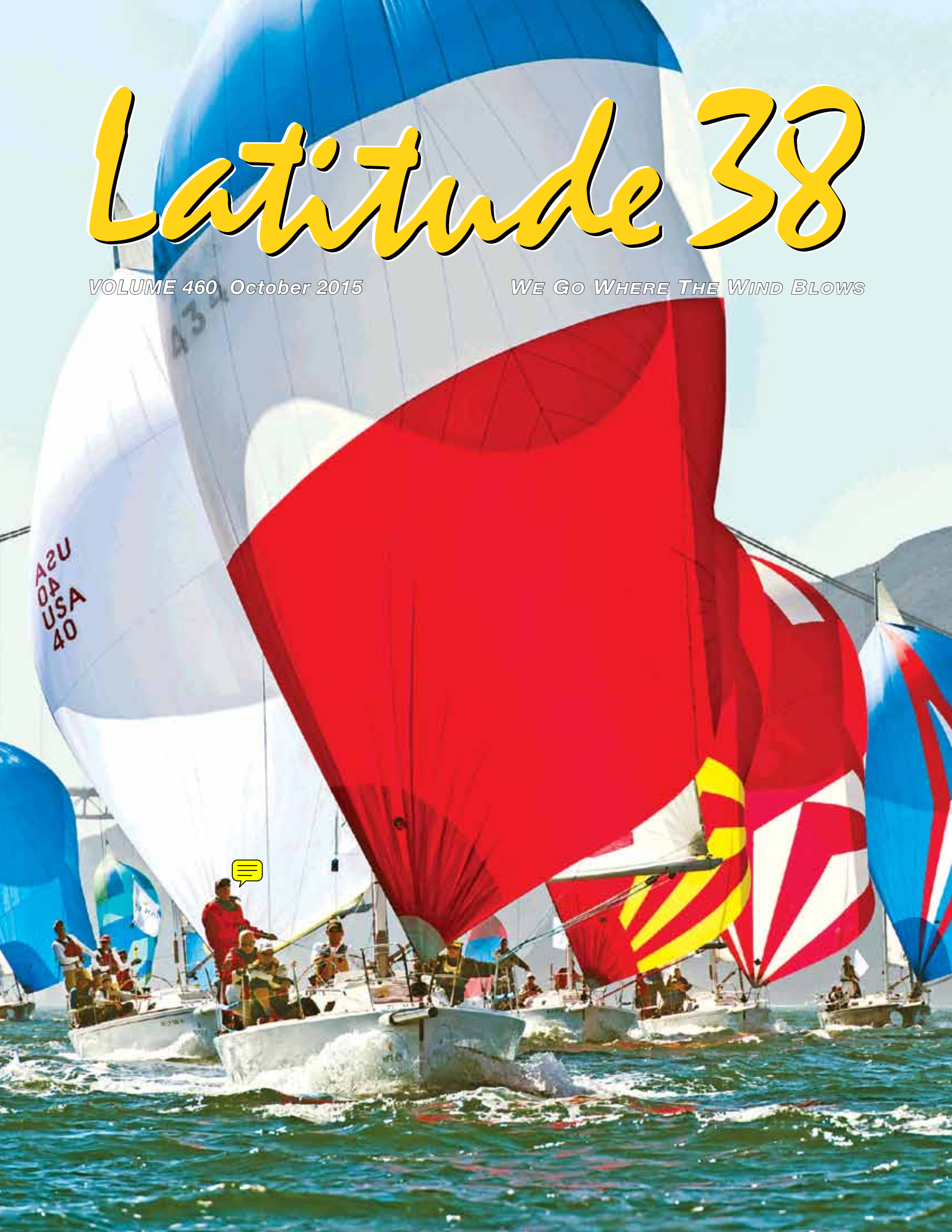


Latitude 38

VOLUME 460 October 2015

WE GO WHERE THE WIND BLOWS



ROLEX BIG BOAT SERIES —

When the temperature in San Francisco climbs to 93° and beach umbrellas instead of kites blossom on the sand along the shore at Crissy Field, you know it may be an epic beach day — but it's probably not such a great day for yacht racing. Sunday, September 20, the final day of St. Francis Yacht Club's 2015 Rolex Big Boat Series, was one such day.

At 1 p.m., the race committee fired three guns, pulling the plug on the regatta with five out of seven races completed. The heat wave had begun the previous day, Saturday the 19th, and a shoreside

Diablo course was again featured in the first race, and everyone made it back to the club in plenty of time for the 6 p.m. Mt. Gay Rum Party.

In between the postponements and the parties came some truly excellent racing. "Having Peter and Anderson Reggio as our PROs on the two courses, with race director Lynn Lynch coordinating between them, made for consistent and professional race management," said regatta chair Susan Ruhne of StFYC. "The

consistency between courses was great for the racers."

Ship traffic seems to be particularly busy lately. "Our course marshals worked with the bar pilots and other shipping traffic to do our best to minimize disruptions for commercial traffic and for the racers," said Ruhne. "We really thank all the pilots

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED

and captains who were so accommodating this year."

The 89 starters in this year's series were sorted into 11 divisions. We'll take a look at the accomplishments in each one.

J/105

Last year's 19-boat J/105 fleet swelled to 27 boats this year by virtue of this regatta doing double-duty as the class's North American Championship. J/105 teams came from as far away as Texas, New York and even Santiago, Chile. (Hey, that's not in North America!)

On Thursday the J/105s' first race started in the Treasure Island area, sailing a 10.9-mile course that Ryan Simmons' *Blackhawk* won in a photo finish with Shannon Ryan and Rolf Kaiser's *Donkey Jack*, which had led over much of the distance.

Blackhawk's original plan was to play the cone of Alcatraz, seeking shelter from the current. "We changed our mind mid-



CHRIS HOWELL

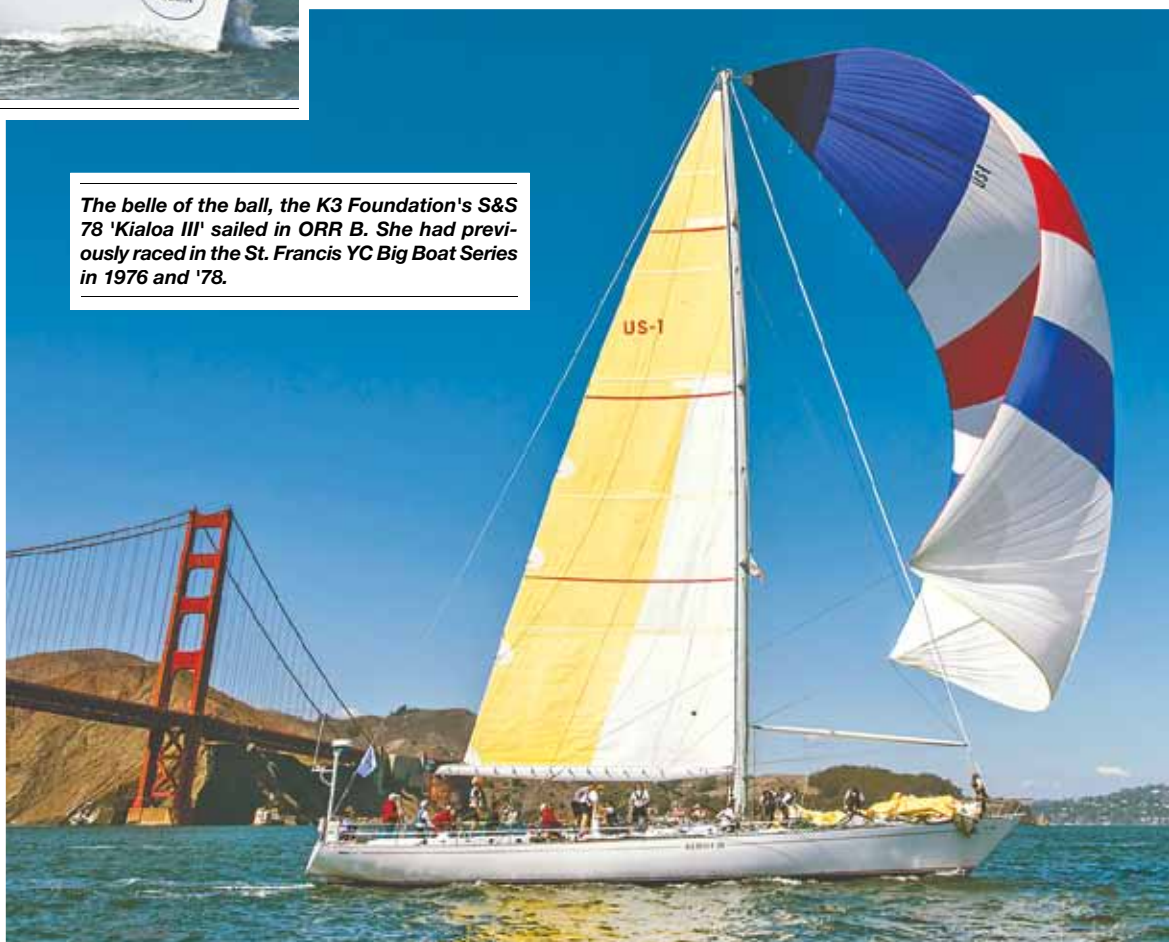
The series served as the J/105 North Americans. 'Jose Cuervo', pictured at Point Diablo, is the new champion.

postponement had been in effect until about 2 p.m., so only one of the two races scheduled that day had been held.

Fortunately, the postponements on Thursday and Friday were shorter, as a brisk westerly filled in. On Thursday the chilly breeze, which reached as high as 20 knots, settled in much later than usual, and the on-the-water postponement stretched to two and a quarter hours. Nonetheless, the race committee got in two rather long races, including, for some divisions, a jaunt under the Golden Gate Bridge to Point Diablo along the Marin Headlands. When the Rolex Party started back at the club at 5 p.m., no boats had yet finished the second race. The beautiful canapés and the dance band would have to wait for their intended audience.

Friday's postponement lasted for a more reasonable (and not unusual) 45 minutes. The Point

The belle of the ball, the K3 Foundation's S&S 78 'Kialoa III' sailed in ORR B. She had previously raced in the St. Francis YC Big Boat Series in 1976 and '78.



HAVING A HEAT WAVE



'Aeolus' pulled off a repeat in the J/111 class. Inset, from left: Chris Watts, main; Rob Theis, skipper; Ryan Kern, spinnaker trim.

leg and decided to go to the Cityfront," said Simmons. "It was a very long beat: all the way from Treasure Island to the Golden Gate Bridge in a flood."

Blackhawk finished fourth in the second race. Simmons said it involved a "super high-powered boats-wiping-out-everywhere reaching leg" with the wind at 18-20 knots. *Blackhawk* thus went into Friday tied on points with Shawn Bennett's *Jose Cuervo*.

Jose Cuervo went on to win the remaining three races, topping the biggest division at the regatta by a whopping nine points. "We put a really good team together of guys that have collectively far more experience than most people do on the Cityfront and sailing in San Francisco, and it showed," said *Jose's* skipper, Shawn Bennett. "They were able to get on the boat and get it going quickly and get us going in the right direction. We were fortunate to get them."

Eric Baumhoff, Nick Gibbens, Dave Gruver, Melissa Feagin, and her brother, Tom Purdy, comprised *Jose's* stellar crew. "Tom, Melissa and I do a lot of match racing and some team racing together as well as with Nick and

Dave," said Bennett. "It's actually the first time I've sailed with Eric, but he's sailed with the rest of them so many times that it felt like we'd sailed 100 times together."

"Winning means a lot to us, because we've tried a few times at the North Americans and have fallen short of winning a few times at the Rolex Big Boat Series," said Bennett. "It's two things in one: checking boxes

that we weren't successful at checking in the past." As for winning a Rolex watch, he added, "Hands down, it's the nicest trophy I've ever won."

Bruce Stone's *Arbitrage*, which won last year and finished second in 2013, came in fourth behind *Mojo* and *Risk*, and *Blackhawk* rounded out the top five.

J/120

The six-boat J/120 class was one of two J/Boat one-design divisions that saw a repeat of last year's win. As he did last year, Mike O'Callaghan took the 'jesses' of David Halliwill's *Peregrine*.

Manhattan resident Halliwill explains: "*Saetta* was down a crew position, so I flew out and jumped onboard so that *Saetta* could race and the J/120s would have a one-design division. The other half of that is that I believe in having consistent crew. They show up, they get to play. I live on the East Coast and haven't been consistent, so I have to hold myself to the same rule."

Crewing on *Peregrine* were Chris Davison, Alex Verdoia, Kristin McCulloch, Michael Thornton, Steve Fentress, John Verdoia, Tad Lacey, crew chief EJ Rowland, and tactician Randy Smith. "Most of these folks have been racing *Peregrine* consistently all summer in the one-design season and Corinthian Friday night races," said Halliwill, an ex-Bay Area Moore 24 sailor.

As he did last year, Barry Lewis' *Chance* gave *Peregrine* a good run for the money (er, watch). *Chance*, a multiple RBBS winner, scored 1,2,2,1,2 compared

to *Peregrine's* 2,1,1,2,1 — meaning that *Peregrine* won by just one point.

"The racing this year was a little challenging for us because we feel the boat is a little faster in the heavy breeze than light and most of the racing was in light to medium air, so that had us on our toes," said O'Callaghan. "*Chance* was a little faster in the light breeze. The passing lanes were minimal, and it was a struggle to stay in front of them all the way to the last day." *Saetta* came in a distant third, having scored all threes and fours.

J/111

Last year's winner, Rob Theis' *Aeolus*, started right off with a bang this year. Like last year, his closest (very, very close) competition was Dorian McKelvy's *MadMen*. Both boats scored two bullets during the regatta and finished a point apart.

"We had a strategy going in, we had a playbook, and we stuck to our playbook," said Theis. "The competition was very fierce, and they're all really good sailors. But fortunately we had a great team; we did some fine-tuning to improve our skills, and it paid off."

Seadon Wijsen again served as *Aeo-*



Mike O'Callaghan again skippered the J/120 'Peregrine' to first place. Inset: Mid-bow guy Alex Verdoia models 'Peregrine's' Rolex.

lus' tactician. Orlando Montalvan, Chris Smith, Ryan Kern, Chris Watts, Bryan Edwards and JB Cianciarulo rounded out the crew.

Having won Saturday's race, the new kid on the block, Peter Wagner's *Skeleton Key*, came in third — just one point behind *MadMen*.

KURT ARRIGO / ROLEX

WWW.NORCALSAILING.COM

ROLEX BIG BOAT SERIES —



The Farr 36 'Racer X' at the finish line. Inset from left: Strategist Michael Rosenauer, and Lynn and Gary Redelberger.

Melges 24

"San Francisco, the first couple of days, didn't disappoint," said Doug Wilhelm, whose Melges 24 *Wilco* topped a nine-boat class. "The conditions for the first two days at least were perfect. The racing was really close."

On Saturday, the *Wilco* crew experienced their worst finish of the regatta. "We made some challenging tactical choices that put us back in fifth, but we still had enough to hang on to the win with a three-point margin."

Crewing on *Wilco* were tactician Tyler Baeder, bowman Frank Wooten, and trimmer Justin Fox.

Coming in second was Duane Yoslov's *Looper*, ex-*Viva*, which won last year's Rolex Big Boat Series in the expert hands of Don Jesberg.

Express 37

Talk about a tough class to crack. Kame Richards' *Golden Moon* has won six Rolex Big Boat Series in the last 10 years and seemed poised for a seventh after winning

the first race. But wait, not so fast — this year's series comeback story is yet to be told.

Mark Dowdy's *Eclipse* last won the Big Boat Series in 1999. "We kind of put the band back together," said tactician Bill Melbostad, who had sailed with Dowdy in four or five after that "when *Blade Runner* was coming up from Southern Cal-

ifornia and was pretty much invincible."

