because we were late. We did see lots of stoners, though. The kids danced to the band, and we had rum punches.

On Monday, we shoved off for remote Prickly Pear Cays, then Dog Island, where we had dinner before making our overnight crossing to the BVI. For the crossing, we assigned everyone two-hour

watches, which worked out fine. The wind was light, and the crossing was uneventful.

Upon arrival at BVI early in the morning, we picked up a mooring ball at the Baths for a swim — although technically, we should have checked in with customs and immigration first — then went to nearby Spanish Town to clear in. There we encountered a ridiculous labyrinthine system: window one, fill out forms; window two, talk to customs; window three, pay fees; window four, more fees. Unfortunately, this all came with surly attitudes from the government employees, and it took nearly two hours.

We met our friend Jon Holtzman at the Bitter End Yacht Club, and he came on board for the duration.

The BEYC seemed about the same as when I was there last, with maybe an uptick in cost: mooring balls are \$30 per night and ice is \$10 per bag. The nearby Saba Rock has turned into a big, 'trying-to-be-gourmet' restaurant.

The next day we went into Biras Creek, and had espressos. Wow, what a beautiful spot! Then we set sail for Jost Van Dyke, and anchored in Great

Harbour. We dinghied in to Foxy's to pay homage to the notorious Foxy himself.

Breakfast the next day in Great Harbour at Ali Baba was really, really good. We took on water, and departed for Green Cay, which lies off the eastern end of Jost, and has great snorkeling.

Unfortunately, the handheld windlass cord got caught in the windlass, and although we made repairs, we did not trust it.

Perched on the back porch of the Jeanneau 44 'Copacabana', Jess learns how to do dishes like a sailor.



WORLD OF CHARTERING

Next we took a mooring ball at Jost's Little Harbour, and taxied over to the famous Soggy Dollar Bar at Jost's westernmost anchorage, White Bay. We are not teetotalers, but people were outright wasted at the Soggy Dollar — a big party scene, with folks staggering around.

The next day we sailed in strong winds to Soper's Hole for lunch, then took a ball in the Bight at Norman Island. Naturally, the kids wanted to go to the notorious floating bar and restaurant called *Willy T*. This was quite the music and bar scene.

Afterwards, the kids agreed to barbecue, but somehow managed to drop four racks of ribs into the water! Jon and I left them and went ashore to a really good restaurant — Pirates Bight, which seems relatively new — for lobster.

Early the next morning, we motored across the Sir Francis Drake Channel to Port Purcell, in Road Harbour, to return the boat. The checkout was painless. The kids all had a great time, and Steve got to check another item off his bucket list!

— art hartinger



Sailing the Greek Isles is on the must-do lists of many sailors. This year, that fascinating country could really use your business.

Charter Notes

As the end of summer draws near, we're reminded of all the great summer sailing venues there are within the 'world of chartering'.

Many of them, of course, are in Eu-

rope. And from what we've been hearing, it's now more affordable for Americans to travel in Europe than it has been in many years due to the almighty dollar's strength against the euro — practically at one-to-one parity.

With all the financial issues that the European Union has to sort out, there's a good chance the dollar will still be trading favorably next summer too. So we suggest you strongly consider locking in a reservation now with a substantial deposit, or paying the whole charter fee now, in order to ensure that you'll get a killer rate.

Another advantage of booking so far in advance is that you might actually be able to book a flight using frequent flyer miles, whereas trying to do so at the last minute is always impossible.

A final note about Greece: That unfortunate country is, of course, suffering terrible financial troubles, and the last thing they need is for vacationers to stay away. So choosing Greece as your destination could be a win-win.

— andy



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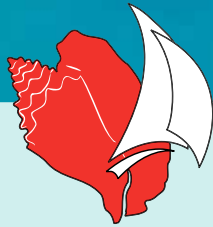
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CHANGES

With reports this month from **Rainbow** on realizing a dream of 35 years; from **Escapade** on cruising in Portugal and Spain; from the *Wanderer* on the historic **Arsenal Marina** in Paris; from **Halcyon** on hauling on the Rio Dulce for hurricane season; from **Mambo** on a most interesting crossing from Cabo to San Carlos; and a generous helping of **Cruise Notes**.

Rainbow — Crowther 33 Cat Cliff Shaw Tahiti-Moorea Sailing Rendez-vous (Emery Cove)

I just wanted to say 'thank you' to *Latitude 38*, Andy Turpin and his Puddle Jump crew, Tehani and the Tahiti crew,

the Club Bali Hai, and the many others who worked so hard to put on a really well-organized, interesting, and fun Tahiti-Moorea Sailing Rendez-vous last month.

The photo of my cat *Rainbow* at rest in Cook's Bay says it all for me. After 35 years of dreaming about it, I'm finally here, and it's as beautiful as advertised. The Pacific Puddle Jump and Tahiti-Moorea Sailing Rendez-vous have been great ways to ease into the cruising life. I'm glad I signed up, and I sincerely thank everyone involved for conceiving it and running it.

Unlike most participants, I single-handed *Rainbow* directly from San Francisco to the Marquesas. My boat and I did it in 24 days 10 hours, averaging just under six knots for the 3,500-mile course. I lucked out both with squalls and with the Inter Tropical Convergence Zone. The squalls never exceeded 24

'Rainbow' may not be the biggest cat cruising the South Pacific, but the Crowther 33 has been getting the job done for owner Cliff Shaw.

knots, and the ITCZ was narrow where I crossed it.

I had some of the usual types of passage issues — a couple of tears in the main, the high output alternator quitting, and some minor delamination of some tabbing. Fortunately, I had plenty of sticky-back tape and thread to repair the main, and I replaced the high output alternator with the original alternator. As for the minor delamination, I had the pleasure of grinding fiberglass in paradise. Oddly enough, it was no more fun than doing it on San Francisco Bay.

I spent a month in the Marquesas, visiting Hiva Oa, Tahuata, Fatu Hiva and Ua Pou. In late May, I moved on to Papeete, skipping the Tuamotus for safety's sake because I'm singlehanded. I spent three weeks in the Taina anchorage, then joined the rally to Moorea.

The Rendez-vous events were well-orchestrated and lots of fun — the team I was on even won our first canoe race. And I'm amazed at how well the Bali Hai handled dinner on Saturday, and then lunch on Sunday, for what must have been over 200 people. And the food was delicious.

I'll sail back to Papeete this Saturday for a few days, then on to Huahine, Maupiti, and finally Bora Bora before my 90-day visa for French Polynesia expires in late July. After that, I'll be off to the Cook Islands, then probably Australia some time in the future.

— cliff 06/25/2015

Escapade — Catana 52 Greg Dorland and Debbie Macrorie Portugal and Spain (Lake Tahoe)

My cruising dream started almost half a century ago. I was skiing competitively in Europe, and from time to time I would visit marinas along the Mediterranean coast. Seeing the sailboats, I thought it would be so cool to someday have my own boat in the Med. That day has come.

After a rather uneventful crossing of the Atlantic from St. Barth to Portugal, with a stop in the Azores, we found ourselves departing Marbella, Spain at the end of June for Valencia and the Balearic



Islands. This being the Med, the wind had either been non-existent, like this morning, or it was blowing the dogs off their chains on our nose.

While approaching the Straits of Gibraltar at Tarifa, and halfway through the Strait, we saw a steady 30-35 knots. No wonder Tarifa, which has a reported 300+ days a year of wind in excess of 30 knots, is the windsurfing capital of Europe. But partway through the Strait the wind went very light, so we ended up motoring. We are motoring northeast now, racking up the miles before the new wind arrives.

It's been an unbelievable trip in terms of wind, or lack of it, so far. We didn't have that much wind from St. Barth to 300 miles east of the Azores, and since then we've had — except in the Strait — almost nothing.

Our two stops in Portugal were nice, featuring just what we Americans like about Europe — historic towns filled with great architecture, romantic restaurants, outdoor bars, and friendly people.

RAINBOW



Cliff and 'Rainbow'.

RAINBOW



IN LATITUDES



PHOTOS COURTESY ESCAPADE AND THE TOURISM DEPARTMENTS OF SPAIN AND PORTUGAL

Photos from an 'Escapade' in Europe. Clockwise from above. Marbella turned out to be better than expected. Vineyards like this produce surprisingly good Portuguese wines. The beautiful youth of Spain keep the cities lively at night. The seafood is delicious. Who left the rock on the beach?

We overnighted in Faragudo, opposite Portimao, and again at Faro, where we traveled five miles up the river to the old town and anchored in five feet of water. We enjoyed some wonderful seafood, some very nice Portuguese wines, and warm but not balmy evenings. It was a welcome change from the humidity of the Caribbean.

From Portimao it was a 100-mile day to the windswept Cabo Trafalgar, where we anchored off the beach in an open roadstead. During the passage we were hailed on the VHF by a young woman whose engine had quit on her British-registered Dehler 36. We turned back to see if we could be of assistance, but after discussing the probable damage to her boat that would ensue during a long tow through the swell, she saw the wisdom in carrying on slowly under sail. She and her equally young companion told us that they had sailed the boat down from

England, and that they had enough food and water for many days. I was reluctant to leave them, as they were quite young and very possibly inexperienced. But when we last saw them, they were flying a spinnaker toward 25-mile-distant Cadiz, so we were confident they'd be fine.

Cabo Trafalgar to Tarifa and beyond into the Strait was nasty, as I mentioned earlier, with an appropriately nasty sea. We had to throttle back to five knots to keep from beating up the boat. Then, right in the windy part of the Strait, and in a controlled shipping lane, we 'saw' a boat on our AIS that was repeatedly rounding up into the wind, coming about, jibing, and rounding up again. Debbie, thinking that maybe the man of the couple on the boat had suffered a heart

attack, decided they might need help.

We changed course to intercept them, and soon saw that there were two people in the cockpit. The man was driving, and despite 30 knots of wind had his shirt off. They looked at us, gave us no sign of needing help, so we figured they were fine — if not drunk. Later we heard Tarifa Traffic hailing them on the VHF and telling them to get out of the area, as they were a danger to other traffic. Some of the boat handling we've seen out here has been inexplicable.