Eclipse and *Golden Moon* traded off first- and second-place finishes until the last race, which *Eclipse* won. "It was really close and really fun sailing against Kame," said Melbostad. "Kame

A downwind finish in front of StFYC in the 27-boat J/105 fleet. Inset: 'Jose Cuervo's Shawn Bennett and Eric Baumhoff.

doesn't make a lot of mistakes, and we knew going into yesterday's race that it was going to come down to whoever won the last race. We won Saturday and still needed to win Sunday if we sailed, so we were lucky enough to come out on top."

Crewing with Dowdy and Melbostad were the latter's wife, Frances, plus Jason Bright, Rhim Fleishman, John Kernot, Sonny Lopez, Jeff MacDougall, Andy Schwenk and Jeff Vernon.

PHRF Sportboat

"It was great that the St. Francis started a sportboat fleet so we didn't have to race against the TP52s. That was a nice addition to the racing here," said Gary Redelberger, winner of the new PHRF Sportboat division. His Farr 36 One Design *Racer X* had a sistership to compete against, Richard Courcier's *Wicked Sister* — and both came from Lake Tahoe.

"We have a huge rivalry, and luckily we came out on top this time," said Redelberger. Actually, *Racer X* dominated the division, finishing nine points ahead



HAVING A HEAT WAVE



Second-place Melges 24 'Looper' (ex-'Viva') and first place 'Wilco' (right). Inset: 'Wilco's skipper Doug Wilhelm and tactician Tyler Baeder.

of *Wicked Sister*, although the latter won the final race.

"They are great competitors," said tactician Michael Rosenauer. And great friends. "We've known all those guys for years," added Redelberger.

The two Farr 36s race against each other during the summer on Lake Tahoe and winter on the Bay. "We hauled the boat down to Point Richmond and put it together two weeks before the Big Boat Series," said Redelberger. The boats will stick around and do the Golden Gate Midwinters, Corinthian Midwinters and a few other regattas in the area. "It's great to be down here."

HPR

Last year in the High Performance Rule division, Greg Slyngstad's Seattle-based J/125 *Hamachi* traded seconds and thirds with the MC38 *Whiplash*, which wound up winning the regatta. This year, *Whiplash* was gone and *Hamachi's* stiffest competition was sistership *Double Trouble*, which won the HPR division in 2013.

"I'm lucky enough to be able to drive this boat with this crew," said *Double Trouble* skipper Peter Krueger. Jeff Madrigali is his tactician. Jim Coburn, Tim Codrey, Noah Weissich, Andy McCormick, Chris Hacket, Gregg 'Radar' Felton, John Pytlak, Eric Ochs and James Clappier complete the crew.

"It's been a good regatta," said boat captain Andy McCormick on Sunday. "We put the time in beforehand and the boys worked really hard. We've won the event and



Left: Peter Krueger and 'Madro'. Below: the J/125 'Double Trouble'.



now we're hanging out drinking beers."

"We practiced harder than we had to race this week," said mast guy John Pytlak. "We put in days that were 8-10 hours of real hard practice, and racing seemed kind of easy compared to the practice."

"Yesterday was slow to start," said Krueger of Saturday's race. "We didn't get on the water until about 2 p.m., and the breeze was moderate. I think we saw 15-17 knots. It was a short course, but challenging. The first two days they sent us out under the Golden Gate Bridge, which we had practiced for, so that worked out well for us." Indeed, *Double Trouble* won both of the races that went out to Point Diablo. "And then these long reaches from Harding Rock across the face of Alcatraz to Blossom Rock or one of the other buoys — tight reaches — were a lot of challenge, a lot of fun. We had a great time."

With a scoresheet of 1,2,1,1,2 compared to *Hamachi's* 4,1,3,2,4, *Double Trouble* didn't even need to sail on Sunday to win the series. No wonder they were so relaxed.

Bernard Girod's Santa Barbara-based Farr 400 *Rock & Roll* finished the regatta two points behind *Hamachi*.

Left: Peter Krueger and 'Madro'. Below: the J/125 'Double Trouble'.

Multihulls

Last year's Multihull winner, Tom Siebel's MOD70 trimaran *Orion*, prefers a lot of wind. Like last year, she won the breeze-on second races on Thursday and Friday. If the weekend had been windy, she might have pulled off a repeat. But, as we know, the heat wave pulled the plug on the



'Eclipse', pictured here leading 'Bullet' along the San Francisco shore, won the seven-boat Express 37 division. Inset: Skipper Mark Dowdy.

breeze. Randy Miller's lighter, sprightlier Marstrom 32 catamaran *Miller Racing* won that all-important final race in lighter air on Saturday afternoon. They tied for points with *Orion*, and the tie-breaker went to *Miller Racing*.

"We had conditions that were great for us, a little lighter than usual, and had a fantastic crew on the boat," said Miller. "I think we got faster and faster every day, and we had the boat going better than we've ever had it before. We sailed the hell out of the boat, but when the breeze is up the *Orion* crew can just point that boat in any direction they want and go 40 knots. We can't do that. But when it's

10-15 we're really well matched and can sail hard and we can get 'em."

Miller Racing's top speed for the regatta was 27 knots in 18-20 knots of breeze on a broad reach, four on the rack, going very hard.

The young crew included some familiar names and faces: David Liebenberg, Michael Radziejowski and Evan Sjostedt were members of the American Youth Sailing Force team that competed in the Youth America's Cup in 2013. Liebenberg is now an Olympic hopeful in the 49er. Daniel Roberts is a

WWW.NORCALSAILING.COM

ROLEX BIG BOAT SERIES —



KURT ARRIGO / ROLEX

Sy Kleinman's Schumacher 54 'Swiftsure' topped ORR B with Big Boat Series habitué Steve Taft at the helm.

sailmaker for Quantum.

After the awards ceremony on Sunday, the team sailed the cat home to Alameda with gusto — of course the breeze came up — and even a victory leap into the Bay.

ORR A

This year, ORR (Offshore Racing Rule) was split into three divisions. Two TP52s, *Bud*, from San Diego, and *Patches*, from Mexico, had ORR A all to themselves. (The TP52 *Vesper*, which has raced and won RBBS in the past, was sailing in

The Marstrom 32 catamaran 'Miller Racing' was victorious in the Multihull division. Inset: Skipper Randy Miller.



WWW.NORCALSAILING.COM

Cascais, Portugal, in the 52 Super Series, the same week.)

"It was a two-boat race and *Patches* owed us time, so we jumped on them every time and we just had a pretty darn well-oiled, smooth team," said strategist/local-knowledge guru Norman Davant. "We happened to get on them every race and we led every race. Except for me, all the crew were from SoCal — San Diego, Long Beach and Newport. They always sail on that boat, so it was a total home-built team which was pretty cool. They did a great job."

David and Johann Billar, Thomas Blackledge, Jason Douglas, Jenn Garvey, David George, Manuel Gomez, Ryan Gutsell, Clark Hardy, Eric Heim, Sammy Herrin, Max Moosmann, Harry Powell and David Servais were the *Buds*.



"We're having so much fun — this is like the best day in San Diego," said pit chick Jenn Garvey on Friday night. "This was our goal for the year." *Bud* won all five races.

"It got windy, and we were doing string drops, which are incredibly complicated on those boats, but it takes about 3 seconds to get a spinnaker down instead of

30 seconds," said Davant, who explained the string drop: "You have a string up into the middle of the sail. You let all three corners go at the same time. You have a grinder, you hook up four people to it, and you physically snatch the spinnaker out of the air after you blow off all three corners and get it into the boat. It's pretty cool."

This was *Bud's* first time up for the Rolex Big Boat Series. "It's on the schedule to come back next year with a new boat called *Fox*, which is being built right now," added Davant.

"Excellence is the rarest thing in the world," *Bud's* skipper Victor Wild told the crowd at the awards ceremony. "We came here for that, and we found it. I've never seen boats sailed better or better boats sailed. It's a wonderful thing for us to have the honor of sailing with you."

ORR B

The six boats in ORR B ranged in size from John Spadaro's Honolulu-based



KURT ARRIGO / ROLEX

DK46 *Boomerang* to the nostalgia-inducing 1970s classic ocean racer *Kialoa III*, an S&S 78 seen at Big Boat Series in 1976 and '78.

From the mid-1970s to mid-1980s, the yacht accumulated more sailing trophies and records than just about any other campaign, including an elapsed-time record in the Sydney Hobart Race that held for 21 years. *Kialoa III's* original owner, Jim Kilroy of Los Angeles, donated her to Orange Coast



HAVING A HEAT WAVE

College 10 years ago. She was recently bought by a syndicate of three families from Monaco who formed the K3 Foundation to restore her and revisit many of the races that made her so legendary.

"It's quite special to sail her here — our first regatta with the other big boats, especially the multihulls, which show the development of sailing over the years,"

"It takes about 3 seconds to get a spinnaker down instead of 30 seconds."

said tactician Roy Heiner, who has represented the Netherlands four times at the Olympics, spent three years on the World Match Racing Tour, and has three Volvo Ocean Races and an America's Cup campaign on his resumé.

Heiner explained that in taking *Kialoa III* back as much as possible to her

The San Diego-based 'Bud', pictured below at Point Diablo, reveled in San Francisco Bay conditions. Inset left: 'Bud's' owner Victor Wild and strategist Norman Davant.

former condition, there's not much room for upgrading. "We have a lot of speed, but not a lot of height in sailing to windward, so we're sixth out of six, but the thought is to inspire people to go sailing as she travels all over the world."

Roland Pieper, one of the owners, told us that

they're not planning to return to RBBS next year or do Pacific races; rather they're planning to head east for races like the RORC Caribbean 600 and the Rolex Middle Sea Race.

"Sailing against *Kialoa* was a two-edged sword," said Steve Taft, helmsman of Sy Kleinman's division-winning Schumacher 54 *Swiftsure*. "If she was in front of you it was almost impossible to get by her. If behind she was a great blocker. Get near her and she would suck

The winning crew of 'Encore', top row, left to right: Suzie Koide, Kelsey Tostenson, Cheri Schamun, Ben Burbridge, Rick Schuldt, Will Paxton, Paul DeMers, Randall Lesley; bottom: Wayne Koide; not shown: Julia Paxton.

all the oxygen out of the Bay.

"The pivotal moment for us was the first race, where we fell behind early but were able to claw our way back into the race and end up second.

"Usually we're not very good in light air, but we've been getting better and



ENCORE



WWW.NORCALSAILING.COM

ROLEX BIG BOAT SERIES —

better, so I felt pretty good about winning today in 10-15 knots," said Taft of Saturday's two-hour race. "We've been trading races with *Boomerang* every day; they win the morning races (lighter air) and we win the afternoon races (heavier air)."

Crewing on *Swiftsure*, from the bow aft, were Tom Warren, Brooks Price, John Broadhead, Chris Chapman, Susan Ruhne, Dave Kresge, Rob Forsyth, Dave Maggart, Sean Cottle, Scott Kleinman (Sy's grandson and a Marine Corps major), Bob McIntire, Mike Bishop, Bobby Villareal, Peter Cameron and Craig Fletcher.

ORR C

The smallest boat in ORR C — Wayne and Suzie Koide's Sydney 36CR *Encore* — repeated last year's win.

"It was a bittersweet victory in the sense that it was a tie," said skipper Wayne. "It was just the technicality of the racing rules that allowed us to win. If we had to do it over again we would



Dan Thielman (second from left) of the R/P 44 'Tai Kuai' with crew and friends at Friday night's legendary Mt. Gay Rum Party.

have liked to have had at least one more race and let the better boat win.

"We have a great deal of respect for our competitors, particularly the guys on the Yolie 42 *Scorpio*, because they were giving us a run for the money and they had a lot of momentum going. It's a very well-sailed boat, very fast, but we hung in there thanks to Will's determination. He said to go in there the first day and win the first two races — that's what we set out to do, that's what we did, and that's what compelled us.

Tactician Will Paxton explained: "Be

prepared to start strong. That's what we really excelled at. We put in the time and the practice and did the Aldo Alessio regatta. We sail all year with Big Boat Series as our target. It's always our goal on day one to already be running

at 100 percent. We want to make sure we're ready to go from the start, because everybody gets faster throughout the regatta. It was a very well-sailed fleet, and many races were decided by less than 10 seconds.

"We lost one race by one second," said Suzie Koide. "That was the difference between being ahead by two points and only being ahead on the tie-breaker," said Paxton, who added that, "ORR really worked. It was a very fair rating system."

We'll give Steve Taft, the 68-year-old helmsman of perennial entry *Swiftsure*, the final word on the 2015 Rolex

"HALF PRICE"



Great gear with bad installation can literally cost you twice as much!

Always call to compare and you'll find our experience gives you the best result and best value.

Call for an estimate – you'll be glad you did.



We Make a Difference!
Easom Racing and Rigging
 1230 Brickyard Cove Rd., Suite 102
 Point Richmond, CA 94801

Call for estimate
(510) 232-SAIL (7245)
www.easomrigging.com

HAVING A HEAT WAVE

Big Boat Series. Taft has competed in this event 41 times and cherishes the opportunity to race each year. "It's a really classic regatta," he said. "Your friends come in from out of town, so it's a chance to get together with them and sail against each other. When we were younger, everyone was trying to go out and beat everybody else, and now, for me and some of the other guys that have been out there a long, long time, it's just fun to compete and have a good time."

So there was a bright side to the weekend heat wave that interfered with the racing: It allowed even more time for catching up with old pals.

— *latitude/chris*

SiFYC ROLEX BIG BOAT SERIES, 9/17-20 (5r, 0t)

J/105 NORTH AMERICANS — 1) **Jose Cuervo**, Shawn Bennett, 8 points; 2) **Mojo**, Jeff Littfin, 17; 3) **Risk**, Jason Woodley/Scott Whitney, 25; 4) **Arbitrage**, Bruce Stone, 26; 5) **Blackhawk**, Ryan



KURT ARRIGO / ROLEX

Steve Boho, 17. (9 boats)
HPR — 1) **Double Trouble**, J/125, Peter Krueger, 7 points; 2) **Hamachi**, J/125, Greg Slyngstad, 14; 3) **Rock & Roll**, Farr 400, Bernard Girod, 16. (6 boats)

PHRF SPORTBOAT — 1) **Racer X**, Farr 36, Gary Redelberger, 9 points; 2) **Wicked Sister**, Farr 36, Richard Courcier, 18; 3) **Courageous**, J/88, Gary Panariello, 18. (10 boats)

ORR A — 1) **Bud**, TP52, Victor Wild, 5 points; 2) **Patches**, TP52, Eduardo Porter Ludwig, 10. (2 boats)

ORR B — 1) **Swiftsure**, Schumacher 54, Sy Kleinman, 7 points; 2) **Boomerang**, DK46, John Spadaro/Skip Ely, 8; 3) **Deception**, SC50, William Helvestine, 19. (6 boats)

ORR C — 1) **Encore**, Sydney 36CR, Wayne Koide, 11 points; 2) **Scorpio**, Wylie 42, James Mullarney, 11; 3) **Elusive**, Swan 42 Club, Thomas Furlong, 13. (5 boats)

MULTIHULL — 1) **Miller Racing**, Marstrom 32, Randy Miller, 8 points; 2) **Orion**, MOD70, Tom Siebel, 8; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck, 16. (4 boats)

Full results at www.rolexbigboatseries.com

At age 94, Sy Kleinman no longer races aboard his steed, 'Swiftsure', but his ongoing enjoyment of the event is clear to see.

Simmons, 27; 6) **Godot**, Phillip Laby, 33. (27 boats)

J/111 — 1) **Aeolus**, Rob Theis, 11 points; 2) **MadMen**, Dorian McKelvy, 12; 3) **Skeleton Key**, Peter Wagner, 13. (6 boats)

J/120 — 1) **Peregrine**, David Halliwill, 7 points; 2) **Chance**, Barry Lewis, 8; 3) **Saetta**, Ludovic Milin, 17. (6 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 7 points; 2) **Golden Moon**, Kame Richards, 8; 3) **Expeditious**, Bartz Schneider, 16. (7 boats)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 10 points; 2) **Looper**, Duane Yoslov, 13; 3) **The 300**,

Blue skies are waiting...