We didn't have high expectations for our evening ashore at Marbella, as it was developed as a resort town in the 1970s for packaged tours from northern Europe. Yet we ended up having a good time people watching, catching up on the Internet, and dining outdoors at a wonderful *pinxhos* bar/restaurant.

Pinxhos are a variation on *tapas*. At the place we ate, you didn't place an order, but rather waited for the waitress to pass by with plates full of delicious small items. You took what you wanted and waited for the next round.

We had to motor all the next day toward Valencia, but the current was up to two knots in our favor.

The third largest city in Spain, Valencia was home to the 32nd and 33rd America's Cups. We found post-America's Cup Valencia to be lively, with lots of people in the streets. The warm weather and the Spanish spirit are the driving forces of the city.

It can be stifflingly hot in Valencia during the day, but the late nights are balmy. As you might expect, people stay up late, particularly at the *Centro Historico*. There are free concerts in the plazas, street musicians, and more cafes, bars, and *tapas* and *pinxhos* bars and restaurants than you could eat at in a lifetime. Dinner hour in Spain gets started about 10 o'clock, about five hours later than in Florida, and young folks don't bother

The Hemisferico at Valencia is impressive, but is not an example of traditional European architecture that Americans find so romantic.



LATITUDE / RICHARD

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showing up at the discos until past midnight.

Tapas are ubiquitous, not only in small bars but also in fine restaurants as appetizers. The seafood includes the standard fare of fish and a wide variety of shellfish, most of it local. They have melt-in-your-mouth mussels, every size of shrimp and prawn, and huge local oysters that require being cut in thirds with a knife and fork. I prefer the flavorful smaller ones, which easily slide down your throat before you've had too much time to look at them.

In Spain you see ham hanging in all the stores and restaurants, and it's similar in preparation and taste to Italian prosciutto, but it has a unique flavor derived from the all-acorn diet the pigs are fed the last year of their life. Often there will be one server in the dining area dedicated exclusively to cutting the delicious meat, from a leg with the hoof still attached, with a razor-sharp knife.

We happened into Bodegas Baviera, a great little wine store in the old town. Translating for the owners, another customer explained that we had stumbled into the oldest wine store in Valencia. A young woman in her early 30s, who is part of the company's youngest generation, helped us. She was both incredibly knowledgeable and passionate about the wines. We gave her a budget, asked for a discount on multiple cases, and placed ourselves in her hands. We're confident we'll have some delicious accompaniments to Debbie's wonderful cooking.

As gastronomically inviting as Valencia was, the now core crew of *Escapade* really hit their stride arriving in the impossibly cute — meaning an American's romanticized vision of a European port town — Puerto Soller, Mallorca. On the north shore of Mallorca, it has a perfect natural harbor lined with restaurants,

One of the most entertaining things to do on Mallorca is take the train, which has wood-frame cars, from Soller to Palma and back.

bars and other waterfront shops. It also has an ancient tram that takes you a mile or so up the valley to the main town of Soller, where you can catch a train made mostly of wood across the island to Palma. Many ancient Spanish towns were built a bit inland rather than right on the coast, providing a better defense against invaders. Soller has been around since the Arabs ran things here on Mallorca due to first its being the only really good port on the northwest part of the island.

Actualizing one's dreams from one's 20s, as I'm trying to do, doesn't happen every day. Especially when that vision is as grandiose as sailing around the Mediterranean in love with your wife and your boat. But that is what happened for me in Puerto Soller. I, for one, had no need to go ashore, as inviting as it looked. I was content to watch the ever-changing landscape from our boat as *Escapade* swung slowly back and forth on her anchor.

Practicality intruded by early evening, however, and we dinghied ashore to off-load the garbage and pick up supplies. Unable to resist the call of a romantic waterfront restaurant, we enjoyed a pretty good meal at a very good price in what would be considered a typical open-air waterfront tourist restaurant in the Med. By the way, it's become clear to us that wine is seriously overpriced at restaurants in the United States.

The next morning we motored six miles down the coast and spent a leisurely day swimming and otherwise enjoying the spectacular Cala de la Calobra. We did this with several hundred other vacationers enjoying their summer holidays on a narrow beach set between two impossibly steep cliffs. We were not put off by the crowds, as our summer of 2015 mentality is to be generous, and that allows others to enjoy the same wonderful places that we are.

This generosity paid off handsomely, for as the sun got low on the horizon our shoreside neighbors returned to their hotel rooms and villas, leaving the impossibly dramatic setting to us and a few others anchored on boats.

Here comes the good part. After we motored out of the *cala* the next morning, continuing east along the north



coast of Mallorca, a southerly wind came up — a real sailing breeze — that propelled us toward Menorca, the next Balearic island. Yes, we were finally sailing in the Med, moving along for free — well, almost for free. We sailed close-hauled to Puerto Ciutadella, Menorca.

Puerto de la Ciutadella is located at the head of an impossibly long, narrow — and 'cute' — *cala* on Menorca's western tip. Once anchored in the adjoining *cala*, we dinghied into town to off-load the garbage, pick up supplies, and — of course — have dinner. We picked an out-of-the-way restaurant that was listed in a Spanish online restaurant guide. The only tourists in the restaurant, we suffered through another amazingly delicious meal, with yet another undervalued bottle of fantastic Mallorquian wine recommended by the owner.

Overcoming the urge to stay in Ciutadella for another day and night, we took advantage of the second day of wind in a



IN LATITUDES



PHOTOS COURTESY ESCAPE & LATITUDE / RICHARD



Adventures in the Balearic Islands, clockwise from above. Beautiful Puerto Soller, a busy port since Arab times. The tram between Soller and Puerto Soller is older than The City's cable cars. Cala Mitjana, Menorca. Impossibly 'cute' Puerto Ciudadalla, Menorca. Tapas, anyone?

row for a wonderful flat-water sail south, then east, around the tip of the island, searching for the perfect anchorage for the evening. We found it in Cala Mitjana, a picture-perfect small *cala* with two white-sand beaches set beneath tree-lined limestone cliffs.

Once the sun deserted the beach, the last of the sun worshippers departed. The heat broke with the evening offshore breeze, and the temperature became perfect. I think we'll stay here before pushing east and preparing ourselves for the 200-mile passage to the South of France.

— greg 07/15/2015

Arsenal Marina Paris, France

Is there a marina site historically more significant to Western civilization

than that of the Arsenal Marina in the heart of the City of Light? No, there is not.

How and why would you find yourself in this marina at latitude 48° on the other side of the world? It could be because you bought a Hallberg-Rassy or other sailboat in Sweden and wanted to take the river/canal route down to the Med. It might be because you'd been doing the Med and wanted to go north to Paris and/or across the English Channel to London. Or because you wanted to take the storm-free and flat-water route from the Med to the Baltic Sea.

Those who have done it tell *Latitude* that it takes about a month to get from the Med to Paris, although it all depends on how many hours a day you want to travel. Because of speed

limits, locks, limited lock hours, broken locks and the priority accorded commercial traffic, progress can be surprisingly slow in the canals and rivers. So if you don't rush, it can take six weeks or more.

In any event, you'd have to lower your mast and store it on deck with a total height of no more than 3.4 meters. Or you'd have to have the mast dropped and shipped to your ultimate destination. This is commonly done.

You also need to be aware that the depths of the canals can get down to 1.5 meters — and sometimes less — which can be a limiting factor for larger sailboats. But owners of sailboats drawing as much as 1.8 meters have told us they use the larger canals of Europe, either as shortcuts to get to different places, or as cruising grounds in themselves. Sometimes, though, they've had to plow through soft bottoms.

Cruising the 5,000 miles of canals and rivers in Western Europe can be surprisingly inexpensive. One reason is that the exchange rate between the dollar and euro is much more favorable than it's been in more than a decade. Another reason is that marinas — even those that include electricity, water, heads and showers — are usually no more than \$15 a night. At some places the berthing is even free.

But let's talk in particular about the Arsenal Marina, which has 180 slips. Thanks to rafting up and the juggling skills of the friendly harbor staff, they often cram well over 200 boats into the facility. Because it's in Paris and the demand for slips is so great, it cost us \$47/night on a weekly basis for a 42-footer.

That price isn't out of line with what's charged at places in California, and you're in Paris for God's sake. Furthermore, if you're walking, the Arsenal Marina is five minutes from Place de Bastille, 10 minutes from Gare de Lyon, ***The Arsenal Marina in Paris, with the illuminated 171-ft Colonne de Juillet in the distance. Marina security is good, as it has to be in Paris.***



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15 minutes from Île Saint-Louis, 20 minutes from Notre Dame or Saint-Germain-des-Prés, and 75 minutes from the Eiffel Tower. And when you compare the berth fee to the room rate at even a slovenly hotel in central Paris, it's an excellent

LATITUDE / RICHARD



The top of the July Column at the Place de la Bastille.

bargain. Furthermore, the Arsenal Marina is steeped in hundreds of years of history. At the southern end of the marina is the tunnel and lock to the Seine River. At the northern end of the marina is the Place de la Bastille — and below it the 1.5-mile-long subterranean part of the Saint-Denis barge canal to the Place de la République and the Canal Saint-Martin beyond. Very large tour boats, with clearances of just inches on the top, sides and bottom, run this route every day. You'd swear they'd never fit in the tunnel, but most times they do.

It's because of the old Bastille Fortress that the Arsenal Marina exists. Work on the fortress began in 1357 in order to protect the vulnerable eastern side of Paris from the Brits during the Hundred Years' War. When completed, the Bastille had eight towers nearly 80 feet tall, and dominated the skyline of Paris. It also had a moat, which was fed by a ditch from the Seine, a ditch that eventually became the site of the Arsenal Marina.

The Bastille was also used as a state prison, the first prisoner being Hugues Aubriot, the guy who had created it. Louis XVI used the Bastille as a prison for members of the upper classes who opposed him, and for families who

One écluse — or lock — and about 15 vertical feet of water are all that separate the Arsenal Marina from the Seine River.

LATITUDE / RICHARD



wanted disreputable relatives taken off the streets to protect family reputations. Even Voltaire was imprisoned at the Bastille for a time, charged with obscenity.