At beautiful
Emeryville Marina
ON THE BAY

Full service marina
40' to 50' slips now available

510.654.3716 | www.emeryvillemarina.com
3310 Powell Street | Emeryville, CA | 94608

Professionally Managed By **MARINAS International**

FALL CRUISING REBATES!

FREE ResQLink with GlobalFix iPro
\$75 Rebate with GlobalFix Pro Purchases

\$100 and \$50 rebates off PLBs

You Are Never Alone With ACR

CALL OR STOP BY TO SAIL SOUTH WITH SAFETY

SAL'S INFLATABLE SERVICES, INC.

SALES • SERVICE RENTAL • REPAIR

Now in Stock! Highfield Aluminum RIBs!

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

1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatableservices.com

SO CAL TA-TA III —

The concept of the SoCal Ta-Ta is as simple as Admiral Nelson's observation that "Men and ships rot in port." The Ta-Ta is a great excuse for everyone to use their boats — and their minds and bodies — while having fun on the ocean and making new sailing friends.

The maximum of 50 boats signed up for this, the third Ta-Ta, including nine that had already done at least one of the first two. Five of them came from as far north as San Francisco Bay, and several from as far south as San Diego. The largest boat was *Interlude*, the Deerfoot 74 doublehanded by Kurt and Katie Braun of Alameda. The smallest was *Boomerang*, Chuck and Elaine VanderBoom's Corsair 31 from Lake Havasu, which was one of the five multihulls.

As weeklong West Coast ocean routes go, the Ta-Ta course is about as good as it gets. It starts in beautiful Santa Barbara with a kickoff party on the beach at the Santa Barbara YC followed by a 24-mile reach to the east end of serene Santa Cruz Island. After two nights at the uninhabited island, there's a 16-mile reach back across the channel to Channel Islands Harbor and the welcoming arms of Dan Ward and Michele Lapointe, who again offered free berthing on behalf of Vintage Marina Partners-Channel Islands Marina.

The next leg is the 24-miler down the coast past County Line and Zuma Beach to the anchorage at Paradise Cove. The sailing finale is the 33-mile reach from the cove to Two Harbors, Catalina, while the event finale is the on-the-beach potluck and awards ceremony.

Alas, this year's Ta-Ta sailing conditions weren't quite as good as last year's, which were so perfect they've been enshrined in the Sailing Hall of Fame. For example, the wind on this year's first leg to Santa Cruz Island, which is normally as reliable as a summer westerly on San Francisco Bay, simply didn't show. The reach back to Channel Islands was fine, but the normally breezy run to Paradise Cove saw nothing over 10 knots, albeit under brilliant blue skies. It's always important for an event to finish up strong, so the reaching conditions for the last 20 miles to Catalina — 13 knots, flat seas, and blue skies — were just what the PooBob was hoping for.

Other weather phenomena were different from last year, too. Instead of last year's famous Blue Moon, there was rain both nights at Santa Cruz Island. Rain, some of you may remember is when water falls out of the sky. Fortunately,



Chris Mendonca's Hunter 376 'Sea Wolf' on a spiny reach.



Pat McCormick and Terry Albrecht.



The Ta-Ta Kick-Off at the Santa Barbara.



'Volare' caught a rainbow at Santa Cruz Island.



Dreads in the winch on 'Vanishing Girl'. Ouch!



Hartley Gardner strikes a pose.



Two boats on the hook at scenic Santa Cruz.



Scott Stephens' Catana 411 'Santana'.

BEST WEEKLONG CRUISE ON THE COAST

PHOTOS COURTESY OF JESSICA HEINICKE, HARTLEY GARDNER & LATITUDE



Troy and Michele Stone's Island Packet 460 'Insula' powered by a \$450 spinnaker.



Sundowner time aboard 'Profligate' at Santa Cruz Island.



Tom Olsen and Debra Hurst's Mason 43 'Trouble' got a little breeze leaving Santa Barbara.



John and Michelle Zeratsky of 'Aegea'.



'Trouble' having no problems.

SO CAL TA-TA



Ta-Ta fun, left to right from top left: Ron Bohannon and Linda Wells of 'Ditto'. Rusty, Michelle and Dan, hosts for free berths at Vintage Marina Parnters-Channel Islands Marina. Hartley Gardner and Linda Johnstone of 'Atsa'. The Buffalo Milk Party aboard the 74-ft 'Interlude'. Reaching across the Santa Barbara Channel to Channel Islands Harbor. Doña and Jeannie of 'Profligate'. An aerial view of boats departing Channel Islands Harbor. Circumnavigators Kurt and Katie of 'Interlude' display their viper inclinations. Chuck and Elaine VanderBoom finished most legs first with their Corsair 31 trimaran.

there was only enough to rinse the salt off the boats.

Then, during the frivolity of the free BBQ on the floating docks at Channel Islands Harbor, the Grand PooBob had to announce that thanks to a major earthquake off the coast of Chile, the coast of California from San Clemente nearly to Monterey was under a tsunami advisory. According to the official advisory that was read to the fleet, everyone with a boat in a marina or harbor in the affected area was advised to take their vessel to sea. Members of the fleet weren't sure what to do, but in the end, everybody ignored the official advice. Fortunately, there was only a minor disturbance in the tides.

The fleet was also visited by a Coast Guard helicopter and later a small Coast

Guard boat; this the result of the skipper of the Santa Barbara-based Columbia 36 *Vesper* firing off a red distress flare while on the hook at Santa Cruz Island. The following morning, the skipper explained that it had been 'an accident'.

We're not sure what the final disposition of the incident was, but under 14 US Code 88C, causing the Coast Guard to believe they are responding to an emergency when they aren't can potentially have severe consequences: A fine up to \$250,000, six years in prison, a \$5,000 civil fine, and all Coast Guard costs.

One of the nice things about the short Ta-Ta legs is that they allowed *Profligate* to welcome skippers and first mates to sundowner parties, one-third to each of the three parties. When you get a crowd down to 30, people really get a chance to know one another.

The PooBob is always thrilled at the

variety of people who participate in the Ta-Ta, as they are young, retired, white collar, blue collar, etc. Our favorites were Adam and Jessica Heinicke of the Morgan/Catalina 440 *Volare*. He'd done two tours in Iraq as the pilot of a Blackhawk helicopter. Jessica said she was a nurse — and later admitted that she too had done two tours in Iraq as the pilot of a Blackhawk helicopter!

However, none of the *Profligate* parties could hold a candle to the Buffalo Milk Party Kurt and Katie threw aboard *Interlude* — a photo of which appears in the dictionary under 'perfection' — that was open to all 125 Ta-Ta participants.

There is a good chance there will be another Ta-Ta next year, and if there is, we're told Admiral Nelson is planning to make an appearance. You wouldn't want to miss that.

— **latitude/richard**

BAJA HA-HA XXII

BROUGHT TO YOU
BY THESE
OFFICIAL SPONSORS



WWW.BAJA-HAHA.COM

West Marine®

Everything for your
Baja Adventure!

To find locations near you, or to shop online 24/7, visit
www.westmarine.com/cruising

The Rally Committee encourages you to patronize the advertisers who make this event possible – and take advantage of their **Baja Ha-Ha Specials!** (Turn the page for more.)

Partner for Baja Ha-Ha 2015

México

Tourism Board

www.visitmexico.com



New Mexican Liability Program

* Lower Rates * Instant Coverage *
* Short Term Policies Available *

(800) 992-4443

www.marinersins.com

See Our Half-Page Ad In This Issue

Newport Beach, CA • San Diego, CA
San Francisco, CA • Seattle, WA
Bradenton, FL

BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at www.baja-haha.com shows you that boat types in this year's fleet are 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 in this issue and a complete recap in December.



Est. 1973

Almar Marinas

Everywhere you'd like to be
www.almar.com

Summer is safe at Paradise



Enjoy your stay with us!

011-52-322-226-6728 • www.paradisevillage.com

marina@paradisevillagegroup.com

SCANMAR INTERNATIONAL

Your Source for Self-Steering and Emergency Rudder Solutions

- Auto-helm Windvane
- Saye's Rig
- SOS Emergency Rudder

OCEAN PROVEN

510.215.2010 • 888.946.3826

www.selfsteer.com scanmar@selfsteer.com



New Sails and Sail Repair

(619) 226-1133

www.UllmanSailsSD.com



THE CRUISER'S CHANDLERY

2804 CAÑON STREET • SAN DIEGO
(619) 225-9411 / (800) 532-3831
FAX (619) 225-9414

www.downwindmarine.com



Your Yacht Club South of the Border



Home of the Banderas Bay Regatta

Vallarta Yacht Club

<http://vallartayachtclub.org>

<http://banderasbayregatta.com>

Free trial membership for Ha-Ha registrants

Yachtfinders/Windseekers
in the heart of San Diego's boating community

Specialists in cruising-sailboat brokerage for 33 years

info@yachtfinders.biz • www.yachtfinders.biz

(619) 224-2349 • (866) 341-6189 toll-free

Fax (619) 224-4692

RIGGING ONLY

Standing and running rigging, lifelines, furlers, winches, headsail poles, main slider systems, windlasses, travelers, wire terminals, blocks and more...
Expert advice for selection and installation.

Since 1984

www.riggingandhardware.com

(508) 992-0434 • sail@riggingonly.com



ICOM®

Simply the Best.

Award-Winning Radios

www.icomamerica.com

#IcomMarine

BAJA HA-HA XXII

BROUGHT TO YOU BY THESE
OFFICIAL SPONSORS



SAN DIEGO BAY'S 

HARBOR ISLAND WEST MARINA
Serving Southbound Cruisers in San Diego Bay for over 40 years
www.harborislandwestmarina.com
619.291.6440
CALL ABOUT OUR BAJA HA-HA CRUISER SPECIAL!


Let Marina El Cid Welcome You to Mexico
A Cruiser's Paradise!
www.elcid.com
marinaelcidmazatlan@elcid.com.mx
011-52 (669) 916-3468


Providing Cruising and Racing Yacht Insurance Coverage since 1987
www.novamarinsurance.com
(800) 823-2798 USA • 01 (800) 627-4637 Mexico

Best Marina in Banderas Bay


MARINA RIVIERA NAYARIT
www.marinarivieranayarit.com
011-52-329-295-5526

BLUE LATITUDE PRESS

Go Confidently!
with the most accurate guides for *Sea of Cortez* and *Pacific Mexico*

WWW.BLUELATITUDEPRESS.COM


Marina Puerto de la Navidad is considered to be among the 10 best marinas in Latin America. Guests can enjoy all the services & facilities of the spectacular Wyndham Grand Isla Navidad Resort.
24-hr security • Electricity
Pump out • Telephone • Laundry
Cable TV • Wireless Internet
200-yacht capacity
harbormaster@islaresort.com.mx
011 52 314 337-9014 • www.islanavidad.com.mx

MEET THE FLEET

We hope you were one of several hundred sailors who mixed and mingled at our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion, September 2.

But if you missed it, you might still be able to find a ride — or potential watch-standers — via 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 on your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejump.com.

Ultra Marine West
HOME OF THE ULTRA ANCHOR
(714) 843-6964 Quickline.us



'everything a cruiser could ask for in New Zealand'



www.whangareimarine.co.nz

www.hydrovane.com


SINCE 1968
STEERING THE DREAM

Completely Independent Self Steering Windvane AND Emergency Rudder/Steering


TODO VELA MEXICO
EQUIPOS PARA VELA

Todo Vela Mexico
BEST CHANDLERY IN MEXICO!
HARKEN RACOR Marlow

Shipping to all of Mexico from La Cruz de Huanacastle ~ Nayarit
011-52-329-295-6124
Info@TodoVelaMexico.com

Cruise ROwater 

Go Cruising, Not Camping, with High Output Water Makers, Alternators, Wind Gen and CoolBlue Refrigeration.

TECHNAUTICS
CoolBlue Marine Refrigeration

www.cruiseROwater.com • (619) 609-3432



Weather, Email and Voice Solutions.
Satellite Phone Sales and Rentals.

www.ocens.com
sales@ocens.com • (800) 746-1462



**Don't get stuck hand steering!
Rely on the simple, powerful wheel pilot**

Quiet & Dependable • Powerful—116Nm torque
Easy Owner Installation • Low Power Consumption

CPT 831-687-0541
AUT@PILOT www.cptautopilot.com

Visit our website
or give us a call

OPEQUIMAR
MARINE CENTER CENTRO MARINO

A Full Service Boat Yard in Puerto Vallarta
88 ton Travelift • Parts • Service • Repairs

011-52 (322) 221-1800 www.opequimar.com
info@opequimar.com

Marina  Vallarta
BAY VIEW GRAND

Exceptional location in the heart of Puerto Vallarta
to welcome Baja Ha-Ha cruisers

Full services • Travelift

011-52-322-221-0275 • www.marina-vallarta.com.mx

PIRATES  LAIR

Custom Screen Printing & Embroidery for Sailors by Sailors

Yacht club and crew gear, wicking shirts, hats and more.

(888) 724-5286 • www.pirateslair.com

FlopStopper.com



Makes every anchorage comfortable by greatly reducing side-to-side rolling.
Largest platform, fastest engaging, tuck-away stowable.
Essential cruising equipment.

www.flopstopper.com

West Coast Mexico Insurance



www.InsureBaja.com



Boat Insurance Full/Liability Only Health Protection

MEXICO INSURANCE

• IMPORTANT • DON'T FORGET •

México Watercraft Liability Insurance

México Travel Accident & Illness Medical Protection • Including Air Evacuation

• Secure Coverage & Print Your Policy Online in Minutes •

(818) 788-5353 U.S.
Info@InsureBaja.com

IMPORTANT DATES

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.

Baja Ha-Ha, LLC

c/o 15 Locust Ave., Mill Valley, CA 94941
WWW.BAJA-HAHA.COM

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.

MARINA DE LA PAZ
The place to be in La Paz, conveniently located near downtown.
marinadelapaz@prodigy.net.mx
011-52 (612) 122-1646
www.marinadelapaz.com

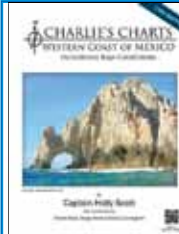
 **La Paz Tourism Board** welcomes you to La Paz
Enjoy our Baja Ha-Ha Beach Fiesta
Thursday, November 19
011-52 (612) 122-4624
www.golapaz.com

SAN DIEGO'S RIGGING CENTER
Proudly serving for over 25 years
 **PACIFIC OFFSHORE RIGGING** We'll get you ready for your next sailing adventure!
Design consulting • Commissioning • Refits
Custom line and hardware
WE SHIP RIGGING WORLDWIDE (619)
www.pacificoffshorerigging.com 226-1252

 **Vintage Marina Partners**
CHANNEL ISLANDS HARBOR MARINA
www.vintage-marina.com

Cruise over and spend a night at our beautiful Marina
Slip reservations, call 805.984.7780

Located halfway between Malibu and Santa Barbara
BAJA HA-HA SPONSOR LAT 34° 10'20" N • LONG 119° 13'46" W



Western Coast of Mexico and complete coverage of the Sea of Cortez in one volume. 13th Edition
www.charliescharts.com

Charlie's Charts

Cruising Guides • Mexican Nav Charts • Ships Store



Imagine You Were Designing the Perfect Marina

MARINA CORTEZ

An idyllic La Paz location

011-52-612-123-4101
www.marinacortez.com

DELTA DOO DAH 7

At the end of last year's Delta Doo Dah feature story, we promised big changes for 2015, and indeed Delta Doo Dah 7 was like none other. Heck, even the Delta itself, where change comes more slowly than it does in the faster-paced Bay Area, does not stand still.