As a fortress, the Bastille played an important role in countless skirmishes and battles for over 400 years. But one surpassed all the others. There was revolution in the air in the summer of 1789, as the royal government's financial bungling and the forming of the National Assembly gave rise to republican sentiments. As we were taught in school, the Bastille was "stormed" on July 14, supposedly to free all the prisoners from the horrible conditions in which they'd been held.

This is baloney. First of all, there were only seven prisoners when it was 'stormed'. Second, the Bastille wasn't a wicked prison. For instance, prisoners were often allowed to bring their family members with them, as well as servants and furniture. They could smoke and drink. But this didn't stop some from complaining bitterly from their windows just before the start of the Revolution.

The most vocal whiner was the Marquis de Sade, guru of sadomasochism, who incessantly whined that he was being mistreated. Odd, isn't it, as you'd think the Marquis would have reveled in mistreatment. Besides, de Sade had been allowed to bring an extensive wardrobe, lots of tapestries, and 133 books to prison with him. The Bastille was no Pelican Bay. When he still wouldn't shut up, he was transferred to another prison just before the start of the Revolution.

The real reason the Bastille was "stormed" was for the 250 barrels of gunpowder it had just received, and because of all the guns in its arsenal. When negotiations between the Governor of the Bastille and the relatively small mob of protestors didn't go well, they chopped off his head ISIS-style, then paraded it around Paris atop a pike.

In order to further the revolutionary narrative and justify what they'd done, the mob dragged parts of printing presses out of the Bastille and claimed they were instruments of torture. The mob was hugely successful with their phoney PR campaign, and the Bastille became a very important symbol of the Revolution. The English-speaking world knows July 14 as Bastille Day. The French, oddly enough, call it 'French National Day'.

We all know what happened after the fall of the Bastille: the



Declaration of the Rights of Man, the execution of Louis XVI, the Reign of Terror, Denton, Robespierre, the Thermidorian Reaction, Napoleon, etc. And 100 years later, the Basilica Sacré-Coeur was built, in part as penitence for the "excesses of the Revolution". More history than you can shake a baguette at.

The Bastille fortress/prison was dismantled days after it was stormed, and bits sold as souvenirs. Many years later, the 171-ft *Colonne de Juillet*, topped by the golden Winged Victory, was built in the center of Place de la Bastille. In addition to being a major Parisian landmark, it served as a night-light for our boat berthed in the marina.

The Arsenal Marina: There's no other marina with so much history.

— latitude/rs 07/15/2015

**Halcyon — F/P 43 Cat
Brit and Sandy Horn
Antigua to Antigua
(Cazadero, California)**

CHANGES

things travelers share — advice on places to go and places to eat, and interesting experiences.

As promised by Moon, El Hostal turned out to be a sweet, clean place. With breakfast included, the price was right. In fact, it was even 'righter' when we moved out of the private room we had for a night into one of the less expensive dorm rooms, which was just fine for us.

The dramatic scenery around Antigua is dominated by three volcanoes — 12,356-ft Volcán de Agua; 13,045-ft Acatenango, which last erupted in 1972; and 12,346-ft Volcán de Fuego, which is famous for being almost constantly active at a low level. While steam and gas pour out of the latter daily, the last large eruption occurred in September 2012. As you might expect, numerous major earthquakes have shaken Guatemala over the years.

Guatemala is truly an amazing country, with great ruins, markets, scenery, and colors. I particularly liked the brilliantly colored textiles and clothing of the Mayan women. With so much to see, we are already making plans for what we want to do upon our return.

That said, I did have a very unusual experience while staying in the hostel. Because I hadn't been drinking alcohol, I assume it had something to do with the food not agreeing with me. After getting myself down the hallway to the ladies' room to take care of business in the middle of the night, I somehow lost my balance and brains, and ended up on the floor of the hostel's shower. It wasn't funny at the time, but I gotta say I did go through the drill to check for stroke: stuck my tongue out straight, smiled, and checked that I was coherent. True, I couldn't lift my arms, but that was probably because I was lying on them.

Actually, I was content to keep lying on the floor of the shower, at least until

When she was younger, Sandy never dreamed that she'd spend the night of her 59th birthday driving a catamaran across the Caribbean.

it got too cold. I eventually made it back to my bed, and later to California. Feeling fine now, I can't wait to return to our cat in Guatemala.

— sandy 05/15/2015

Mambo — Endeavour 37

John Sullivan

**Parrot Fish and Elephant Boy
(San Carlos, Mexico)**

I'm 70 years old and recently made a 400-mile passage from Cabo San Lucas across the Sea of Cortez to San Carlos on the Mexican mainland. My crew was a 56-year-old Mexican sailor/fisherman I'll call Alonzo to protect his identity.

Alonzo did a great job helping get *Mambo* across the Sea, but sometimes was very irksome. But with a task at hand, I had to overlook his objectionable attitudes.

Being a fisherman, Alonzo admittedly has a tough time making a living, but he drinks, too. Alonzo is a super-skinny guy, and sometimes those guys can get a bleary-eyed buzz on just one beer. Fortunately, he didn't drink on our passage, but alcoholics can be a pain even when they are sober.

I have to confess that I was also a source of onboard tension, as I was paranoid about being ripped off. As I was about to leave, the marina where I'd been staying before Cabo suddenly 'discovered' that I owed them \$530 from 18 months before. I hadn't saved the receipts to prove otherwise, and without the release from the marina, couldn't check out. Then Mexican customs charged me \$100 for taking my SSB radio out of the country so I could get it repaired.

Anyway, after being underway from Cabo for about 12 hours, I went below to rest. While below, I decided to check on my \$1,000 bankroll, but couldn't find it. I'd stuffed it into some magazines, but now it was gone! So with the boat on autopilot, I called for Alonzo to come down below.

"Give me my thousand dollars!" I demanded.

Looking shocked, he protested his innocence.

The situation was tense. Then he picked up the magazines that I said I'd put my money into. As he flipped through the pages, the money fell out! I was humiliated by my false accusation, and apologized profusely.

He was hurt, of course,



but didn't seem too upset.

Later, while we were both in the cockpit, I apologized once again. This set him off. He told me that if the money had been misplaced elsewhere and not found, we might have gotten into a scuffle, and he would have had to kill me!

"Wow, that's pretty severe," I thought to myself. But I said nothing.

My overreaction to not being able to immediately find my money was partly due to my age. We geezers are sometimes quick to get rattled. But that could have had deadly consequences for me, as Alonzo had an 11-inch fishing knife. Even though the tip had been broken off, he could have easily slipped the blade between my ribs and killed me.

One of Alonzo's favorite expressions, which I constantly heard, was 'gringo motherfucker', or 'mother fucking gringo'. He didn't necessarily say them in reference to me, but I still heard him use the expressions. He said they weren't really





LATITUDE / RICHARD

The August Throwback Photo Quiz. What is this? Where is this? And why is it so important to some sailors?

an insult to Americans, but they surely are.

I gave Alonzo the nickname parrot fish because he had a peculiar upper plate that looked like an enamel ridge. Parrot fish have a similar ridge because they eat coral. As a result of the bridge, Alonzo pronounced certain words in a funny way. 'Focker', as in the movie *Meet the Fockers*, was one of them. And he really did sound like a parrot.

On the other hand, he might have called me Elephant Boy, as I am fat and only wear a Speedo. And when I sleep, I wear a mask and tubing because I suffer from sleep apnea.

Parrot Fish and Elephant Boy, oh man, what a combo!

During the trip we saw whales, dolphins, sea rays and turtles, as well as various birds. To show me up a bit, ev-

ery time I went below Parrot Fish would claim to have seen some great sea life.

"You really missed it you gringo mother focker mother fucking gringo."

At about 10 p.m. on the second night out, we noticed the alternator wasn't charging the batteries. *Shit!* We were still 120 miles from San Carlos. With no battery power, we lost the use of the autopilot and GPS. And naturally we didn't have any running lights, which meant other boats couldn't see us. That's dangerous, even when there aren't too many boats around.

Fortunately my boat's engine is a diesel, so it didn't need electricity to keep running. But when the oil pressure gauge slowly started to drop, we began to panic. After all, we were both stoned. Cleaning the Mexican pot of stems and seeds took me back to the

1970s.

Even though I knew that the gauges would slowly begin to fail because of the alternator problem, a sliver of doubt crept into my mind. I thought we might really be losing oil pressure, which would lead to engine failure. When the oil pressure gauge finally got to zero, I had to repress the urge to cover my ears with my hands. I was afraid that I would hear the sound of the engine catastrophically seizing up. When it didn't fail, I felt a great sense of relief.

We were elated the morning of the day we were going to arrive at San Carlos. I pushed the engine back up to the cruising rpm of 1,600, and we were able to navigate with GPS after I put batteries into my backup unit. But we still didn't have the use of the autopilot, so we had to hand steer all day.

Perhaps to spite the dead batteries and me, the oil pressure gauge went back up to 20 and stayed there for the rest of the trip! The seas were a bit rough for the last 20 miles, but we made it in before dark. That was good, because I don't like to enter strange ports at night, especially when I don't have any running lights.

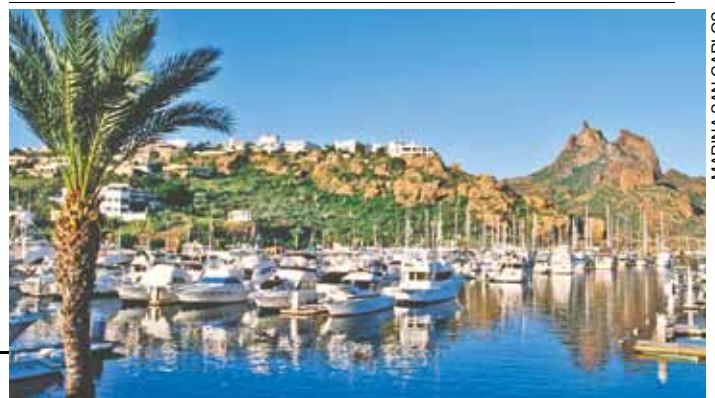
Parrot Fish and Elephant Boy both enjoyed deep sighs of relief when we docked at San Carlos. And the next morning I enjoyed the pinkish glow on the desert hills.