Among the changes affecting sailors was a salinity dam that blocked the western entrance to False River (a popular shortcut and entrance to Franks Tract and Bethel Island), and produced strong currents in and around Fisherman's Cut.

Besides the new dam, various bridge closings, planned and unplanned, forced sailors to adapt their routes. Keeping a rigid schedule in the Delta is not always possible — or desirable.

One side effect of the drought was a positive one for Delta businesses: With so many California lakes closed to recreational boating due to low water levels, trailer boaters came to the Delta, where they could still launch.

A change enjoyed by many Delta Doo Dah sailors was the opening of Owl Harbor's beautiful and comfortable new marina building, celebrated at a festive Tahiti-themed party on June 13.

Change also came to the Delta Doo Dah. For starters, we combined our Kick-off Party with Delta devotee Craig Perez's Delta Cruising Seminar at Richmond Yacht Club on May 16.

More change followed in the ensuing months. Perez, the commodore of RYC, came up with a plan for three Doo Dah runs up the San Joaquin River. The first would be part of the Delta Ditch Run from RYC to Stockton Sailing Club. Five DDD entries cruised to Stockton with the Cruising Division in the newly coined 'Doo Dah Ditch Run', and four more entered racing divisions. SSC followed up the windy, exhilarating run with the usual great Saturday night party, Sunday morning omelettes and awards, and a Sunday afternoon BBQ.

The second run to SSC stopped at Owl Harbor in Isleton on July 18. The marina hosted a BBQ/potluck and movie on the green that evening, followed by a complimentary breakfast on Sunday morning. SSC welcomed Doo Dah participants that evening with a casual supper.

In August, for the first time, we made Pittsburg YC an official stop, where we enjoyed the club's usual Friday night dinner. From Pittsburg, sailors continued on for some nostalgia at SSC's Hot Summer Nights, a classic car show with oldies, burgers, fries and root beer floats.

The Delta Doo Dah also joined Tiki Lagun Marina to celebrate Summer Sailstice at a potluck on June 20.

Since this year's Delta Doo Dah retained a strong DIY element, we'll let the sailors pick up the tale:

Itzayana — Beneteau Oceanis 331 Liam Wald & Jane Wong, Santa Cruz

"We were part of the Doo Dah again this year and had a great time as usual," writes Liam Wald. "We've been going to the Delta every year (sometimes twice) for the last 10 years or so, and our fa-

vorite destination has been Three River Reach.

"This year when we got there I thought that it was odd that there were no other boats anchored, as it has been typical to see anywhere from 5 to 20 others. Luckily we were going in at high tide, as we found that the depth under the 6-ft keel was 1.5-2 feet. The tide was going to drop more than that, leaving us in the mud. In years past there was usually at least 3-4 feet under the keel



— A SEASON OF CHANGE

ALL PHOTOS LATITUDE / 'DOODETTE' CHRIS EXCEPT AS NOTED

at low tide.

"We buggered out and found a little spot on Potato Slough, where we met some other Doo Dah'ers and had a great time of it. Have you heard anything else about Three River Reach?"

We posted Liam's question on Facebook (www.facebook.com/deltadoodah). "The whole Delta is now like this due to the drought," responded Doo Dah vet Eli Myrick. "With no fresh water flowing out, the tides are more extreme."

Fantasy — Islander 36 Gene & Cheryl Novak, Alameda

We left Alameda on Friday, July 3, and met up with the Islander 36 group at Benicia Marina. We conveniently viewed the Benicia Fourth of July fireworks from our boats and could also see the Concord fireworks through the dodger windows. From there we headed to the Pittsburg Marina, which was way too windy and had a strange surge, so we went to the Delta Marina in Rio Vista,

which had much better protection. That week it seemed even windier than what we find in the Slot, so we stayed hunkered down. My daughter Melissa and granddaughter Madison joined us on Wednesday evening, and we ate at the reopened and fantastic Point Restaurant at the marina.

Thursday we headed through Three-mile Slough and had the bridge-tender open the bridge, much to the amazement of my granddaughter. She was beside herself with glee as the bridge-tender waved down at us from his lofty perch.



Clockwise from top left: Sailing up New York Slough; Rosalyn, Mike, Mecala and Zachary from 'Emily' at the Owl Harbor BBQ; after the Doo Dah Ditch Run, Larry Samson of 'Summerwind' got a Doo Dah shirt at SSC; at their family reunion the Hurdles and Najarrs model theirs; no wind but good reading on 'Mental Floss'; Annalee, Michelle, Luke and Dan of 'Miss Conduct' at Pittsburg YC's Friday night dinner; Doo Dah vet 'Odyssey' sailed in the Doo Dah Ditch Run; Craig "yes, this is your commodore" Perez demonstrates an alternative way to wear your PFD; Jennifer and Kerry of 'Alafair' brought a different ride to SSC's Hot Summer Nights.



DELTA DOO DAH 7

We had a nice motor past the new salinity dam at False River, continuing on to another stop in Pittsburg. We had to visit the New Mecca, but also found a great place for breakfast in the marina, the Country Skillet. It's only been about 30 years since our last visit, so to us the remodeled marina was a great improvement, and the staff was friendly and helpful.

On Friday we headed back to Benicia Marina, where we were to meet up the next day with Melissa's husband Aaron for the trip back to Alameda. It was a great trip back with no breakdowns and lots of wind in the Slot. Everyone enjoyed the trip. Our advice to potential Delta cruisers: "Just Doo It."

American Beauty — New York 36 Sam Neustadt, Tammy Forrest, David Suder, Casey the Wonder Dog Richmond

American Beauty left Richmond on July 24 and stopped in Benicia, False River, Three River Cut, Mandeville Cut, the Mokelumne River, Owl Harbor and Walnut Grove — and stayed up-Delta six weeks longer than planned!

We love Owl Harbor and the surrounding anchorages. The marina itself is awesome, well managed with plenty of perks — where else do fresh eggs, veggies, outdoor movies and popcorn come with the berth? The raft-up with friends on Three River Cut under the full moon was truly a night to remember.

We returned from Rio Vista with the ebb, but were surprised at just how challenging it was to sail through Suisun and San Pablo Bays in a big blow: The strong headwind and the ebb current converged to stir up quite a chop. Next time, if the winds are blowing, I'll avoid max ebb.



"Bring your water toys!" say the Silvas of 'Lucy'. Stand-up paddleboards and kayaks are modern Delta toys popular with both adults, such as Patty Silva, and kids, such as young Ben.



I'm A PreCursor — MacGregor 25 Bryan & Cindy Blagg, Ceres Brady Bunch — MacGregor 26D Mike & Karel Brady, Gustine Buon Amici — S2 9.2A John French/Ed Dietz, Stockton

The plan was to pull three MacGregors to Stockton from Ceres (a town south of Modesto in Stanislaus County) on Friday morning, June 19, and launch at Buckley Cove by 10 a.m. *Buon Amici* is part of Stockton Sailing Club, so we would meet up with John and all leave together from Buckley Cove. Our first stop would be Sugar Barge on Friday night. The next day we would head to Antioch City Marina. Sunday morning

we would push across to the Sacramento River side and Delta Marina in Rio Vista. Monday we would call for an opening of the Threemile Slough Bridge and head to Owl Harbor. Then on Tuesday, we'd have a long sail back to Stockton to stay the night at SSC. Wednesday we would load up the MacGregors and head home.

Three roadblocks stood in the way of the plan:

1. Mike and Karel realized they had a wedding to go to on Saturday the 20th in Monterey. This was fixed by having someone come to Sugar Barge and drive them to the wedding and back, leaving their boat at Sugar Barge an extra day and rejoining the group in Rio Vista.

2. John found he had no crew for the trip. This was fixed by Ed Deitz leaving his own boat at home and joining John on *Buon Amici*. Ed, as always, brought a couple of his grandkids, Jonathan (16) and Katherine (12) to help out.

3. Due to the wedding, the tow vehicle for the 26D was not available. This was fixed by having Ed pull the 26D to Stockton.

Friday morning came. Five miles from the I-5 turnoff for SSC, Ed called Mike to tell him that a wheel was smoking on the trailer and he had pulled off the highway. We turned around and went back to where he was and decided it was a brake issue, so we cooled it down and went at a slower pace. We had to stop three times to get the brakes to release and cool on the way to Buckley Cove.

I have never had a group so determined to go that every little thing that came up just meant we had to find a solution and everyone would help.

Low water and the False River temporary dam did change our route plans and made us use Fisherman's Cut

Delta Doo Dah 7 Fleet

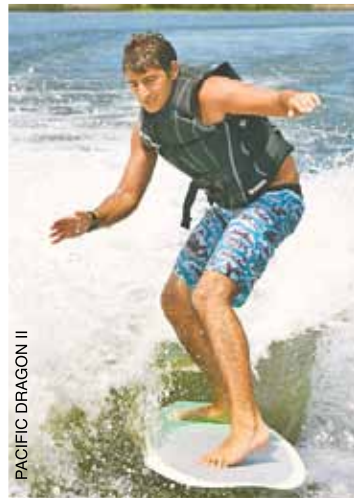
Adelina.....	Cherokee 32.....	Mark & Susan Ford.....	South S.F.
Alafair.....	Catalina 30.....	Kerry & Jennifer Scott.....	Richmond
American Beauty.....	New York 36.....	Sam Neustadt/Tammy Forrest.....	Richmond
Annie.....	Sprague/Pratt 33.....	Jeff & Annie Cook.....	Richmond
Appilonia.....	Beneteau 393.....	Volki Felahy.....	Richmond
Aquavite.....	Catalina 34.....	Stu Jackson.....	Alameda
Barefoot.....	Islander 28.....	Mary Kraybill.....	Vallejo
Beautiful T-K.....	Albin 48.....	Jim Haussener.....	San Leandro
Brady Bunch.....	MacGregor 26.....	Mike & Karel Brady.....	Gustine
Buon Amici.....	S2 9.2A.....	John French/Ed Dietz.....	Stockton
Cerridwen.....	Fantasia 35 MkII.....	Carey & Heather Shine.....	Benicia
Deliverance.....	Hunter 41AC.....	Dan Swett/Tom Trebelhorn.....	Half Moon Bay
Emily.....	Ericson 27.....	Mike Gill/Mecala Fitzpatrick.....	Alameda
Endless Summer.....	Catalina 42.....	David & Michelle Opheim.....	San Rafael
Ergo.....	Ericson 35 MkII.....	Scott Cyphers/Hana Bauguess.....	Richmond
Ergo.....	Express 27.....	Chris Gage/Erika Anderson.....	Richmond
Evenstar.....	Ranger 23.....	Gregory Towers/Jillian Cripps.....	Emeryville
Fantasy.....	Islander 36.....	Gene & Cheryl Novak.....	Alameda
Folalier.....	Beneteau 370.....	Mark & Sherri Rinkel.....	Richmond

Grand Finale.....	Grand Banks 32.....	Jim & Mimi Cornelius.....	Belvedere
Green Flash.....	Beneteau 323.....	Stephen Yingst/Christins Barasch.....	Sausalito
Hobo.....	Columbia 26 MkII.....	Lewis Keizer/Marie Lumazar.....	Alameda
I'm A PreCursor.....	MacGregor 25.....	Bryan & Cindy Blagg.....	Ceres
Idle Eyes.....	Islander 36.....	Brett Butterfield/Laura Burkhart.....	Sausalito
Irish Blessing.....	J/24.....	Chad Peddy.....	Alameda
Iron Genny.....	Grand Banks 42.....	Jared Brockway/Genevieve Peterson.....	San Francisco
Itzayana.....	Beneteau Oceanis 331.....	Liam Wald/Jane Wong.....	Santa Cruz
Jammin.....	Catalina 36.....	Jim Forrest/Mary Coleman.....	Alameda
Jazz.....	Celestial 48.....	Russell Best/Christine Iverson.....	Kona, HI
Juniper.....	Pacific Seacraft 40.....	Scott Askew/Viviane Valvezan.....	San Francisco
Just Saying.....	C&C 40.....	Kennett Wadsworth.....	Richmond
Knotty Lady.....	Carver 355.....	Paul & Abigail Williams.....	Palm Beach, FL
La Vida.....	Catalina 320.....	Mike & Joan Mellon.....	Marin County
Lucy.....	Beneteau 361.....	Daryl & Patty Silva.....	Alameda
Mai Pen Rai.....	Islander 36.....	Noble & Barbara Brown.....	Vallejo
Makai.....	Hunter 26.....	Rick & Marcia Adams.....	San Diego
Marrakesh.....	Express 34.....	Craig & Joan Perez.....	Richmond
Mas Tiempo.....	Islander 30 MkII.....	Dave Cowell.....	Owl Harbor
Mental Floss.....	Olson 30.....	Robert Sesar & Roberta Montero.....	Benicia
Mi Amor.....	Islander 36.....	Arnie & Louise Gallegos.....	Richmond

— A SEASON OF CHANGE



LUCY



PACIFIC DRAGON II

Yes, it gets hot in the Delta. But what the hey — the water's right there for cooling off. Clockwise from top left: Bruce and Henry float along behind the Beneteau 361 'Lucy'; Rami wakeboards behind a 21-ft jet boat, the water taxi for the Gemini 105M cat 'Pacific Dragon II'; Katherine and Jonathan on the way back to SSC behind the S2 'Buon Amici'; crew from 'Mental Floss', 'Alafair' and 'Sea Wolf' cool in Potato Slough; water cannons do the trick during a wind-challenged cruise from Pittsburg to Stockton.



BUON AMICI



MENTAL FLOSS

instead of the False River route. This would be a little hard for Mike since this would be his first use of the boat and Karel's first sailing trip. To help them with the route they would take on Sunday, the other two boats headed to Antioch on Saturday, taking pictures at each turn with a text message telling them which way to go. So, with his tablet app, Delta map, and step-by-step instructions, Mike only had to call once to verify a turn. All three boats got to the Threemile Slough Bridge within 10

minutes of each other and then made the quick run to Delta Marina.

The year before, our 10 hp motors would only make about 4 mph on the run to Sugar Barge, and the other days last year we had no wind. This year we did 6-8 mph to Sugar Barge and 8 mph under sail to Antioch. We even hit a 10 downwind, surfing the waves on the Sacramento River.

Each night was a different marina and dinner out. The grill on top of Sugar Barge hit the spot after Friday morning's

troubles, with everyone sitting at the table knowing we were actually doing this Delta trip. The night in Antioch at the Riverview Lodge restaurant we had surprise guests of Katherine's parents for her birthday. The staff was great and really made us feel at home. In Rio Vista it was Foster's Big Horn Café with more surprise guests of Ed's other son's family. I think the surprise guests were Ed's way of getting a ride back to the marina each night after dinner while the rest of us walked.