I was sure glad the engine kept working, because I would not have liked to be drifting around with Parrot Fish. Yes, my boat has sails, but the wind had been very light. After all, Parrot Fish is a big fan of Kim Jong-un, the North Korean dictator. Parrot Fish likes him because he stands up to the United States, and because he supports the hunting of whales. Parrot Fish thinks there are too many whales already.

I was happy to pay Parrot Fish off, and with mixed feelings watched him and his 11-inch knife disappear down the dock. Naturally I paid his travel expenses.

I had *Mambo* taken out of the water for

It seems almost miraculous given their tribulations, but Parrot Fish and Elephant Boy made it safely from Cabo San Lucas to San Carlos.



MARINA SAN CARLOS

CHANGES

the summer. She's resting ashore, waiting until I return for my next Mexican vacation.

— john 03/28/2014

Readers — We're not sure why we got this Changes more than a year after it happened, but we thought it was timeless enough to run.

Cruise Notes:

One of the differences between countries where people have a lot of money, such as the **United States**, and countries where people don't have a lot of money, such as **Mexico**, is that people in the latter tend to have broken things repaired instead of throwing them away and replacing them with new. Glenn Twitchell of the Ensenada-based, formerly Newport Beach-based, Lagoon 38 **Beach Access**, provides an excellent example:

"After we did the Bash and decided that we would spend the summer in Ensenada as opposed to more expensive California, Debbie and I looked into the possibility of converting my work van into a camper van. One priority was getting the air conditioning working, something that hadn't worked since I bought the van used. When I lived in California and rarely ventured east of the Pacific Coast Highway, air conditioning wasn't necessary.

"Nonetheless," continues Twitchell, "I once took the van to an AC repair place to get an idea of what it would cost to fix the air-con. After doing nothing more than listening to the compressor and confirming that no cold air was coming out of the vents, the so-called 'mechanic' declared the compressor needed to be replaced. He estimated the cost of getting a new one installed to be \$1,200. That was slightly less than the van was worth,

In addition to some great sunsets, a couple of nice marinas, delicious seafood, and fine surf, Ensenada has competent AC technicians.

so I passed on the repair.

"Just for kicks, the other day I took the van to an AC shop in Ensenada. Twenty minutes and \$47 later, we had icy cold AC in the van. It's things like this that make us love Mexico."

Another thing to like in Mexico is the **exchange rate of the dollar to the peso**. In April 2013, it was 12.1 pesos to the dollar. In mid-June this year, it was 15.80 to the dollar and trending up. This means you could buy close to 25% more in peso-denominated stuff than just two years before.

Things are even better, relatively speaking, for those who have taken their boats to Europe. In May 2014, not much more than one year ago, the **dollar-to-euro exchange rate** was 1.39 dollars to the euro. As of mid June, it was under 1.10 dollars to the euro, a huge improvement for the dollar.

The Chris and Heather Tzortzis clan — which includes **Mykaela, Tristan, Alexia, Amaia and Alina** — on the Lafayette-based Lagoon 470 **Family Circus** claim that *Latitude* is responsible for their doing the Ha-Ha and the Puddle Jump, and cruising in French Polynesia. Which is why we're glad they report that they are having a fabulous time.

One of the things they're enjoying the most is free diving in the warm, clear waters of French Polynesia. Check out the free diving photos of them in the accompanying spread. In fact, Heather reports that she's been taking more family photos under the water than above.

Naturally, not everything has gone perfectly. While coming through the channel at Avea Bay, Huahine, *Family Circus* hit a reef, putting a hole in one of the keels. Fortunately she's a cat, or they might have had a big problem, not the least of which was they weren't able to schedule a haulout at Raiatea for another two weeks. Slapping layers of epoxy on the damaged area in the interim stabilized the situation. Looking on the bright side of things, at least they were temporarily stranded in one of the most beautiful cruising areas of the world.

Having *Family Circus* hauled was almost as heart-stopping as hitting the reef. "The boatyard guys were really great and funny," reports Heather, "although I wasn't quite



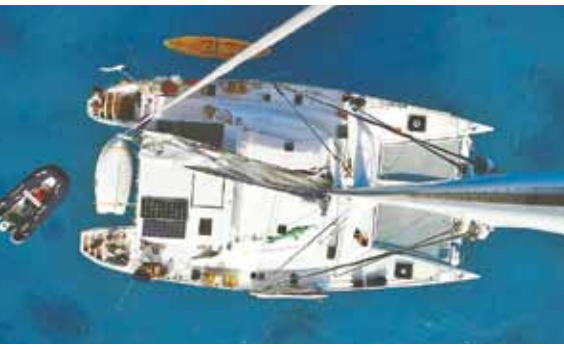
ready for so much laughter and tee-heeing. They all had big smiles and said things like, "I think this is the way we're supposed to do it." I know they were joking, but when they are lifting your 45,000-pound 'house', it's heart attack city!" The haulout and repair went well.

If you've already read *Changes*, you know that Greg Dorland and Debbie Macrorie of Lake Tahoe have been having a great time with their Catana 52 **Escapade** in the Med. But when they first arrived in Portugal from the Caribbean by way of the Azores, they got some very unpleasant news, news that has been tempering their otherwise great time.

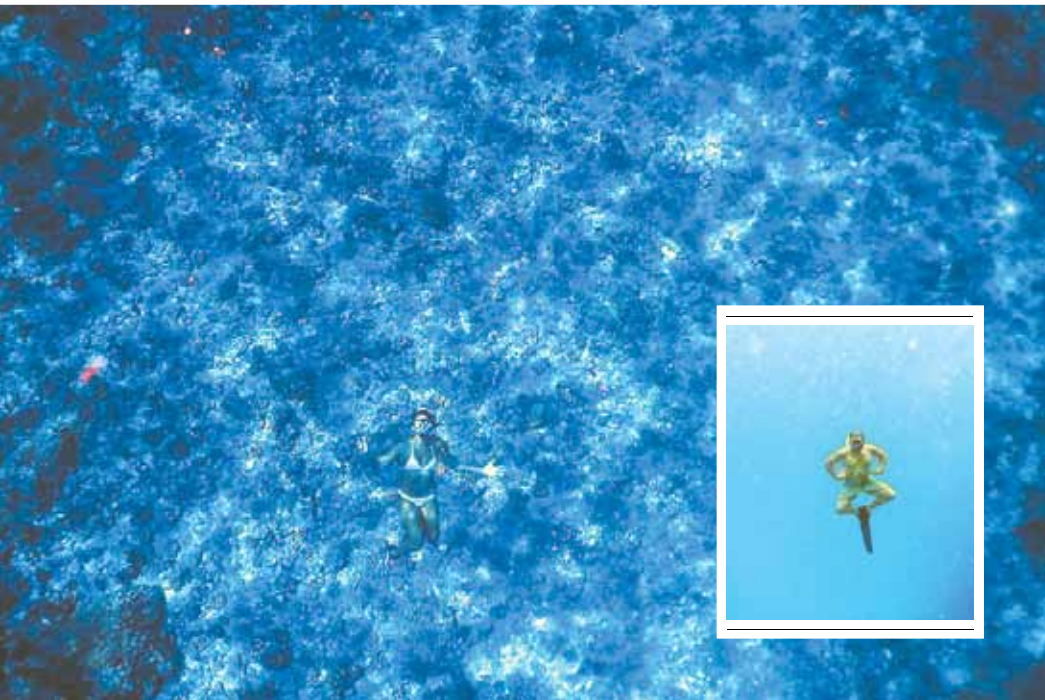
"We were very excited to have finished our transatlantic passage, but then a Portuguese Immigration official at Portimao pointed out that our long-stay visa for France was only valid in France and not throughout the Schengen Area! It had never crossed our minds that this could be the case. Had we known, we never would have brought the boat



IN LATITUDES



PHOTOS COURTESY FAMILY CIRCUS



The 'Family Circus' blues from Polynesia. Clockwise from above; Mykaela Lewis blends in almost perfectly with her surroundings. Chris, in the inset, is known as 'Frogman'. Mom Heather looking terrific. Mykaela, rising to the top. Chris took this rare above-water shot. Amai gets in the act.

across the Atlantic. But now, because of hurricane season, we can't go back across until November.

"Under the Schengen Agreement, Americans such as Debbie and I have to leave for 90 days after staying in the Schengen Area for 90 days. We can go to France with our visa after 90 days, but then we can't visit any other countries until we have been out of the Schengen Area for 90 days. Great. *Escapade*, however, can stay for 18 months, six times longer than we can. And she only has to leave the Schengen Area for one day before being allowed back for another 18 months. Obviously we're going to have to rethink our plans. We wonder if the skiing is any good in Albania in the winter."

Greg and Debbie's best hope might be to make their way to Greece before their 90 days is up, put a couple of hundred euros in a little white envelope and . . .

well, you've surely heard how things are done in Greece. Of course, by the time their 90 days are up, Greece might be out of the European Union and the Schengen Area, which might solve everything.

For those who don't understand the reason Schengen Area countries want to limit the amount of time free-spending Americans are allowed to dump much-needed cash in the Schengen Area economic region, it's because . . .

uh, well, there isn't any reason. Which is why they are trying to change the law. They think they can get that done in a couple of years. Numb-skulls. Meanwhile, Greg and Debbie are thinking about going to Turkey, which is not in the Schengen Area.

Comings and goings.
Jim Fair and Linda Pow-

ers of the Berkeley-based Outbound 46 **Chesapeake** report that as of mid-June they were "all fueled up and checked out of Phuket, Thailand, about to head for the Indian Ocean and South Africa via Malaysia." The couple spent several months land-traveling around Southeast Asia to the point Jim said he was temporarily "traveled out". But refreshed after a trip home to the States, the two are ready to go again. We wish them smooth sailing, as the Indian Ocean can be rough. On the other hand, after years of sailing his little Merit 25 on the Bay and in the ocean, we're sure Jim will do fine.

Also reported doing fine are Mike and Deanna Ruel of the Delaware-based Manta 42 **R Sea Cat**. After taking some spectacular photographs while cruising in French Polynesia, the couple made a nine-day, 1,300-mile passage to Tonga. The first thing they did upon arrival was enjoy a couple of locally brewed Maka Beers at the Aquarium Club.