Midnight Madness ..	Bluewater 52	Greg Jones/Kathleen Dinnel-Jones ..	Oakland
Migration	Catalina 36	Chuck & Mary Ann Herman	Alameda
Miss Conduct	Columbia 36	Daniel Zempel/Michelle Petroelje ..	Oakland
Miss Fit	Catalina 22	David & Jenni SanGiovanni	Humboldt Bay
My Girl	Newport 30 MkIII	Rich & Carolyn Watson	Coronado
Noa Makani	Catalina 36	James Rutherford & Kimberly Trotter ..	Alameda
Now & Zen	Newport 30-III	Tony Bourque/Patch Garcia	Richmond
Odyssey	Bristol Channel Cutter ..	Wayne & Karen Edney	Richmond
Pacific Dragon II	Gemini 105M	David & Maha Hurdle	Benicia
Polé Polé	Ericson 29	Adam Katz	Oakland
Pyewacket	Catalina 34	Ralph & Penelope Hyde	Vallejo
Ranger	'37 Stephens 36	Bill & Sue Wells	Isleton
Resolute	Hunter 33	Jason & Eric Kopps	Richmond
Sea Wolf	Hunter 376	Christopher Mendonca	Vallejo
Shearwater	Ericson 36C	Dave & Kelly Kendall	Benicia
Shellback	Catalina 30	John & Doreen Abbott	Richmond
Sir Leansalot	Hunter 40	Tom & Lynn Lueck	Stockton
Stickeen	Bodega 30	Lee Richardson/Pam Reeves	Richmond
Stink Eye	Laser 28	Jonathan Gutoff/Christine Weaver	Richmond
Thetis	Ericson 32	Steve Andersen	Little Venice Isl.
Toucan	Tanton 43 cat ketch	Kevin Belcastro/Susan Liebert	Owl Harbor

Touché	Jeanneau 42DS	Pip & Jill Ziman	Alameda
Twilight	Catalina 30	Neil & Judi Larson	Hidden Harbor
Two Truths	PS Dana 24	Bob & Betsy Sharf	Berkeley
Varekai	Mainship 34T trawler	John & Delores Dovano	Alameda
Vector	C&C 38-2	Bill & Lida Rathbun	Berkeley
Vita Nova	Aries 32	Daniel & Katie Retz	San Francisco
Waterhorse	Newport 28	John Zolck/John Wood	Sausalito
Windmill	Catalina 30	Jennifer Mengel/Doug Jarmer	Alameda
Yo Mi Esposa			
y Summerwind	Catalina 30	Larry & Dorothy Samson	Stockton

Many Thanks to our 2015 Sponsors:

AnchorRescue www.anchorrescue.com • **California Delta Chambers** www.californiadelta.org • **Delta Kayak Adventures** www.deltakayakadventures.com • **Isleton Cajun & Blues Festival** www.isletoncajunfestival.net • **Latitude 38** www.latitude38.com • **Martinez Marina** www.martinez-marina.com • **OPB-YC** www.opb-yc.com • **Owl Harbor** www.owlharbor.com • **Richmond Yacht Club** www.richmondyc.org • **Rosa's at Tower Park** www.rosasattowerpark.com • **Stockton Sailing Club** www.stocktonsc.org • **Tiki Lagun Marina** www.tikimarina.com • **Tower Park Marina** www.towerparkresort.com

DELTA DOO DAH 7

At Owl Harbor we had a potluck on Mike's new boat with tri-tip steak and BBQ chicken sandwiches. For our last night we made our standard trip to the Old Spaghetti Factory in Stockton so Ed could have ice cream.

Usually after a long trip it feels good to be heading home, but we had such a good time it was sad to see it end.

Annie — Sprague/Pratt 33 Jeff & Annie Cook, Richmond

Annie departed Richmond on July 17 and stopped at Vallejo YC, Owl Harbor, Mildred Island and Benicia. We loved the hospitality at Vallejo YC; the welcome, facilities, friendliness, parties and gatherings at Owl Harbor; the serenity of Mildred Island; and the overall sense of having traveled somewhere while close to home. The sunsets and sunrises are unlike anything on the Bay. Due to a mechanical problem with the raw-water pump, we were unable to make it to the party in Stockton on July 19.

This third trip, we felt more adventurous and willing to stick our nose into small coves and back bays.

Our advice to future Delta cruisers: The sailing can be challenging, as you can encounter larger waves and stronger winds than you might imagine. Bring a good awning — the bigger the better — and a windscoop. Explore, explore, explore. Buddy boat.

Two Truths Pacific Seacraft Dana 24 Bob & Betsy Sharf, Berkeley

On July 30, Bob, Alex von Rospatt and Anna von Rospatt (age 11) departed Berkeley, catching the big flood, and spent the night at Owl Harbor after a wonderful downwind sail. (If you have a slow boat like ours, playing the currents can make a huge difference.) Betsy joined us there, and we said goodbye to Alex and Anna.

On July 31, we sailed a meandering route to Stockton Sailing Club and spent the night there. The next day we sailed into downtown Stockton under the fixed bridge, just to confirm that our mast would indeed fit. Our clearance was just a few feet, which looks sort of scary. We stayed that night at Tiki Lagun.

The drawbridge on the Turner Cut, just south of Tiki Lagun, was broken the morning we were to pass through, which meant a longer way around to Mildred Island. This was not a big deal, but it taught us to check ahead for bridge closures. We spent much of the follow-



'Annie's winning hand and 'Endless Summer's lowball hand (a four of clubs that went swimming) from the season-long poker run. Prizes were souvenir decks of cards.

ing day swinging on the hook at Mildred Island. We hadn't been there before, and it is now our favorite anchorage.

After another night at Owl Harbor, we motorsailed to Benicia. Our son Eli met us there and drove Betsy home after dinner. Bob singlehanded back to Berkeley on August 4.

Owl Harbor remains our favorite spot. We were worried that the new building would spoil the rustic simplicity of the place, but the architect did a wonderful job in creating a modern new facility with wonderful amenities that is still in keeping with the homey ambiance of the place. Owl Harbor must have the best showers of any marina in the Delta. Maybe in the whole Bay Area!

Deliverance — Hunter 41AC Dan Swett, Tom Trebelhorn, Joe Hill Half Moon Bay

We departed Half Moon Bay on June 13, stopping at Richmond YC, Owl Harbor, Walnut Grove and Rio Vista, then back home via RYC again. This is the same San Diego crew that has done the Baja Ha-Ha three times with this boat.

First I want to thank the commodore of RYC for doing the complete briefing. It answered many questions.

One surprise occurred at Walnut Grove when one of our crew sleepily stepped off the boat into mid-air without a PFD, took an unplanned dip under the dock, and fortunately was quickly and safely recovered. Our favorite restaurant was the famous Al the Wop's in Locke.

Next year we will make the run to Tiki Lagun.

Endless Summer — Catalina 42 Dave & Michelle Opheim San Rafael

As you can see by the one and only card that you dealt us at the bar at Stockton Sailing Club, we had a great

time in the Delta again this year. We spent a lot of time in the water, and it just so happens that the four of clubs didn't handle the water sports as well as we did. I found it in the pocket of my swim trunks once they dried out.

At the time of this writing (August 20), we're in Georgiana Slough, having gone the long way from the Bedrooms as both the Mokelumne River Bridge and Tyler Island Bridge were out of service on Tuesday when we wanted to transit them. With Tyler Island Bridge not having an ETA, we decided to go back out to the main ship channel to Threemile Slough, up the Sacramento River to Walnut Grove, and thus into the Georgiana. It was a nice ride, though a couple of hours longer than our intended route. But hey, it's Delta Time! And the two-for-one lobster at Giusti's in Walnut Grove was worth it.

Since this year's rally had a Vegas-style, 'What happens in the Delta stays in the Delta' theme, and because poker runs are popular with stinkpotters in the Delta, we decided to create a poker run of our own and handed out Delta Doo



Captain Madison, age 8, gets a turn at the helm of her grandparents' Islander 36 'Fantasy' on the way from Rio Vista to Pittsburg.

Dah-branded poker cards to participants at all of the official events.

As with other editions of the Delta Doo Dah, number eight will keep what worked this year but simplify as needed. Check in with www.deltadoodah.com after the New Year to follow developing plans for the 2016 rally. For more pictures from cruisers, see our photo gallery at <https://latitude38events.smugmug.com/Delta-Doo-Dah-2015>.

— *latitude/doodette' chris*



**COME SEE
THE NEW
OWL
HARBOR
MARINA**



916-777-6055
WWW.OWLHARBOR.COM



Follow Us on Facebook

QUALITY, INNOVATION, PERFORMANCE WORLD CLASS YACHTING ROPES

Visit Our Booth at
Landscape 58B



HTS 99
ALL New
100% Dyneema®
SK-99 fiber



HSR
Stronger Than
Steel Fiber Rope



Poly Tec
Aramid Polyester
Cover with
Dyneema® Core



**Spinnaker
Furling Line**
Anti-torsion
Furling Cable



DORADE'S RETURN TO BLUE WATER —

During our many years at *Latitude* we don't recall ever reporting on an effort as impressive as the 52-ft yawl *Dorade's* Return to Blue Water campaign. But then, there's never been a boat quite like *Dorade*.

A name that's familiar to generations of sailors the world over, *Dorade* — to refresh your memory — was one of the very first boats drawn by Olin Stephens of the then-fledgling design firm Sparkman & Stephens. Built of mahogany single planking over steam-bent oak frames, with Sitka spruce spars, she was launched in 1930. Her unconventionally narrow beam and slender bow entry starkly contrasted with the big schooners that dominated offshore racing at the time. But those who scoffed at *Dorade's* unconventional Marconi sailplan and skinny hull shape soon fell silent.

Not long after her launch she took second in class and third overall in the 1930 Bermuda Race. A year later Olin and his younger brother Rod — both in their early 20s — drove her to a stunning upset win in the 1931 Transatlantic Race, besting much larger schooners by a wide margin. Soon afterward, she won the 1931 Fastnet, which earned the young brothers and their crew a ticker-tape parade through the streets of New York. The next year she won the Bermuda Race, and a year later won the '33 Fastnet.

After her sale to San Franciscan James Flood in 1935, she did the 1936 Transpac, scoring a trifecta: She took line honors, class honors and was the overall winner. Not only did these and many other victories dramatically increase her fame, but her then-revolutionary design has long been regarded as a pivotal turning point in yacht design that upset conventional thinking more than any vessel in modern times.

During the decades since, *Dorade* has had a variety of caretakers on the West Coast, in Europe and elsewhere, and has enjoyed other victories. But soon after Bay Area sailors Matt Brooks and Pam Rorke-Levy bought the 80-year-old woodie in 2010, her racing career kicked into overdrive yet again.

According to Matt, the first day they viewed her, he and Pam committed to buying her, and that same day they conceived the notion of repeating at least four of the prestigious offshore races that had elevated *Dorade* to stardom decades earlier: the Transpac, the Bermuda Race, the Transatlantic and the Fastnet. The wildly ambitious campaign was dubbed Return to Blue Water.

That effort drew to a close in August with the famous yawl's participation in the Fastnet. Looking back, the chronology of the RBW campaign has all the trappings of a Disney movie — that is, almost too magically successful to believe. But initially the plan drew plenty of skepticism: "As soon as I mentioned the idea, I had several extremely experienced offshore sailors tell me — right there on



PAUL WYETH / WWW.PWPICURES.COM



BILLY BLACK / ROLEX

MISSION ACCOMPLISHED

the dock within 30 seconds of uttering it — that it was an absolutely crazy idea," recalls Matt.

Pam adds, "The other thing you have to understand is that particularly back in Newport, where *Dorada* is a very important part of the local sailing history, people were indignant that we were going to be buying this irreplaceable part of yachting history and jeopardizing the

boat." But the naysayers didn't deter Matt and Pam. Their idea at the time wasn't necessarily to dominate these events, but to complete them with reasonable success, and perhaps better the boat's original elapsed times.

After completion of an exhaustive refit, they took her to the Caribbean in 2012 and put her through her paces at such events as Les Voiles de St. Barth

(first in class), the Antigua Classic (first in class), and the St. Maarten Heineken Regatta (first in class). Matt explains, "We learned through this whole process that she is a very sturdy boat if you treat her how she wishes to be treated. She is not a piece of fragile antique furniture. And what I find interesting is that every time we go out on a sail or a race, we learn something new about how to sail her just a little better. Rod and Olin built what would appear to be a very straightfor-



'Dorada' sailing off Newport, RI, in July prior to the start of the grueling 2015 Transatlantic Race. Inset: Was there cause for celebration upon arrival at Cowes? Absolutely.

DORADE'S RETURN TO BLUE WATER —

ward boat. But in fact, she is very complex if you want to get those last couple of percents of performance out of her."

Dorade, which is always raced under the St. Francis YC burgee these days, also did the first of 'the big four' that year: the Newport Bermuda race, taking sixth in class. But in 2013 she became truly reacquainted with her former glory, with her astonishing performance in the Transpac: first in class and first in fleet — 77 years after winning it the first time! With that feat she earned the distinction of being proclaimed the official flagship of the City and County of San Francisco — and of California. Not surprisingly S&S considers her to be its flagship also.

In 2013 she did more Caribbean racing, including the RORC Caribbean 600 (first in class) and the BVI Spring Regatta (third overall). Pam and an all-female crew took fourth place in the Antigua Classic. That summer, after crossing to the Med, *Dorade* saw more podium finishes, including top honors in both the Corsica Classic Cup and Les Voiles de St. Tropez. Pam raced in these and many other coastal races.

This year, Matt and his crew took on perhaps her toughest challenge of the campaign: the 2,225-mile Transatlantic Race from Newport, RI, to The Lizard off the southwestern tip of England. It

Matt (center), Pam, and their Transatlantic crew pose with their hard-earned booty. It was *Dorade's* most challenging race ever.



DANIEL FORSTER / ROLEX

'Dorade' pulls away from Fastnet Rock on her way to yet another podium finish. A film is due out soon featuring on-board footage.

was the most challenging offshore race Matt had ever experienced, as there were boisterous conditions the whole way across. "The boat has never in its history encountered conditions like this Transatlantic. We felt confident, but we had to figure out how to sail the boat in those conditions." One system lined up after another, but as Pam says, "*Dorade* kept at it through many days of 30- to 40-knot winds and seas unlike any our crew had encountered on previous races aboard her." During the 1931 race, she notes, the top speed logged was 11.4 knots. On this trip the vintage yawl clocked 19.4! Her best 24-hour run during the '31 race was 220 miles, but this year the team logged 313. We asked Matt to describe the scene when they hit that 19-knot benchmark: "Let's put it this way: At one point toward the end of the race the boat would stall out in the

troughs, because the waves on either side of her were taller than the mainmast. But we always knew that the boat could take it, and we had complete confidence in her." *Dorade* finished second both in class and in Classics.

Shortly after arriving at Cowes, Matt and Pam hauled the boat, assuming there would be damage that needed to be repaired before tackling the Fastnet. "But there wasn't even a seam showing," says Pam.

She normally doesn't do the offshore races, but when Rolex officials announced that they wanted to put a filmmaker aboard during the Fastnet to document the duel between *Dorade* and *Stormy Weather* — a

54-ft S&S classic launched in 1934 — Pam volunteered for the gig, as she is an accomplished filmmaker. *Dorade* took second in class and seventh overall within the 356-boat fleet, beating her S&S rival by several places. (The film,

"The boat would stall out in the troughs, because the waves on either side of her were taller than the mainmast."

which also focuses on the duel between *Comanche* and *Rambler*, should be out this month.)

Throughout the campaign, excellent crew work has obviously been a key contributor to the team's success. Matt gives especially high praise to boat captain Ben Galloway, who's the only crew other than himself to do all four of the premier ocean races. "I think when every crew member steps aboard to do one of these races they go through a learning period," observes Matt, "where they realize that it's all about pushing the boat as hard as you can, and not one inch further. There's a huge learning curve in finding that line... Basically it's about the crew



COURTESY DORADE

MISSION ACCOMPLISHED

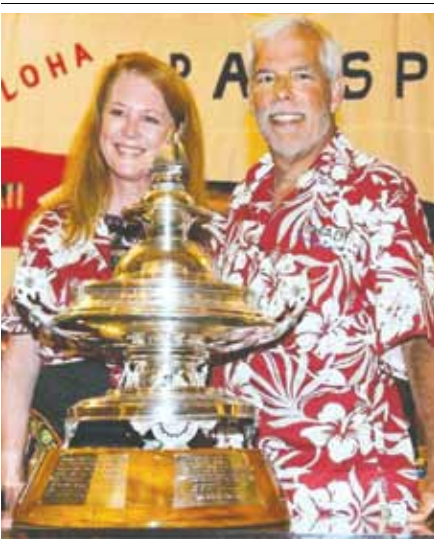
getting more confident about what they can do with the boat."

In addition to stellar crew work and a fabulous boat, Matt admits there has been a bit of luck involved in the team's

"We had good weather luck and good crew, as well as the privilege to follow in their footsteps."

success: "Rod and Olin were outstanding world-class sailors, boatbuilders and designers, and I would be very reluctant to put myself in the same league as those two gentlemen. In every sailboat race, there's a lot of luck. We had good weather luck and good crew, as well as the privilege to follow in their footsteps."