What's the **mid-July weather** like in selected cruising areas?

Papeete: 84°, ENE at 12.

Honolulu: 87°, ENE at 15.

Avalon: 77°, SW at 10.

Martha's Vineyard: 80°, SW at 14.

Victoria, B.C.: 65°, S at 5.

British Virgins: 86°, E at 15.

Palma de Mallorca: 94°, W at 7.

Auckland: 58°, SW at 15.

Loreto: 98°, NE at 5.

Puerto Vallarta: 88°, W at 12. Rain.

Cape Horn: 39°, SW at 82!

Jerry Blakeslee, formerly a member of the Encinal and Alameda YCs, and a managing director of Alameda's Bay Island Yachts, moved to St. Maarten in the Netherlands Antilles in 1994. He subsequently served as the commodore of the St. Maarten YC for four years. Since 2004 he's been cruising all around the Caribbean aboard his NAB 38 **Islomania**. He's now settled down again, this time as dockmaster/manager of **Fantasy Island Resort, Dive Center**

The beautiful Fantasy Island Resort in Honduras, where former Alameda resident Jerry Blakeslee is now the dockmaster/manager.



JERRY BLAKESLEE

CHANGES

and Marina in Roatan, Honduras. It's a beautiful place.

If you're one of those who wants to see **Cuba** 'before it [supposedly] gets ruined', it would be better to visit sooner rather than later. We base this on an advertisement Blakeslee sent us touting all-inclusive seven-night vacations in Cuba for just \$709. We suppose it's fitting that a Communist country would shun high-end tourism and go for working-class visitors. The truth of the matter is that Cuba is not going to get "ruined" soon, as it's a very large island with 2,300 miles of coastline. That's three times as much coastline as California has, and much of California's coast is unsuitable for cruising. The real impediment to cruising pleasure in Cuba is the Cuban government and all its rules and restrictions.

In the last issue we reported that Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 **Talion** said she was going to do a 'non-bash Baja Bash' in late June. She predicted a 'non-Bash' based on previous easy Bashes she'd had at that time of year. We hoped she wasn't jinxing herself.

"A non-Bash it was," reports Verho-



MARIA-TERESA SOLOMON

Maria-Teresa's terrific close-up photo of a whale shark gives you some idea of the great sea life to be found just a few miles from La Paz.

even. "The highlights were a stop in Los Frailes for a dive at Cabo Pulmo Reef, and lots of fun during a stop at Cedros Island, including a stroll through the village, seeing huge elephant seals, hiking

up the canyon near the north anchorage, and a kelp forest dive. As for the Bashing, we were never in more than 20 knots of wind during the 750 miles, and 85% of the time it was 10 knots or less. We saw hundreds of dolphins, sea turtles, a whale, and caught a dorado. It helped that I had a great crew — free dive instructor Maria-Teresa Solomon, delivery skipper John Cookingham, and diesel mechanic Colin Agar, all from La Paz."

While Verhoeven didn't have any trouble with the Baja weather, she and Maria-Teresa did have trouble with **Immigration** at the San Diego Police Dock.

"When we got to the Immigration/Customs dock in San Diego, Maria-Teresa, who is from England but has lived in Mexico for 13 years, had her US visa all ready. But the Immigration official informed us that while her US visa was a good one, it was only valid if she was on a commercial vessel or an airplane, or walked across the border. So Immigration made us go all the way back to Ensenada!



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"We got to Marina Coral at 2 a.m. After catching a couple of hours' sleep, we tried to buy fuel — but the Mexican authorities wouldn't let Maria-Teresa past the security gate. So we had put her in my dinghy and drive her the couple of miles to Ensenada Harbor. From there she caught a bus to the US border, where she, with her visa, was allowed into the United States without a problem."

It's government efficiency, as exemplified by this case, that makes us so proud to pay our taxes.

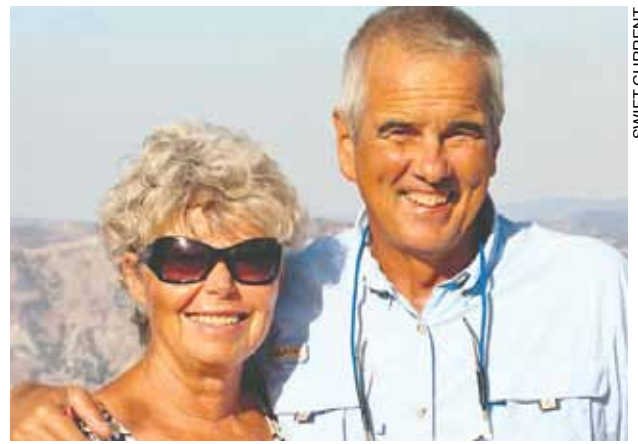
Having circumnavigated North America, done a side trip to South America, and sailed up the East Coast of the United States, Howard and Lynn Bradbrooke of the Vancouver-based Sabre 452 **Swift Current** decided the easiest way to get their boat home would be via the Hudson River, the Erie Canal to Buffalo, and then as far west as they could go on the Great Lakes before putting *Swift Current* on a truck. It's turned out to be a little harder than they expected. It started when the mast, having been in place for 12 years, decided it was pretty happy where it

was, the efforts of a big crane notwithstanding. Then there was the Erie Canal.

"It took us 25 days to get through the Erie Canal's 35 locks," the couple report. "There was lots of current and flooding. And delays. And we had our 68-ft mast on deck, meaning long overhangs at both ends. It was much more of a challenge than we expected. But later today we should arrive at Cleveland."

Cleveland?

Based on the number of paid entries for this winter's **Atlantic Rally for Cruisers** (ARC) and the **Atlantic Odyssey** rallies, there has been no drop-off in the number of people interested in sailing across the Atlantic. Because of dock limitations at the start at Las Palmas in the Canary Islands, a couple of years ago the ARC, the granddaddy of all cruising rallies, added a second start. This group will



Lynn and Howard learned that the Erie Canal and its many locks, particularly when there is flooding, is no piece of cake.

take off on November 8, but stop at the Cape Verdes before continuing on to the 2,700-mile-distant finish at St. Lucia. The second group, which will sail directly for St. Lucia, won't start until November 22. Because of the Cape Verdes stop for the first group, the whole bunch should arrive in St. Lucia at approximately the same time for a massive celebration.

The ARC doesn't number their entries, but we can tell that after 200 we got tired

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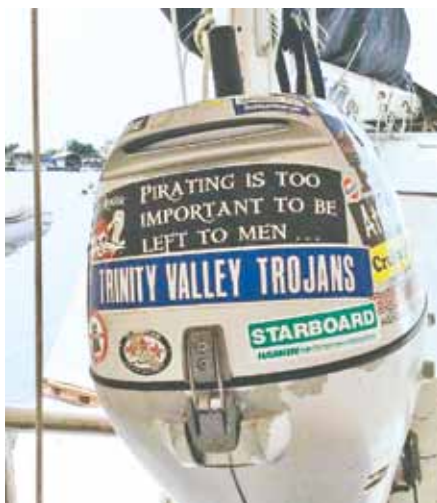
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CHANGES

of counting them. Ten of the entries are from the United States: Michael Long's MacGregor 65 **Defy the Odds**; Annie Gardner and Eric Witte's Catana 472 **El Gato**; Safar Ghazal's Beneteau Oceanis 60 **Gazelle II**; Kenneth Frantz's F/P Salina 48 **My Cherie Amour**; Alexander Stefan's oddly named Delphia 46 **My Elephant**; Nikola Pavic's Leopard 44 **Nadja**; Noah Darnell's Hunter Passage 42 **Proteus**; Scott Sullan's Hood Expedition 55 **Robin**; David Walsh's Outremer 51 **Wanderer**; and Guyon Moseley's Leopard 48 **Widago**. Half of the US entries are multihulls.

One of the fun things about trans-oceanic rallies, even if you're not doing them, is seeing what kinds of boats people are cruising across the ocean.

The Atlantic Rally for Cruisers was started by the irrepresible **Jimmy Cornell**, who has been kicking himself ever since he sold it to World Cruising Ltd. a number of years ago. So Jimmy recently started the **Atlantic Odyssey I**, which leaves the Canaries in mid-November, and the **Atlantic Odyssey 2**, which departs the Canaries in early January. Both rallies finish at the French



Mike and Robin Stout of the Redondo-based Aleutian 51 'Mermaid', in Panama, try to discourage outboard thieves with distinctive stickers. It's an idea worth trying.

Island of Martinique. AR1 currently has 41 entries, with Jeffery and Gayle Allen's Irwin 54 **Lazy Bones** the only US entry. AR2 has 14 entries, with Bill and Judy Rouse's Amel Super Maramu 2000 **BeBe** the only US entry.

When you combine three events, their participants will sail something like 750,000 ocean miles. Mind you, this doesn't include any of the French or German rallies across 'The Pond'.

What's the attraction of the rallies across the Atlantic? Warm weather, mostly downwind sailing, and lots of like-minded folks. We did the ARC in 1995 with our Ocean 71 **Big O**, and it was one of the sweetest sails we've ever had. If you ever get the chance, we suggest you take it.

Speaking of rallies, we're told that Aussies John and Leanne Hembrow, who were noted for boundless energy and enthusiasm during the 2010 Baja Ha-Ha they did aboard their Moody 54 **Red Sky**, are hosting rallies to and from Australia. After cruising their Moody in the South Pacific for four years, they sold her and bought the Larouge-designed, South Carolina-built 48-ft catamaran **Songlines**, which they use as the mothership for the annual, we think, **Port-2Port Rally** between New Caledonia and Newcastle each year. And now we're told



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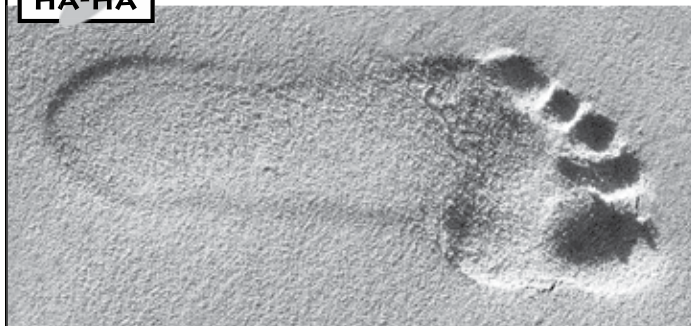
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they're starting a rally from somewhere on the East Coast of Australia to Sydney. Even with the Internet we find it hard to get the details on exactly what they're doing, but we wish them the best of luck. Better luck than **Red Sky** had, at least, as she sank off New South Wales under new ownership.

In the June *Latitude* we featured an interview with the Horangic family of Menlo Park — parents Basil and Caroline, Theodora, 14, Helen, 12, and Little Basil, 9 — who a little more than a year ago rented an **Outremer 49** catamaran from a Frenchman for 15 months starting in the Black Sea. When we interviewed them, they had done the Eastern Med and sailed across to the Caribbean. They were headed back across the Atlantic to do the Western Med for another six months. So how was their crossing?

"Just about everybody making the crossing was freaked out because of the terrible storm in May that had flipped a Lagoon 400 catamaran, resulting in a little girl dying from exposure," reports Basil. "So nobody complained too much

about there not being very much wind. One of the big advantages of the frequent calm conditions was seeing lots of dolphins, whales, and turtles. A crewmember and I are currently on our way from Palma de Mallorca, Spain to Venice while Caroline and the kids are at the Optimist North Americans in Antigua."

The **heart-breaking death** of a young girl after the family's Lagoon 400 catamaran flipped during that terrible May storm in the Atlantic got us wondering how dangerous open ocean sailing is compared to other moderately extreme sports. We then came across an article about the Swiss canton of Valais cracking down on the number of people who will be allowed to climb the 14,700-ft **Matterhorn**, the pyramid-shaped



When Nathan, Cindy and little Grace Walter of the Horstman 38 trimaran 'Reprieve' of Oxnard decided they needed to do a little work on the bottom of their boat in El Salvador, they used the tide, not a boatyard. The three are vets of both last year's Ta-Ta and Ha-Ha.

mountain near Zermatt. According to the website *Swissinfo.ch*, an astonishing — at least to us — 450 people have died attempting to climb the mountain. In the past decade, an average of six climbers a year have died. As recently as 2011, there were 30 rescue missions necessary to save 55 climbers. While every death on



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the ocean is a terrible one, and we don't know how many lives are lost sailing on the ocean each year, we have to believe ocean sailing is less dangerous than climbing the Matterhorn.

Europe is different. Doña de Mallorca and the Wanderer spent two months aboard **Majestic Dalat** in the Netherlands, Belgium and France this summer, and were shocked at how low the prices were. For instance, in the heart of Paris Doña was getting her morning coffee and *pain au chocolat* for \$2 US. And we were able to get very decent dinners everywhere, even on the 'Rue du Ravioli' right around the corner from the Ritz, for \$12 to \$18, wine not included. The wine was usually \$4 to \$6 US. Outside Paris, things were even less expensive.

Another thing different is **the way businesses are run**. During a dinner party in Paris that included a lawyer from Burgundy, a stylist from Cherry Hills, another stylist from Corsica, and an Armani model from Germany, we learned that just because you have money doesn't mean you can buy whatever you want. Take the popular Hermes bags, which sell for \$5,000 to \$45,000.

"The Hermes sales people, most of whom have been with the company for decades and have lots of power, will tell you they don't have any, even though they do," the stylist from Corsica told us. "But if they think you're really stylish, they might say they'll do you a favor and sell you a purple one, the least favorite color. One reason Hermes won't sell to everybody is to not dilute the market."

While at another Paris dinner party, this one with a couple of architects, a fabric designer, an international artist, and other successful people, we met a guy who used to live in the Bernal Heights area of San Francisco. He then moved to Paris to be head of communications for Apple in Europe, and later wrote a very successful book called *The Piano Shop on the Left Bank*. The book is about how the owners of a piano shop on the Left Bank refused to sell him a piano until he'd been recommended to them by a previous customer. It's a French thing.

All this leads up to the weird business dealing we had — or didn't have — with

Flexofold props of Denmark, which no longer has an office or a rep in the United States. We needed a replacement three-bladed prop for the one that had fallen off **Profligate** in Mexico. But when we called the company the first week in July, we got a recorded message saying the business was on holiday until August 1. Closed for nearly a month at the height of the boating season!? It very likely means we're going to have no choice but to buy a competitor's prop, even though it means we'll have two different props. Ridiculous!

Then there is the flagship **Berthillon** ice cream store on Ile Saint Louis, reputed to have the best ice cream in Paris if not the world. Home to gigantic lines on warm nights, they close for the month of August, the height of the tourist ice cream slurping season in Paris.

Yeah, Europe is different. And so are Europeans. The Corsican stylist has to travel to Columbus, Ohio frequently because several important US clothing companies are based there. "I really like Columbus," she told us, "it's so exotic."

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

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals

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

DEADLINE

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

for ad to appear in the next issue.

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

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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.

DINGHIES, LIFERAFTS AND ROWBOATS



15-FT SNIPE, 1976. Santa Clara. \$1,100/obo. Mueller, excellent condition. Zhik hiking straps, new running rigging, collapsible oars, PFDs, new fitted cover. Trailer in top condition: painted, new hardware, new wiring/lights, permanent tags, spare tire/pump, wash hose. Contact John at (408) 727-7208.



12-FT TINKER, 2001. Berkeley. \$2,300. Tinker Traveller. 12-footer with sail rig, main, 2 jibs, centerboard, oars. New epoxied floors. Great for lakes or tender. Excellent condition, lightly used. (510) 969-9848 or sssailorrr@yahoo.com.



12-FT RIB RENDOVA, 2001. Davis, CA. \$7,800. Yacht tender with 2001 Yamaha 40hp 2-stroke. Runs excellent. Just serviced, compression checked. Tubes just checked. Very good condition, no leaks. Stainless steel arch/bowsprit, keel guard, and accessories (PFD, VHF, bilge pump, and foot pump). With 2001 Shoreline trailer in excellent condition. 40mph RIB. Low hours. Has battery but needs new one. Have all receipts and records and clean title. Contact (530) 318-7099 or verticalsports@netzero.net.

24 FEET & UNDER



24-FT J/24, 1978. Alameda Marina. \$8,000/obo. Fast. Trailer included. Verm job done. Brand new: Micron66 bottom paint, KiwiGrip, spinnaker, motor, tiller, sail cover. Carbon fiber genoa, Tacktick electronics. Inspected. Needs new traveler (~\$350). Info: j24.cassiopeia@gmail.com.



23-FT NORTH AMERICAN, 1977. Redding. \$1,950. Good standing rigging, nice clean cabin. Includes a mid-1990s Mariner 5hp. Loadmaster tandem axle trailer with rollers and launch extension. See Redding Craigslist for more info. Contact (530) 519-9939 or keithwrct@gmail.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.



CATALINA 22, 1979. Redwood City. \$5,000/obo. Excellent condition boat/trailer. All lines run aft. Spinnaker and whisker pole. Racing main and genoa, cruising main and genoa, 110 jib, spinnaker. 2014 outboard 6hp motor included! For more info contact (818) 404-0075 or dofian1284@gmail.com.

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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-ending 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.

23-FT RANGER, 1978. Berkeley. \$3,500/obo. Gary Mull classic, designed and built for Bay conditions. Like-new mainsail, new standing rigging 2008. Yamaha 4hp with low hours, Autohelm and 2 anchors. (707) 877-1138 or (707) 459-9234.

18-FT MARSHALL CATBOAT, 1990. Pismo Beach. \$14,000. Good shape, Yanmar diesel, 5-year-old sail, trailer, hinged mast, running lights, cabin lights, new Whaler hand pump, many, many extras. For info contact (805) 773-8400 or henrybenjamin@charter.net.



24-FT NEPTUNE SAILBOAT, 1982. Stockton Sailing Club. \$2,800. Built by Capital Yachts. Ready to sail away with all needed equipment. 5hp Honda 4-stroke, full set of sails, PFDs, anchors. Pop-top full cabin lid. Fold down dining table, head, and three berths for 5 people. Shore power hook-up. New stainless steel gas rail BBQ. Contact (209) 403-6911 or (209) 478-2625 or marit.time@att.net.

25 TO 28 FEET

25-FT OLSON, 1984. Berkeley Marina. \$6,950. Pacific Boat Works hull #32. Great Bay boat. 1-80%, 2-95%, 3-100%. Windward-shielded pulpit; lazy jacks. Nissan 5hp 2-stroke. And more.



27-FT FOLKBOAT, MARIN. \$8,500. Rare offering - true classic. New sails. Diesel powered. Slip comes with boat at Horseshoe Cove, world-class harbor. \$300 monthly rent. Truly loveable. Ready to sail. Call (415) 509-8304.



26-FT MACGREGOR, 1987. Alameda. \$7,500/obo. 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/njw8sxx> or contact (510) 253-5883 or mac26forsale@gmail.com.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$19,500. Lyle Hess-designed world cruiser. Trailerable. \$20K restoration and partial refit. You add cushions, electronics. See website for photos, history, details: <http://sites.google.com/site/norsea27forsale/home?> Contact: lewiskeizer@gmail.com or (831) 345-9384.



25-FT 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.



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. Auto-pilot. Radar. Liferaft. Parachute anchor. Sail inventory for all conditions. Asking price reduced. Beautiful, serious boat. Family events require sale. Email for info to jdarrh@lycos.com.



27-FT US YACHT (BAYLINER), 1982. Emery Cove. \$10,500. Teak interior. New cushions. New outdoor cushions. All gear in good condition. You will love this boat.



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.

27-FT CS. San Rafael. CS 27, (Canadian Sailcraft), fiberglass boat in Bristol condition. New Awlgrip paint. Everything works. May be the nicest production racer-cruiser of its time. Trained cockroaches will install. Contact (415) 879-0649 or 1944baby@gmail.com.