In four years *Dorada* has sailed 18,000 miles on her own bottom, and by all accounts she's still as strong as when new. That's part of the reason that Matt and Pam aren't anywhere near ready to



SHARON GREEN / ULTIMATE SAILING

Pam and Matt in Honolulu in 2013, celebrating their incredible Transpac victory. More triumphs would soon follow.

take their thoroughbred warhorse back to a comfortable stable. This month, she'll compete in the Middle Sea Race in Malta, but the big news is that they plan to do the Sydney Hobart in December 2016. Not long after that, you can expect to see her back in San Francisco Bay.

All in all, the Return to Blue Water campaign has been an incredible success. And Matt and Pam are deservedly proud of their accomplishments. They bettered *Dorada's* original times in all of the 'big four' ocean races.

"It's so gratifying to bring a boat like this back into the world where she was successful to begin with," says Pam. "Everywhere we go, people have such affection for the boat, and for Olin and Rod. It's a source of great pride for us to be able to make that happen."

"Not everyone needs to race on the ocean or inshore," adds Matt. "But I hope that in some small way people will look at this and say, 'We could take a classic boat and enjoy it for its original purpose too.'"

That's certainly a worthwhile sentiment, as you can find vintage wooden boats in need of tender loving care in every port on the West Coast and beyond. If the Return to Blue Water doesn't inspire you to resurrect one, we can't imagine what would.

— **latitude/andy**

VESSEL ASSIST HAS A NEW NAME

**NOW
TowBoatU.S.
on the
West Coast!**



*"The Only Thing
That's Changed is
Our Name"*

OUR BOATS MAY HAVE A NEW LOOK AND NAME but our Captains remain completely dedicated to helping boaters when they need assistance. Now, with over 30 ports on the West Coast, help is never far away.

TowBoatU.S.
TOWING YOU CAN TRUST
1-800-888-4869 • BoatUS.com/towing

You meet all kinds of people in a marina parking lot, especially if your marina has a nice view and is in a tourist town: hikers and bikers at the end of the trail, photographers and painters, restaurant customers waiting for tables, and landlubbers of all kinds who feel a sudden attraction to the sea.

The attraction is not always emotional. There is a certain category of novice sailor who decides that living on a boat would be a great way to beat the high cost of housing, and an idyllic lifestyle besides.

I was accosted by one such hopeful mariner in the parking lot just the other day, a young woman with a big yellow Labrador.

"Excuse me," she hailed. "Is there a list of boats for rent in the office?"

She was gesturing toward the yacht club, not the marina office.

"That's the yacht club," I replied. "The marina office is over on the other side of the harbor.

"Thanks, I'm just looking for a small boat with a cabin that I could live on. Do you know of anything that's available?"

"Sorry, the marina doesn't allow live-aboard sublets," I explained patiently. "In fact, only 10 percent of the berths in the harbor are allowed to be live-aboard berths, and there's a long waiting list."

"That seems like a terrible waste of resources," she sighed, "with all those empty docks."

It was true. Our marina vacancy rate had risen to about 12 percent, most of them in the 30-foot or smaller size range.

"BCDC won't allow any more live-aboards," I tried to explain.

"What's BCDC?"

"The Bay Conservation and Development Commission," answered one of my dock neighbors, a liveaboard who works at the local boatyard and happened to be walking by. "BCDC is the regional regulatory agency that controls bay fill and all shoreside development within 100 feet of high-water mark."

"Nothing happens on the shoreline or on the Bay without a BCDC permit," I added.

"Way back in 1985 or thereabouts," the boatbuilder said as he rested his large tool bag on the parking lot asphalt next to my new friend's dog, "BCDC determined that any boat used as a principal residence was 'bay fill' as legally defined, and therefore under their jurisdiction. Living on a boat in a marina was found to be an abuse of tidelands public trust."

"Really? Abuse of public trust?"

"The argument was that it was private non-maritime use of a public maritime resource, or some such gobbledygook. They tried to ban all liveaboards throughout the Bay. Didn't get much traction but a lot of pushback from all boating quarters, and the compromise was to allow 10 percent of marina berths to be liveaboard on the grounds that it improved marina security. Actually, the liveaboards do much more than that, forming the nucleus of each local boating community and helping out in all kinds of ways."

"What was the basis for settling on 10 percent?" I asked.

"Dunno," he said. "Probably just arbitrary, but they say it was based on a couple of surveys, which if you read them and knew the marinas they looked at, it was obvious that they underreported the liveaboard population pretty badly."

"So everyone who lives on their boat here in this harbor has to have a BCDC permit?" asked the novice sailor.

"Ha!" reacted my friend from the boatyard. "There's probably as many people living here on their boats illegally, staying under the marina's radar, as there are legal liveaboards. The 'sneakaboards,' we call them."

"Are any of those boats for rent?"

"Naw, the marina put a stop to that," said the boatyard worker as he reached down to take a doggie treat out of his toolbag and pass it to the Lab before the dog could sniff it out on his own. "But,

"BCDC determined that any boat used as a principal residence was 'bay fill.'"

heck, boats are cheap. You could buy a boat and get on the waiting list for legal liveaboard, if that's what you really want to do."

Just then I was startled by a screeching sound from behind me, and turned to find Lee Helm skidding to a quick stop on her bicycle.

"Yo, Max!" she hailed. "Am I late for the party?"

"This parking lot is always a party," replied the boatyard worker, and we introduced Lee to the potential new marina resident, who was apparently

getting serious about the project. She asked how much it would cost to buy a boat she could live on.

"Like, if your credit's good," said Lee, "and you have enough cash flow to handle the interest and the berth fees and some big new-boat expenses, you can probably buy the boat on plastic. But to get in the marina, first you have to convince the harbormaster that you're not going to live on it, even if that's your plan. I mean, like, don't let them see the dog. That's one of the things that can make it hard to get an apartment on land, and one reason people end up living on their boats."

"So is smoking," added the boatyard worker. "A smoker with a dog on a tight budget, and new to sailing, is the perfect profile of a sneakaboard."

"There are more secrets to being a successful sneakaboard," said Lee. "I know a few grad students and postdocs who live here, and the main thing is to keep a low profile and stay below the marina's radar."

"But the harbormaster will figure out who's living here sooner or later," added the boatbuilder.

"That's why, like, you really have to be a model citizen. That means keeping your boat looking good, keeping your car washed, picking up trash around the dock and the parking lot, helping to secure boats and sails that are trying to break loose in storms, that kind of stuff. And if your dog ever poops on the dock, you're done for."

"And no bicycles on the boat and no blue tarps," I added. "Those are dead giveaways that someone lives there. So is a pile of gear stored on deck in a way that would make it hard to sail the boat, or a car in the parking lot that looks like a rolling dock box."

"Max," said Lee, "your car looks like a rolling dock box. That time you gave me and my bike a ride up to the bus stop, we had to clear out enough junk for a nautical flea market."

"But I'm not a sneakaboard," I reminded her, "and not a liveaboard, so I don't have to worry about any of that."

"So if I want to do it right," asked the novice, "how long would it take to actually get legal liveaboard status?"

"Years, if they played by the book," said the boatyard guy.

"That's why you have to make sure





Liveaboards are the nucleus of the local boating community. Here, two Tritons help re-mast a third Triton using the classic technique.

that everyone in the marina office likes you," Lee advised, "and check in often to see if you are moving up on the list. Put yourself in their shoes: When a live-aboard license becomes available, the marina staff can start making phone calls from the top of the waiting list; leave messages; wait for callbacks that, like, never call back until a week later; and find out that people aren't ready to take the berth just yet. It's probably more than a day of work for each new legal liveaboard they assign a license to, if they do it in the correct order. But then if Ms. Likeable Persistent over here is hanging around the office a couple of times a week, and brings them a carrot cake once in a while, then naturally the marina staff is going to save themselves a lot of work and hassle and give the liveaboard license to someone they know will take it right away."

"Makes sense," I agreed. "But before you get that legal status, and need to stay low, I think it's important to join the yacht club. It's good cover. Gives you a reason to be in the marina almost

every day, especially if you get involved in a club committee or other volunteer activity."

"There's like, lots of other ways to get involved in the marina community," added Lee. "I'm on my way to the weekly

potluck dinner over on A-Dock. Why don't you join me? I'll introduce you to the gang.

"Come on, Lee," I complained. "I'm making a recruitment pitch."

"She'll do better at the University Sailing Club than the yacht club. She needs to learn how to sail on a dinghy."

"Here's my card, if you need any new rigging," said the boatyard worker as he handed the novice a business card carved on a very thin rectangle of teak veneer.

"But the yacht club has the nicer showers, and a members' kitchen, and..."

"And those liveaboards are taking over the place," complained another yacht club member who had just walked within earshot on the way to her car. "They don't pay any more dues than any other member, but they use the club every day, all day, and cook all their meals in the members' kitchen, and practically live in the members' lounge. And they leave the kitchen a mess. Have you been in there lately?"

"Hmm, this is sounding better all the time," said the would-be boat owner.

"Don't pay any attention to that old ex-commodore," Lee assured her. "The club needs the liveaboards even more than the liveaboards need the club, and, like, she knows it, even though she likes to call the liveaboards 'trawler trash'. She just gets jealous when other people are clearly having more fun in her club than she is."

"I like 'trawler trash'," the new sailor said with a perverse smile. "I think this will work."

— max ebb

MAX EBB'S SNEAKABOARD SECRETS

1) Don't mention liveaboard when you first apply for a berth! Don't even think it. Don't even mention that you will be staying on your boat most weekends, even though that's usually allowed. The marina might want to see proof that you have a real shoreside address before giving you a berth, but on the other hand it might look a little suspicious if you have that documentation with you on your first visit to the office.

2) Bring in a boat that is clean and appears fully functional, even if the mechanical systems are a wreck and the sails are in tatters. Try to avoid boats with dead inboard engines and outboards on the transom. New docklines are a relatively inexpensive way to signal that you plan to maintain and upgrade an old boat.

3) Find out what size slips are vacant at the marina, and buy a boat in that size range. But remember, boat length in marina-speak is 'bowsprit to boom-kin', the extreme overall length including all appendages. Big boats are more liveaboard-friendly than small boats. Find out (from other berthers, not from marina staff) if there's a minimum size by local statute or by de facto policy for legal liveaboard status.

4) Don't buy a boat from an impound sale, especially not from the marina you want to live in. Marina management wants those semi-derelict boats they sell at auction to go away and stay away. Besides, "there's nothing more expensive than a cheap boat."

5) Don't let your boat look like a live-aboard boat. No bicycle, no blue tarp,

no piles of gear on deck or on the dock. If you have a bike, keep it locked in the bike rack in the parking lot, not on the dock near your boat.

6) Sail the boat often. That will explain why you're at the marina often.

7) If the dock gates use electronic key fobs, and their use is tracked, try to get a spare key from a legal liveaboard. Key tracking is the normal means by which sneakaboards are outed.

8) Join the nearest yacht club or sailing club. Yacht clubs are good cover and will not rat you out to marina management. Involvement with club activity also helps explain why you are in the marina every day. Club membership can also keep you out of the marina bathrooms and showers, which is especially important if key use is tracked. The facilities in the yacht club are usually a lot nicer, too.

9) Be a model marina citizen. Pick up trash, don't let your halyards slat, secure sails on other boats that come loose in storms, etc. Help marina staff any way you can. Staff will almost certainly

know that you are living aboard after a few months. But they can't take action unless they have the evidence. If they like you, they might not take the trouble to collect the evidence they need for an eviction.

10) If the marina offers you legal live-

"Key tracking is the normal means by which sneakaboards are outed."

aboard status, take it! It will cost extra, but if you refuse you will be at risk for an eviction.

11) Keep your car clean and empty. When you are legal you can use your car as a rolling dock box, but when you're living below the radar you have to make it look as if all your extra boat junk is at home in the garage. A full vehicle also attracts break-ins, which are a nuisance for management and result in crime stats that make the marina harder to market.

12) Don't smoke and don't have a dog. Those are two attributes that often make it very difficult to rent shoreside, and they tip off marina management that you want to live on your boat to avoid those restrictions. Yes, they are profiling you, and a dog-owning smoker on a tight budget who is new to sailing fits the sneakaboard profile perfectly.

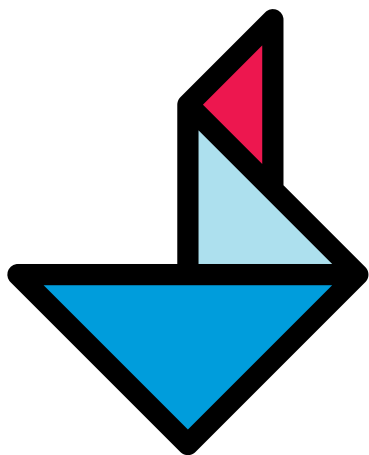
13) Flirt with the harbormaster and office staff. If you are old and frumpy, try to make at least some of your office visits with an attractive and personable friend in tow.

14) If you are on the waiting list for legal liveaboard, check in with the marina office frequently 'just to see where you are on the list', Make it easy for them to give the next available slot to you instead of dealing with the waiting list.

15) No loud parties at night, and minimize after-hours visits by guests. Keep a low profile except when you are being helpful.

16) Bring the harbormaster a carrot cake.

— max ebb



**SAN FRANCISCO
BOATWORKS**

San Francisco's boatyard | www.sfboatworks.com

Marine parts and supplies



Complete haul and repair



Engine repair and service



**Contact us for seasonal
discounts & special offers**

Authorized dealer for:

YANMAR

**marine services
for power & sail**

415.626.3275

info@sfboatworks.com

835 Terry Francois St.

San Francisco, CA 94158

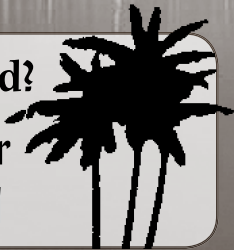
OASIS IN THE HEART OF MONTEREY

new Expanded Guest Slips to 200-ft!

Breakwater Cove Marina
at the historical entrance to Cannery Row
Central to the best of Monterey

NEW –
82-TON TRAVELIFT
Call to reserve your haulout!

Mexico Bound?
Stop by for
fuel & fun!



Reservations: Diane (831) 373-7857
www.montereybayboatworks.com



THE MOST ACCURATE FORECASTS AVAILABLE ONLINE

The highest resolution and most accurate forecasts available anytime on the web or your smartphone.

Get your free forecast

Visit www.predictwind.com

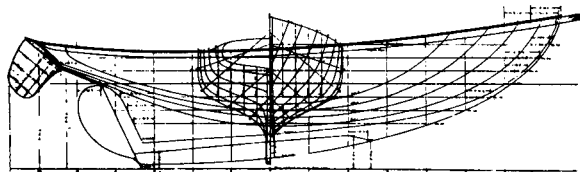


BOAT MODELS by **Duffy**



boatmodelsbyduffy.com
949 • 645 • 6811

Order Now



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

WHITING & WEDLOCK

Two Independent
Marine Surveyors
at
One Convenient
Location

- Vessel surveys
- Consulting
- Deliveries



Serving the
Bay Area since 1980



www.norcalmarinesurveyors.com

(415) 505-3494

THE RACING

Richmond YC hosted the **Moore 24 Nationals**; the **Windjammers** and **Jazz Cup** comprised an Ironman Biathlon for one boat; **Folkboat** sailors came from Europe for their International Regatta; we meet a **Paralympic** hopeful from San Diego; the **Hannig Cup** turns pink; plus looks at the **Ronstan Bridge to Bridge** and SeqYC **Moonlight Marathon**, **Race Notes** and **Box Scores**.

Moore 24 Nationals

Richmond YC hosted the Moore 24 Nationals on August 28-30. "Sailing started at noon on Friday with a crazy unpredictable quadruple restart fiasco of a race that had last place move into first repeatedly," reports Bart Hackworth, co-owner/skipper of *Gruntled*. "White Trash pulled the cat out of the hat by sailing back to Richmond and then reaching off back to the finish line to steal the bullet from *Moore Wave*ohs*, which had just done the same thing."