29 TO 31 FEET



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



30-FT COLUMBIA SPORT, 2006. San Diego. \$57,500. *Habanero*, excellent condition. Carbon mast, 2-cyl Yanmar, 10 bags of sails (Ullman) all excellent (3 mains, 4 headsails, 2 spinnakers & 1 code zero). Betts carbon rudder (2014), EPIRB, GPS, stereo, safety gear. Excellent, versatile sailboat. It can be a competitive race boat or a comfortable weekender. Trailer included. PHRF rating 75. Contact for more info: (760) 931-0855 or (909) 240-1462 or larry.andrews@unitvestinc.com.

30-FT CATALINA, 1989. Brick Yard Cove. \$29,500. *Alafair* is for sale, one of the best cared-for Catalina 30's on the Bay. Besides all the features you'd expect from the best selling 30-footer in the world, she comes with fitted sheets, a BBQ and an XP 25 diesel. If you're thinking about a Catalina 30, look at this one. Call (707) 812-7215.



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.



31-FT CATALINA 310, 2000. Pier 39. \$60,000. 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 dreyes999@gmail.com or (408) 431-4333.

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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 CATALINA, 1986. Alameda, CA. \$31,000. Great turnkey Bay and coastal cruising boat. Excellent condition, professionally maintained. Raytheon dual display radar/GPS chartplotter, autopilot, wind, speed, and depth at helm with repeater at nav station. Standard Horizon VHF with AIS and DSC with RAM mic at helm. Refrigeration. Full batten mainsail with lazy jacks, 135% roller furling genoa, like-new gennaker. All lines led to cockpit. Dodger. Upgraded stainless steel mainsheet traveler and Garhauer boom vang. 4 deep cycle gel 73 batteries with Heart Interface monitor. Dinghy and Mercury 4hp outboard. Many other upgrades. Pictures, equipment list, repair and maintenance log available by contacting (925) 984-6556 or craigkh@yahoo.com.

29-FT FARALLON, 1976. Berkeley. \$8,900/obo. One of the most affordable bluewater pocket cruisers you will find. Her sistership is described in Ray Jason's *Tale of a Sea Gypsy*. Info at: <http://sfbay.craigslist.org/eby/boa/5114680506.html>. Contact josrivero3@gmail.com or (510) 545-3399.

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, shorepower. Contact (510) 366-1476 or j_tuma@comcast.net.

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.



30-FT TALL RIG CATALINA, 1982. Treasure Island. \$19,900. Very clean with great, running Atomic 4 and upgrades. Five-year-old standing rigging: including Harken roller furling jib, Garhauer traveler, lazy jacks. Hot/cold pressure water, macerator, re-done exhaust, head, plumbing, sinks. Garmin GPS with depth and Raymarine autohelm interface. Alpine/Klipsch sound system and VHF. Treasure Island slip goes with the boat. Contact (415) 827-0952 or johnscoms@aol.com.

30-FT ETHELLS 22, 1976. Stockton. \$3,500. Boat's all there ready to sail. Always dry sailed. Tandem axle trailer. Have too many boats including newer Etchells. Also Columbia 5.5 with trailer. Great condition. Lightest one made. \$4,500. Call for more info: (209) 610-7643.



30-FT SANTANA 30/30, 1986. Marina Del Rey. \$8,700. Racer/cruiser with custom tall mast and keel. Great starting racer. Handles as easily as a dinghy. Trophy winner. Re-powered diesel. Re-rigged. Head, knotmeter. 4 30/30s race almost one design in MDR. Fun competition. Text or email only to (310) 920-1478 or tonymartineau@yahoo.com.



29-FT J/29, 1984. Coyote Point, San Mateo. \$9,995. *Smokin' J* is for sale. Fast and fun. Well equipped and ready to race today! Contact mbettis5@sbcglobal.net.

30-FT CAL 3-30, 1974. San Rafael. \$9,950. A4 rebuilt, 8 sails, new everything, tiller, depth/GPS, sleeps 8. Holding tank-legal head. Possible financing with 50% down easy and safe. Contact (415) 386-4509 or Romanrivas@sbcglobal.net.



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, shorepower, charger. Seller highly motivated. Email: rwwales@gmail.com.



30-FT GARY MULL CUSTOM SLOOP. 1974. SFYC, Belvedere. \$17,000. *The Shadow*. 30' custom racing sloop. One of the last San Francisco-built wooden racing sailboats. Gary Mull design, built at Easom Boat Works, Sausalito 1974. Cold molded Sitka spruce construction. In 1999/2000 *The Shadow* underwent a complete historical reconstruction for one and a half years at the KKM yard. Great for cruising or racing. For more info contact (415) 398-2655 or (415) 250-5412 or dlundbaek@alliedadministrators.com.

32 TO 35 FEET

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.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$98,880. Queen of her fleet. True classic coastal cruiser, easy handling, fast and great livability. Low hrs, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



32-FT WESTSAIL, 1972. Portland, OR. \$27,000. 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 MARINER, 1971. Sausalito \$37,500 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/5106636707.html>. Email: tom_kucera@hotmail.com.



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.



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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.sailingkealoha.com. Contact (808) 264-5891 or petert@petert.com.



33-FT TARTAN TEN, 1979. Alameda. \$8,000/obo. Classic day sailer/racer. Good condition. Many sails in good condition. 9'-6" cockpit. Interior very good. Sleeps 6. Farymann diesel. Self-contained marine toilet. Email for more info or more photos: bellows@pbellows.com.



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. Email for complete spec sheet: mike.sail@hotmail.com or call (415) 525-7053.



35-FT ERICSON, 1972. Berkeley, CA. \$19,885. 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 liveboard. Contact quickjantony@gmail.com or (510) 213-0202.

35-FT C&C LANDFALL, 1982. Tiburon. \$15,000. Recent engine work, new transmission, newer rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. Great Bay boat! Needs TLC, mostly cosmetic. Must sell. (707) 291-7867 or markvoss@sonic.net.



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.



RANGER 32, 1977. Santa Cruz Harbor. \$12,000. Good condition. In beautiful condition (A-15). Dove Sa bottom. Will need a 4 diesel engine. Usual sails including spinnaker.

BENETEAU FIRST 32, 1984. Richmond Yacht Club. \$14,500 Yanmar 2gm rebuilt 2011, only 30 hours. Great cruiser/racer for Bay or offshore. New storm jib, 3 kites, speed/depth/wind gauges. One owner - back shot can't sail her anymore. Needs some TLC and bottom job. Please call Rick at (510) 541-5027



36 TO 39 FEET



ISLANDER 36, 1979. Alameda \$24,9Alana Gurney design. Solid Bay boat and coastal cruiser. Easy to handle, all lines led to cockpit. Bottom recently done in October 2014. Clean and ready to sail. Contact fore.gary@yahoo.com or (510) 792-2010.

39-FT ERICSON, 1971. Petaluma. \$35,000/obo. Great boat with good running rigging, new main, new wiring, re-powered 60hp diesel 140 hrs, custom dodger, Furuno radar/GPS, ComNav instruments, new 75gal fuel tank, good ground tackle, many more upgrades. Documented. Great cruising boat. Contact deepwell@yahoo.com or (530) 227-3416.



MYRON SPAULDING 38, 1938. Point Richmond. \$20,000. Classic sloop, *Nautigal* fir over oak varnished teak trim. Rebuilt, maintained by long term owner. Great sailer with good sails and spinnaker. Designed and built on S.F. Bay. More info at cjefstokes@msn.com or (925) 787-6741.



CAL CRUISING 36, 1968. Cabrillo Way Marina, San Pedro, CA. \$12,000/obo. A legendary cruising boat by Cal, built by Jensen Marine. Perkins 4-107 diesel runs good. Rigging and great '68 f/g hull in good shape, interior beautiful. Propane stove, cruising spinnaker and sails in good shape. Lots of ground tackle too. Very comfortable and fast boat downwind and all points of sail! Handles light and heavy weather beautifully. Will deliver. Info: www.calcruising36forsale.wordpress.com or contact (310) 346-9185 or hankwhittier@yahoo.com.



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.

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.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact ingridketchseptember@gmail.com or (360) 507-0541.



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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.



39-FT CAL, 1971. Oceanside, CA. \$15,000/obo. *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: granahan@cox.net or (949) 280-6220.



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 and 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.



45-FT HUNTER CC, 2007. San Francisco. \$240,000. Perfect Bay Area cruiser/liveaboard. Professionally maintained in excellent condition with very low hour engine. Sleek lines and wrap-around windshield look great, and provide ample natural light below. Center cockpit, full bimini and dodger in great shape, electric winches/windlass, and full battened furling main makes for comfortable sailing. Last model year with beautiful real teak below. Roomy saloon, two heads with showers makes very comfortable for 4+ people. See website for more information: www.gomaddex.com. For more info billmaddex@gmail.com or (415) 416-0380 or (801) 673-4071.

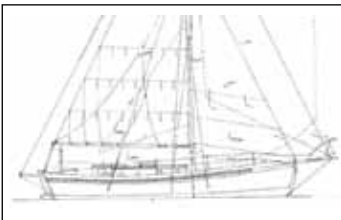


36-FT CATALINA, 1983. Coyote Point. \$29,000. Equipped for ocean racing or cruising. Two DSC VHF, two sets of running lights. Two asymmetrical spinnakers, spinnaker and whisker poles, three jibs, AIS, autopilot, wind, speed, depth, and dodger. Contact (650) 868-8882 or mark@gg401k.com.



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.

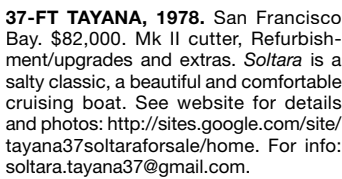
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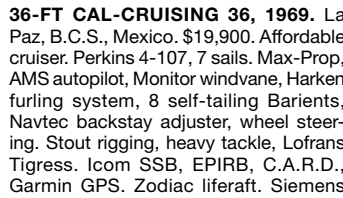
40-FT LYLE HESS CUTTER TOOLING. \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the BBC 28. Bristol Channel Cutter. This is Lyle's biggest fiberglass boat and is big for its length. This is hull tooling only. All data to build. Call Stan. (714) 501-9602.