Race two was the long-distance race, and it started less than 10 minutes after the first race. "With everyone's heads still spinning from the crazy race,

the BOC (Bottom of the Circle) leeward mark," said Hackworth. "Social festivities ranged from an Ullman Sails Santa Cruz kegerator/tiki bar on-the-dock party on Friday after sailing to a delicious Mexican-style dinner at the club Saturday night."

Saturday was supposed to be lighter, but instead it was windier. "Back at the dock the sight of all the wet gear littered around drying was a clear sign of the typical Berkeley Circle chop the fleet had pounded through upwind and aggressively surfed back downwind," observed Hackworth.

The wind lightened up on Sunday. Although the first race saw the fleet

choose to go with their small #3 jibs with the expectation that the wind would build, Hackworth thinks it was probably #2 (medium) conditions. "*Gruntled* got the bullet and maintained the lead, but *Eclipse* was

still close behind. The last two races saw the breeze slowly start to lighten. Many boats used #2s and eventually #1s. *Trashy* started to make a comeback, posting a 5.4. But *Mooregasm* was the sleeper, shooting up the standings with a 2.2,2 for the day.

"The fleet was becalmed on the sail in, and many sailors dove into the usually unwelcoming Bay waters to enjoy themselves after three days of hard racing." Eventually everyone was rounded up and towed in by RYC's race committee trawler and crash boats.

Gruntled was able to hold off *Eclipse* for the win and their fourth National championship.

"*Gruntled* has been a very successful partnership since 1998," said co-owner Simon Winer. "It just works; we are trying to win, but we all have special-

ties and we use this to our advantage: Bart splices and tunes the rig, I can fix anything and built the trailer, and he gets the boat to the Roadmaster venues. We have a common bank account and autopay some money monthly into our 'next big project' fund. This makes the purchase of a new chute or a deck job a lot easier as the money is sitting there. *Gruntled* is 35 years old and looks flawless. We treasure this little gray jewel."

Hackworth and Winer caught the Moore bug in 1988 when UCSC sailing coach Phil Vandenberg let them sail one of the school's Moores on the ocean. David Corbett has since joined the partnership.

"We are stoked to have Ron Tostenson as long-term crew," added Winer, "as he brings such a great attitude and is a very good sailor. Karen Loutzenheiser has been on Moores for a long time and is very strong. She just came back from representing the USA in match racing in Russia — they won! It is always a great pleasure to sail with these friends."

— latitude/chris

MOORE 24 NATIONALS, 8/28-30. (8r. 0t)

1) **Gruntled**, Bart Hackworth, RYC, 19 points; 2) **Eclipse**, Bill Erkelens, RYC, 29; 3) **Banditos**, John Kernot, RYC, 37; 4) **Mooregasm**, Stephen Burdow, SCYC, 41. (18 boats)

Full results at www.regattanetwork.com

Ironman Biathlon

Back in the day, *Latitude 38* recognized a Labor Day Weekend accomplishment called the Ironman Triathlon, comprised of the Windjammers, the Jazz Cup, and the NOOD Regatta, in which a sailor raced in all three, though not, for obvious reasons, on the same boat.

The NOOD Regatta departed San Francisco (it has occasionally returned, but not on Labor Day Weekend). Hence a Biathlon remains, which Mark Thomas's CM 1200 *Raven* completed in 1998.

This year's Windjammers, which left San Francisco for Santa Cruz on Friday, September 4, was a windy, wavy edition. "The race was breeze-on for the most part, with a rare northwesterly waiting for us at Seal Rocks," said Greg Nelsen, skipper of the *Azzura 310 Outsider*. "This made for fast 8-9-knot jib reaching toward Half Moon Bay."

Nelsen said *Outsider* was getting wa-



The new Moore 24 national champions: Bart Hackworth (skipper), Karen Loutzenheiser (bow babe), Ron Tostenson (mast man), and Simon Winer (trimmer) from the RYC-based 'Gruntled', #68.

jibs were being switched as sandwiches were being stuffed as the starting sequence commenced," said Hackworth.

The course was twice around Angel Island to starboard in a building breeze. *Gruntled* banded left off the line not because it was the way to go, but because they were outside *Eclipse* and didn't know the course. After tacking back to port and dodging a barge ("ohh it has a tow!") at the island, *Gruntled* led around Point Blunt.

"As the fleet accelerated out of Racon Strait and contemplated doing it again, the race committee showed mercy and shortened the course to finish at





BOTH PHOTOS WWW.NORCALSAILING.COM



terlined and out-ballasted by the larger boats, the J/111 *Symmetry* and the Farr 40 *Astra*. "They both stayed inshore, and by going outside we were able to pass the J/111 and get right on the hip of the Farr 40 before Half Moon Bay. Then, after we all jibed in toward Pigeon Point, we went in and stayed in. The other two went back out long before hitting the beach. Two jibes later we had a significant lead. The wind also flicked on for us onshore much sooner, and we were able to stretch. And we saw both of them without spinnakers at one point."

Outsider finished the 47-mile Windjammers Race at 5:42 p.m., ahead of the other seven racers (plus one alone in the Cruising Division), and retained the win on handicap.

Windjammers: check.

Next came the transition to Saturday's 26-mile Jazz Cup, with a start north of Treasure Island and a finish at Benicia YC. *Outsider's* trailer was waiting for her in Santa Cruz, having been dropped off on Thursday evening. "*Outsider* has a deck-stepped mast so it's fairly easy to break her down," said Nelsen. Just the boom and forestay come off. "We only had to add an extra hour of setup time before the Jazz Cup, so we didn't even

Spread: Greg Nelsen's Azzura 310 'Outsider' departs S.F. Bay destined for Santa Cruz in the Windjammers on September 4. Inset: 'Outsider', as seen at the Brothers, makes it to Benicia in the Jazz Cup the next day.

have to get up real early."

Karl Crawford, Stephen Buckingham, Kevin Flanigan and Chris Jordan crewed in the Windjammers; Buckingham and Flanigan stuck around for the Jazz Cup — making for a trio of Ironmen.

In contrast to the Windjammers, Jazz Cup was a slow crawl in warm weather. With so much north in the breeze, the fleet had to beat to windward through the North Bay, where spinnakers usually fly. Nelsen called it a "light-air affair, which made it easy on the three of us left." The *Outsiders* finished the Jazz Cup in 18th place overall out of 93 starters and second in their Sportboat division.

Jazz Cup: check.

Our congratulations and a piece of *Latitude* swag go out to Ironmen Nelsen, Buckingham and Flanigan!

— *latitude/chris*

SCYC/StFYC WINDJAMMERS RACE, 9/4

1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Symmetry**, J/111, Howard Turner; 3) **Galaxy Girl**, Donovan 30, Bill Erkelens. (8 boats)

Full results at www.scyc.org

SBYC/BenYC JAZZ CUP, 9/5

PHRF T — 1) **WildCard**, SC37, Mark Thomas; 2) **Swift Ness**, J/111, Reuben Rocci; 3) **Scorpio**, Wylie 42, James Mullarney. (7 boats)

PHRF R — 1) **Special Edition**, Wilderness 30, Mike DeVries; 2) **Hoot**, Olson 30, Andy Macfie; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (10 boats)

PHRF K — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Libra**, Express 27, Sergey Lubarsky; 3) **E Ticket**, Moorings 38 SD, Noble Griswold. (9 boats)

PHRF H — 1) **Mas!** Moore 24, Mark English; 2) **Psycho Tiller**, Jeanneau Sun Fast 32i, James Goldberg; 3) **Clean Sweep**, Olson 25, Jorge Dalmau. (9 boats)

PHRF F — 1) **Siento el Viento**, C&C 29, Ian Matthew; 2) **Goose**, Catalina 30, Mike Kastrop; 3) **Adventure**, Catalina 30, Jack McDermott. (6 boats)

PHRF E — 1) **Magic Bullet**, Cal 20, Todd Craig; 2) **Byte Size**, Santana 22, Anna Alderkamp; 3) **Coyote**, Cal 20, Dave Gardner. (6 boats)

SF 30 — 1) **Bay Loon***, J/29, Grant Harless; 2) **Wind Speed**, J/30, Tony Castruccio; 3) **Heart of Gold**, Olson 911s, Joan Byrne. (9 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet; 2) **Flight**, Randall Rasicot; 3) **Downtown Uproar**, Darren Cumming. (6 boats)

SPORTBOAT Q — 1) **Rufless**, Melges 32, Rufus Sjoberg; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (6 boats)

SPORTBOAT O — 1) **Salsa**, Ultimate 20, David Krausz/Craig Watson; 2) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff; 3) **Flight Risk**, Thompson T650, Ben London. (6 boats)

NON-SPINNAKER — 1) **Mental Floss**, Olson 30, Rob Sesar; 2) **Califia**, Islander 36, Tim Busiek; 3) **Blue Passion**, Tartan 3400, Allen Leon-

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

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

Rolex Big Boat Series • *Phaedo3 Wild Oats XI* • Mini Transat Clipper Race • Perini Navi Cup *Lending Club 2* becomes *Idec Sport*

Plus previews of the Race to Alaska, SSS/OYRA Half Moon Bay Race, San Francisco Yacht Racing Challenge, Conch Republic Cup Key West Cuba Race Week, YRA Season Closer, Rolex Big Boat Series, Farr 40 Worlds, and more!

THE RACING

TOP ROW ERIK SIMONSON / WWW.PRESSURE-DROP.US



MARTHA BLANCHFIELD / RENEGADE SAILING



WWW.NORFALSAILING.COM

This page: the Jazz Cup from S.F. Bay to Benicia on September 5. Clockwise from bottom right: With so much north in the fragile breeze, the usual sight of spinnakers at the Richmond-San Rafael Bridge was missing; the Ultimate 20 'Salsa' won first place overall; having strayed too far into the shallow water past Point San Pablo, racers resorted to creative solutions to heel over enough to unstick their keels from the mud; the J/29 'Bay Loon' captured the Jazz Cup trophy for Benicia YC.

FOLKBOAT INTERNATIONAL REGATTA, CYC (8r, 1t)

1) **Windansea**, Dave Wilson, USA, 16 points; 2) **Honey**, Christoph Nielsen, GER, 17; 3) **Josephine**, Peter Brogger, DEN, 30; 4) **Freja**, Tom Reed, USA, 31; 5) **Polperro**, Peter Jeal, USA, 33. (19 boats)

Full results at www.cyc.org

Meet Ryan Porteous

If the USA brings home a medal for sailing from the Rio 2016 Games, it could very well be the doing of a college student from San Diego.

Ryan Porteous has always been a jock. He grew up surfing, swimming, playing football, basketball and soccer, mountain bike riding, snowboarding, skateboarding — and sailing.

"I was introduced to sailing at a young age," said Porteous. "My parents would take me out on boats, and when I was 7 I enrolled in the junior sailing program at Mission Bay YC, learning in Sabots and progressing to 420s, Lasers and bigger boats." He won numerous local regattas and scored well in national events too.

Porteous enrolled at UC Santa Barbara, where he planned to compete on the surf team, but a freak accident a couple of weeks into his freshman year

ard. (6 boats)

MULTIHULL U — 1) **Wingit**, F-27, Amy Wells; 2) **Wings**, F-24 MkI, William Cook; 3) **Lookin' Good**, Sprint 750, Rafi Yahalom. (9 boats)

MULTIHULL V — 1) **Adrenaline**, D-Class cat, Bill Erkelens; 2) **Shadow**, ProSail 40, Peter Stoneberg. (2 boats)

OVERALL — 1) **Salsa**; 2) **Evil Octopus**; 3) **WildCard**; 4) **Rufless**; 5) **Special Edition**; 6) **Bay Loon**; 7) **Arcadia**; 8) **Hoot**; 9) **Libra**; 10) **Magic Bullet**. (93 boats)

*JAZZ CUP — **Bay Loon**, BenYC.

Full results at www.southbeachyc.org

Folkboat International Regatta

On a week that started with Labor Day and a protracted heat wave, Corinthian YC hosted Nordic Folkboats from five countries.

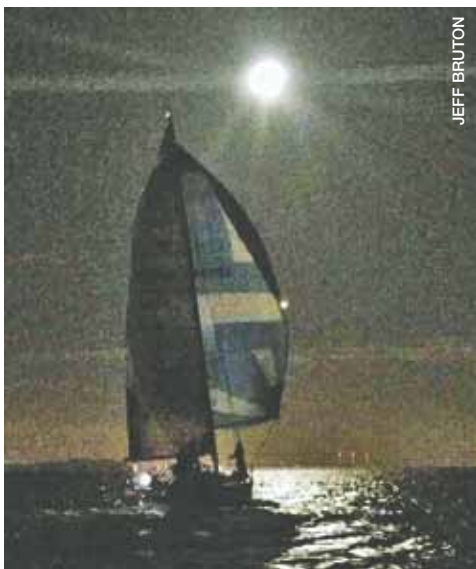
Local talent David Wilson won for an unprecedented fourth time. He also won the Degnan Trophy this year for the top finisher overall in the StFYC Wednesday Evening Series for Folkboats, IODs and Knarrs. "He is pretty much the Gold

Standard for the Folkboat fleet," said the class race chair, Brock De Lappe.

Christoph Nielsen from Germany finished second by only one point. "He has won all the major Folkboat regattas in Europe — Gold Cup, Kiel Week, Swedish National Championship — and this is the last win he needs to have a Grand Slam," said De Lappe. "He has been here five times in an attempt to win this regatta and always finishes high in the standings, but the win still eludes him. He has promised to return for 2017."

Peter Jeal broke his mast just prior to finishing second in the only race held on Thursday the 10th in very high winds and heavy ebb chop on the Central Bay course west of Alcatraz. "Peter was able to borrow a spare wooden mast and worked late into the night to get his boat re-rigged for the two final races on Friday on the Knox course," reports De Lappe. "He managed to keep a podium fifth-place finish."

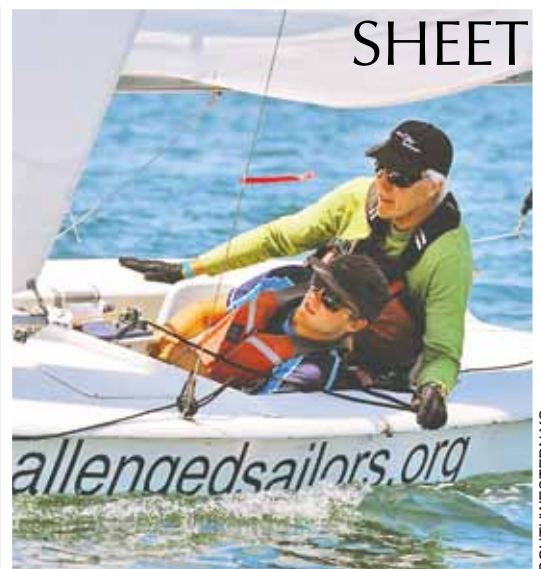
— *latitude/chris*



JEFF BRUTON



CHRIS RAY / WWW.CRAYSVP.COM



SOUTHWESTERN YC



ROXANNE FAIRBAIRN



MARTHA BLANCHFIELD / RENEGADE SAILING

changed the course of his college and sports careers. Just 18, he slipped on a boat dock and clipped his head on the end of the dock, suffering a spinal cord injury. He was partially paralyzed from the neck down. "The rehabilitation process has been a long one," he said, "but I have slowly recovered movement in my legs — I can now walk short distances with a walker — and have almost full upper body strength."

Porteous took time out to rehab, then returned to UCSB last year. "Being the athletic person I was before, I knew I had to get back out there and renew my passion for sports. Sailing was a perfect fit." He started sailing again through Challenged America in San Diego and won the 2013 Clagett Regatta, qualifying for US Sailing Team Sperry. "Making the team solidified my aspirations to compete at the 2016 Paralympic Games."