MORGAN 43, 1985. San Carlos, Mexico. \$119,000. Center cockpit, bluewater cruise ready in the Sea of Cortez, Mexico. 2 cabins/2 heads/tub! A very comfy classic, teak interior. Stainless rails with outboard fuel holders x8. Perkins 4108, 3500 hours. Honda 3000 genset. 2 solar panels. Water tanks: 75/135, water maker/22 gal/hour. Fuel capacity 40 gal. New rigging. Dinghy davits. New inverter/charger; GPS, radar and SSB. 2 VHS, Garmin fishfinder sonar, Lowrance chart plotter. 120% genoa, 100% spare jib, rebuilt main, spinnaker, full shade cover. New standing rigging in 2013. 2 TV's/DVD's and Bose cockpit speakers, new am/fm radio. New bottom paint, canvas, fender covers. Contact (520) 456-7439 or tancker6@cox.net.



37-FT TAYANA, 1978. San Francisco Bay. \$82,000. Mk II cutter, Refurbishment/upgrades and extras. *Soltara* is a salty classic, a beautiful and comfortable cruising boat. See website for details and photos: <http://sites.google.com/site/tayana37soltaraforale/home>. For info: soltara.tayana37@gmail.com.



36-FT CAL-CRUISEING 36, 1969. La Paz, B.C.S., Mexico. \$19,900. Affordable cruiser. Perkins 4-107, 7 sails. Max-Prop, AMS autopilot, Monitor windvane, Harken furling system, 8 self-tailing Barents, Navtec backstay adjuster, wheel steering. Stout rigging, heavy tackle, Lofrans Tigress. Icom SSB, EPIRB, C.A.R.D., Garmin GPS. Zodiac liferaft. Siemens solar panels, Air Marine wind gen, energy monitor. Large capacity fuel and water tanks. Refrigerator-freezer, Force 10 stove. Manual head. Fresh/salt-water power wash. 11-ft Zodiac inflatable, 2 outboards. Extra parts, service manuals, etc. Call (707) 839-0120.



47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$229,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furler 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.



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.



36-FT ISLANDER FREEPORT, 1982. Morro Bay \$62,500 In excellent condition and ready to go. Preferred "B" Plan interior, fresh exterior brightwork. Pathfinder power, Raymarine color radar/chartplotter/sounder. VHF & SSB. New batteries and charger. Upgraded tempered glass cabin windows, full dodger and cockpit wind cloths. Boat is very well maintained and has no issues, health forces sale. Buy before boat is listed and we'll both save the commission fees. For more info contact jjpetroni@earthlink.net



39-FT AMAZON, 2000. Port Townsend, WA. \$195,000. Steel pilot house sloop rig. Complete refit in 2000. Fully equipped and ready to cruise. 5 sails, chain rode, three anchors, Yanmar diesel, watermaker, SSB/Ham, radar. Contact (360) 808-1615 or waswain@gmail.com.

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.

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44-FT F&C, 1979. Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'1"; go to weather board down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30's sailboat. (805) 235-4046 or tackorjibe@gmail.com.



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



43-FT BENETEAU OCEANIS 430. 1992. Redwood City. \$129,000. *Rhea* is an immaculate specimen with over \$80k invested in the last two years. New standing/running rigging, new Raymarine electronics, new jib, genoa, spinnaker, safety gear etc. 43L, 13B, 6D, 20klb, 3 berth, 2 heads. Look no further if you are looking for that rare gem. She shines like new. Bluewater cruising ready! Info at www.beneteau430-rhea.com. Contact (206) 786-0752 or elaakmann@gmail.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxvusa/4REqpVcvo. Call (415) 948-9801 or maliarmoseley@gmail.com.



45-FT REICHEL PUGH, 2007. KKM! 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.



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.



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 lighthearth45@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. See website at www.sanctuarycharters.com/sabbatical.php. Info: office@sanctuarycharters.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, Cruisair heater/air conditioner, new dual Seafron 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.



40-FT HUNTER, 1986. South Beach, SF. \$59,000. Comfortable, fast and fun! 2 staterooms with heads. Yanmar diesel. 5 sails. New: instruments, charger-inverter, batteries, haulout/bottom paint, canvas covers, running rigging. Teak refinished, more. More info on web at <http://h40.techuity.com>. Contact (650) 733-6090 or tcsmith00@gmail.com.



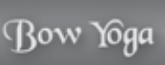
44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgripped new nonskid, new electronics including Raymarine 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://endless summersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



41-FT CT, 1976. Vallejo, \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.

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43-FT 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.



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.



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.



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.



45-FT GARDEN YAWL. One-off, double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or ? to finish renovation. More info at (916) 847-9064 or steve@paradigmpilgrim.com.



46-FT HYLAS, 2000. Coronado, CA. \$349,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. Newer hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. Info on website: www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



48-FT BENETEAU FIRST 47.7, 2003. San Francisco, CA. \$215,000. One of the nicest examples of this fast cruiser/racer available. Well maintained; "Euro" galley model; owner's stateroom forward, two guest cabins aft, many options. For info and photos go to website: www.sloopveronese.com. Contact (415) 637-6678 or (707) 781-7145 or email for more info: sloopveronese@hotmail.com.

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60-FT CREALOCK SCHOONER. \$275,000. W.I.B. Crealock-designed schooner. Custom built by Peacock Boatworks, Long Beach California in 1997. Steel is Real! Every feature you can name. Comes with slip in Hawaii. Delivered to any port on the West Coast. Captain maintained. Leave tomorrow! waxbrooke@yahoo.com.

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24-FT CORSAIR F-24-2, 1997. Benicia. \$33,000. Fun, fast, folding well maintained dry-sailed trimaran for overnighting or racing, on newly refurbished galvanized trailer. Mainsail, 2 jibs, roller-furling screecher and 2 spinnakers. Harken windward sheeting traveler and 4 Harken winches. Nexus 3000 speed/depth instruments with aluminum display pod, LED lights, 2 anchors. Tohatsu 5hp. Contact (707) 590-0842 or bsn160@gmail.com.



33-FT SEAWIND 1000, 2002. Santa Cruz, CA. \$165,000. New Yamaha motors, new main and screecher on Facnor 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.



35-FT BENETEAU CATAMARAN, 1986. Ensenada, Mexico. \$65,000/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.



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.



36-FT MACGREGOR CATAMARAN. 1978. Newport Beach. \$28,000/obo. Full refit 2014, complete LP, 35hp outboard, tall rig, sprit Harkens, roller furling, new tramp, VHF, stereo, head, sounder, very fast and fun. More info at (714) 390-2331 or oatesea@msn.com.



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.

CLASSIC BOATS

40-FT ALDEN DESIGN KETCH. Cutter-rig, 1979. Tropics - Pohnpei. \$14,000. Built in Japan, Sailed 1.5 around world with recent sails from Japan to Palau to Pohnpei May 2015. Needs mainsail, filters. 3 cyl. strip planked. More info at (916) 716-6746 or (916) 966-8909 or sailsurfoot@yahoo.com.





35-FT CUSTOM KETCH, 1947. Sausalito, \$25,000. Custom ketch *Walrus*. New Zealand-built, triple-planked kauri pine, copper riveted. South Pacific and Panama vet. 30hp Sabb diesel. Structurally good as new. Call (415) 426-0172.

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50-FT INTERNATIONAL OFFSHORE. Pilothouse, 1981. Sausalito. \$47,000. Now being 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.



17-FT SALISBURY POINT SKIFF. Bay-side. \$3,500. Beautiful, classic 17-ft lapstrake Salisbury Point Skiff built at Lowell's Boat Shop in Amesbury, MA. In good condition. Includes: Spritsail rig, oars, anchor, cover, and trailer. Contact (707) 601-4553 or p.daly50@yahoo.com.



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 and 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.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$49,000. *Little Packet*, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenks, commodore of the St. Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been well maintained. Contact (510) 654-7704 or (510) 604-7704 or dickwr8@gmail.com.

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33-FT ANGELMAN SEA SPIRIT KETCH. 1961. Loch Lomond Marina, San Rafael. \$32,500. Beautiful Angelman built in Wilmington, CA (Wilmington Boat Works). Fresh 3-cyl Yanmar 3HMAR. USCG documented vessel. Visit link to website: <http://seaghost03.businesscatalyst.com>. (415) 519-6007 or joanne@marin7.com.



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 dulcetime@yahoo.com.

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35' CHEOY LEE Trawler Sedan w/flybridge, bow thruster, Lehman-Ford diesel, H&C pressure water, 8kw Onan, inverter, 1,200 mile range, radar, full galley, dinghy davits, ship's table, stereo, GPS/plotter, autopilot, fiberglass, dual helms & MORE! Asking **\$37,950**



REDUCED!

36' ISLANDER FREEPORT. Perry's brilliant mid-sized cruiser. Dsl, full galley. Very light & airy below w/great visibility, priv. Pullman strm, wheel, encl. head w/shower, self-tailers. Comfortable & seaworthy. Transom door, dbl lifelines w/bow & stern pulpits, ++. Asking **\$31,950**



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**



CRUISE READY!

37' RAFIKI Blue Water Cruising Cutter. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$49,500**



REDUCED!

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 **\$31,950**



REDUCED!

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 **\$49,950**



38' ERICSON Bruce King-designed beauty has been yacht club kept and properly equipped with 120% self-furling jib, full battened main, 75% storm jib, asymmetrical spinnaker with pole, two-speed self tailers, lines led aft, MORE! Asking **\$44,500**



REDUCED!

57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/repair 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**



48' GOLDEN WAVE Sloop. Beautiful Britton Chance design offshore performance cruiser built by Cheoy Lee to compete w/Swan-Nautor yachts. Nice cond. Fast, seaworthy, roomy & comfortable w/full elect, +. Asking **\$129,500**

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RACING SERVICES



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-Slippy Bottom Jobs
- ▶ Foil Optimization
- ▶ Rig Inspections
- ▶ Life Line Replacement
- ▶ Engine Service * (Pt. Richmond)

* Be first at the finish line and the club house!

"Dear KKMI,

It has been a long time since I read an ad that has more truth to it.

We are racing our same boat against the same competition as 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.

Chris Boome
J/32 Rhapsody"

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