With his Skud 18 sailing partner, gold medalist Maureen McKinnon of Marblehead, MA, Porteous won the 2015 Clagett Regatta in Newport, RI, this summer. He followed that victory by winning the US Disabled Sailing National Championship, hosted by Southwestern YC in San Diego at the end of August, sailing with

Clockwise from top left: The C&C 115 'Warp Speed' in Sequoia YC's Moonlight Marathon, which was sailed under a 'supermoon' on August 29; the 65-ft 'Ragtime' raced kiteboarders, windsurfers and 18-ft skiffs in the Ronstan Bridge to Bridge; Ryan Porteous and Steven Muse racing in the US Disabled Championship; racing in the pink for a good cause aboard 'Knot Guilty' in Sequoia YC's Hannig Cup beer can race; conditions got rough for day three of the Folkboat International Regatta.

Steven Muse.

"We raced in Martin 16 two-person boats supplied by Challenged Sailors San Diego. The yacht club and volunteers were very helpful and welcoming. Three days of very close and competitive sailing on fairly short courses made for fun, tactical racing."

Porteous is currently in Marblehead training with McKinnon. Their next race is the IFDS Worlds in Melbourne, Australia, in November. For more on Porteous and McKinnon's Paralympic bid, see www.skud71.org.

— latitude/chris

US DISABLED CHAMPIONSHIP. SOUTHWESTERN YC, 8/27-29 (9r, 1t)

MARTIN 16 DOUBLEHANDED — 1) Ryan Porteous/Steven Muse, MBYC, 20 points; 2) Cristina Rubke/Kris Scheppe, BAADS, 21; 3) Michael Strahle/Donna DeMarest, Redding YC, 23. (8 boats)

CAPRI 22 TRIPLEHANDED — 1) Melissa Klotz/Josh Agripino/Matthew Pena, Warrior Sail-

ing Program, 15 points; 2) Scott Ford/Sammy Lugo/Anthony Radetic, Warrior Sailing, 17; 3) Judy Kowalesky/Tamara Airhart/Jeffrey Reinhold, Warrior Sailing, 21. (7 boats)

2.4mR SINGLEHANDED — 1) Edward LeRoy, BAADS, 13 points; 2) Charles Cunningham, BAADS, 14; 3) Brian Pease, BAADS, 25. (4 boats)

Full results at www.southwesternyc.org

Hannig Cup in the Pink

The waters of the South Bay ran pink with charity on September 9 when the 10th annual Hannig Cup Regatta took on breast cancer. Every year Redwood City philanthropist and Sequoia YC member Ted Hannig celebrates his birthday by giving back. This year Sequoia beer can sailors and friends, all wearing pink, showed up to help him raise money for the Emergency Breast Cancer Fund.

Each boat had to have a female at the helm to qualify for the perpetual trophy and earn a generous donation. Pink on the crew added to the pot. Among the 30+ boats were 18 women skippers battling

THE RACING



CHRIS RAY

it out in some tough competition. Ann McDonough won the Cup driving the Catalina 42 *Metridium*. Petra Gilmore fielded an all-woman crew on her Catalina 34 *Mirth*. The 82-ft Mull *Sorcery* showed up with 40 pink-clad bodies dancing to the music of live entertainer Sargon. It looked like a *Miami Vice* remake — pink flamingoes and all.

The beer can fleet earned more than \$10,000 in donations to fight breast cancer. Floating Doctors got a \$35,000 check, and thousands went out to numerous local charities.

— alex huang

Ronstan Bridge to Bridge

The 18-ft Skiff International Regatta, run on the Cityfront during the week of August 30-September 4, took a break on Thursday the 3rd, making way for the just-for-fun run in which windsurfers and kiteboarders compete with the Aussie 18s — plus assorted open class boats, such as Chris Welsh's 1965 ply-

On September 5-6, Shawn Bennett, Melissa Feagin, Tom Purdy and Kurt Wessels went 14-0 to win at the Last Chance US Match Racing Championship Qualifier hosted by StFYC.

wood Spencer 65 *Ragtime*.

"Normally, trying to set up for a good start at 5:30 p.m. for the sprint from the Golden Gate Bridge to the Oakland Bay Bridge is a challenge," says photographer Chris Ray, a volunteer with event host St. Francis YC. "The race on September 3 needed a 10-minute postponement as not only did an oil tanker come inbound, but a tug and barge were outbound, under the Golden Gate, at 5:30. The ebb

tide was starting to come in, and the breeze was on.

"The question isn't 'Will the foiling kites be the fastest?' — that has been settled. But will they be able to find enough breeze to reach the Bay Bridge?"

"At the turn it was the foiling kites, Johnny Heineken, Joey

Pasquali, Geoff Headington and Chip Wasson, in that order. Within 100 yards of the finish, the wind started to get patchy. Johnny and Joey wound up in the water. Johnny managed to recover and win, then Geoff found himself in the water as well. Fourth (Chip) turned into second, Geoff made it into third, and Joey came fourth.

"Howard Hamlin found a way to win the Aussie 18 class, in a tight three-way race with Graham Catley's *Maersk* second and David McDiarmid's *Yamaha* in third." Xavier Ferlet was the first windsurfer. *Ragtime* came in 18th out of 21

OYA DRAKE'S BAY RACE I, 8/22

PHRO 1 — 1) **Rufless**, Melges 32, Rufus Sjoberg; 2) **California Condor**, Antrim Class 40, Buzz Blackett; 3) **Hana Ho**, SC50, Mark Dowdy. (6 boats)

PHRO 2 — 1) **Mirthmaker**, A35, Kirk Denebeim; 2) **Escapade**, Express 37, Nick Schmidt; 3) **Elan**, Express 37, Jack Peurach. (12 boats)

PHRO 3 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Ahi**, Santana 35, Andy Newell; 3) **Green Buffalo**, Cal 40, Jim Quanci. (8 boats)

SHS SHORTHANDED — 1) **Wetsu**, Express 27, Phil Krasner; 2) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 3) **Southernaire**, Catalina 309, Sam Burns. (6 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

OYA DRAKE'S BAY RACE II, 8/23

PHRO 1 — 1) **Rufless**; 2) **California Condor**; 3) **Albion**, J/124, Graham Ellis. (4 boats)

PHRO 2 — 1) **Elan**; 2) **Racer X**, J/105, Rich Pipkin; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner. (12 boats)

PHRO 3 — 1) **Whirlwind**; 2) **Green Buffalo**; 3) **Ahi**. (8 boats)

SHS SHORTHANDED — 1) **Nancy**; 2) **Mesmerize**, C&C 35, MkIII, Rune Storesund; 3) **Wetsu**. (5 boats)

MULTIHULLS — 1) **Raven**. (1 boat)

Full results at www.yra.org

SSS DRAKE'S BAY RACE I, 8/22

SINGLEHANDED MONOHULL — 1) **Whirlwind**; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **RedSky**, Olson 34, Brian Boschma; 4) **Wetsu**. (10 boats)

DOUBLEHANDED MONOHULL — 1) **Arca-dia**, Mod. Santana 27, Gordie Nash/Jim Coggan; 2) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 3) **Mas!**, Moore 24, Mark English/Ian Rog-

THE BOX SCORES

ers. (14 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**; 2) **Tri N Fly**, F-27, David Morris. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis. (1 boat)

SSS DRAKE'S BAY RACE II, 8/23

SINGLEHANDED MONOHULL — 1) **Warpath**; 2) **Whirlwind**; 3) **Domino**, Wilderness 30, David Herrigel. (15 boats)

DOUBLEHANDED MONOHULL — 1) **Outsider**; 2) **Arcadia**; 3) **Nancy**. (12 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**; 2) **Raven**. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**. (1 boat)

Full results at www.sfbaysss.org

EYC GRACIE & GEORGE, 8/23

SPINNAKER — 1) **Wile E. Coyote**, Express 27, Allison Tinney/Dan Pruzan; 2) **Meliki**, Santana 22, Deb Fahr/Cam Campbell; 3) **Harp**, Catalina 38, Linda Farabee/Mike Mannix. (3 boats)

NON-SPINNAKER — 1) **Simplicity**, Sabre 34, Tammy Mercado/Michael Ruff; 2) **Boogie Woogie**, Ranger 33, Debby & John Ratto; 3) **Heatwave**, Santana 525, Aimee Iriso/Bill Gardner. (3 boats)

Full results at www.encinal.org

MERCURY LABOR DAY REGATTA, STILLWATER YC, 9/5-6 (5r 0t)

1) **Axon**, Doug Baird/Terrasa Davis, 8 points; 2) **Stars**, Jim & Kathy Bradley, 11; 3) **Pacer**, Pax Davis/David Morris, 18. (7 boats)

Full results at www.sycpb.org

SOUTH BAY INTERCLUB SERIES

SPINNAKER <135 — 1) **Crinan II**, Wyliecat 30, Don Martin, 6 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 11; 3) **Flight Risk**, Catalina 38, Dan Gaudy, 19 points. (9 boats)

SPINNAKER >135 — 1) **Double Play**, Yankee 30, Robert Fairbank/David Crone, 5 points; 2) **Hard N Fast**, Merit 25, Tim Harden, 9; 3) **Double Agent**, Merit 25, Scott Olivier, 14. (5 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair, 5 points; 2) **Zingara**, Steve & Jocelyn Swanson, 12; 3) **Zenith**, Bill Nork, 17. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 9 points; 2) **All Hail**, Page Van Loben Sels, 11; 3) **Queimada**, David Sanner, 12. (8 boats)

NON-SPINNAKER — 1) **Spindrift**, Cal 39 II, Deborah Stern, 7 points; 2) **Breakout**, Santana 35, Lloyd Ritchey, 11; 3) **Boogie Woogie**, Ranger 33, John Ratto, 14. (5 boats)

MULTIHULL — 1) **Mojo**, F-25c, Christopher Harvey, 8 points; 2) **Peregrine Falcon**, F-27, Bill Gardner, 9; 3) **Triple Play**, F-31, Richard Keller, 15. (10 boats)

Full results at www.jibeset.net

This month we bring you the first batch of summer beer can series final results, with more to come next month.

CYC SUMMER FRIDAY NIGHT RACES (9r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwell, 13 points; 2) **Tiburón**, SC37, Steve Stroub, 14; 3) **Argo**, Beneteau First 40.7, Gregory Deme-trulias, 26. (15 boats)

PHRF 2 — 1) **Shenanigans**, Express 27, Bill Moore, 10 points; 2) **Youngster**, IOD, Ron Young, 21; 3) **JR**, Moore 24, Rich Korman, 23; 4) **Wuda Shuda**, Soverel 26, Craig Page, 23; 5) **Moonlight**, Express 27, Jim Gibbs, 30. (20 boats)

J/105 — 1) **Masquerade**, Tom Coates, 9

finishers. *Yamaha* went on to win the 18-ft Skiff Regatta the following day.

— *latitude/chris*

SeqYC Moonlight Marathon

What a fun race! Fifteen boats participated, from Sequoia and Coyote Point, in the Moonlight Marathon on August 29. After a rather dodgy morning, with light showers, the clouds parted and the wind settled in to a steady 15+ knots for the entire race. The day was clear and warm, offering spectacular views of the City.

The fleet scattered across the Bay as boats tried different strategies in the current. As planned, the fleet rounded Treasure Island at similar times before racing back to the finish line. The long reaches after the San Mateo Bridge led to the cruising boats doing better than usual. The good wind coupled with those strong tidal currents made for a fast race, with all boats safely back before 10 p.m.

— *paul morgan-witts*



WILE E. COYOTE

Skipper Allison Tinney and crew Dan Pruzan won Encinal YC's coed doublehanded women-skipped *Gracie* and *George Race* on Pruzan's Express 27 'Wile E. Coyote'. That's quite an impressive trophy!

SEQYC MOONLIGHT MARATHON, 8/29

1) **Metridium**, Catalina 42, John Graves; 2) **L20**, J/29, Alex Huang; 3) **Sweet Grapes**, Ericson 36, Alan Orr. (15 boats)

Full results at www.sequoiayc.org

Race Notes

Nicole Breault of San Francisco, with crew Molly Carapiet, Karen Loutzenheiser and Emily Hill, won the **U.S. Women's Match Racing Championship** hosted by Newport Harbor YC on August 14-16 in Governor's Cup 21s. "A lot of the challenges had to do with getting used to the boats and light air," said Breault.

A memorial for **Tom Baffico**, who passed away on July 20 from a brain tumor, will be held on Sunday, November 15, 1-4 p.m. in the Chart Room at StFYC. All of his friends, acquaintances and fleet-mates are welcome to attend.

"Tom started racing as a teenager on Lake Merced in San Francisco, sailed in the StFYC junior program, crewed on big boats including for Tom Blackaller, and was on the UC Berkeley sailing team," writes Baffico's crew, Nick Burke. In the '90s, Baffico raced the Express 27 *Baffett*, then an Open 5.70, *The Maker*, in the 2000s.

RSVP to nburke@skysail.com.

— *chris/latitude*

points; 2) **Alchemy**, Walter Sanford, 16; 3) **Triple Play**, Simon Payne, 24. (10 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 18 points; 2) **Topgallant**, Tartan Ten, Carl Flemming, 22; 3) **QE3**, Tartan Ten, Tom Perot/George Janson, 22; 4) **Jarlen**, J/35, Bob Bloom, 24. (19 boats)

NON-SPINNAKER 2 — 1) **Maxine**, Yankee 30, Stephen Spoja, 13 points; 2) **Summer Sailstice**, Ranger 33, John Arndt, 18; 3) **Moxie**, Cal 28-2, Laurence Bekins/Michael Stephens, 19; 4) **Leda**, Lapworth 36, David James, 24. (17 boats)

NON-SPINNAKER 3 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 9 points; 2) **Just Em**, Cal 20, Ted Goldbeck, 11; 3) **Raccoon**, Cal 20, Jim Snow, 18. (12 boats)

Full results at www.cyc.org

OYC SUMMER SWEET 16 (8r, 2t)

PHRF <100 — 1) **Run Wild**, Wylie 24, Andrew Hura, 7 points; 2) **Golden Moon**, Express 37, Kame & Sally Richards, 10; 3) **Zephyr**, Olson 29, Steve Seal, 18. (8 boats)

PHRF >100 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin, 8 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 9; 3) **Choices**, Schock 34, Doug Perry, 16. (5 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson, 6 points; 2) **Jaguar**, Keith Rarick, 12; 3) **Maverick**, Robert Nelson, 19. (4 boats)

MERIT 25 — 1) **Double Agent**, Merit 25, Scott Ollivier, 9 points; 2) **Dire Straits**, J/24, Steve Bayles, 10; 3) **Bandido**, Merit 25, George Gurrola, 11. (5 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 6 points; 2) **PJ 30**, PJ 30, Dave Lyman, 13; 3) **Lelo Too**, Tartan 30, Emile Carles, 18. (4 boats)

NON-SPINNAKER <190 — 1) **Zenith**, Islander 36, Bill Nork, 7 points; 2) **Jackal**, Ranger 33, Roger Wise, 14; 3) **Simplicity**, Sabre 34, Tammy

THE BOX SCORES

Mercado, 15. (7 boats)

NON-SPINNAKER >189 — 1) **Slice**, Wilder-ness 21, John Diegoli, 6 points; 2) **Dominatrix**, Santana 22, Ted Crum, 13; 3) **Fun**, Santana 22, Chris Nicholas, 13. (7 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 8 points. (1 boat)

Full results at www.oaklandyachtclub.net

EYC SUMMER TWILIGHT SERIES

PHRF <121 — 1) **Run Wild**, Wylie 24, Andrew Hura, 5 points; 2) **Outsider**, Azzura 310, Greg Nelsen, 6; 3) **Snowy Owl**, Express 37, Jens Jensen, 13. (10 boats)

PHRF >121 — 1) **Osituki**, Cal 28, Rodney Pimentel, 6 points; 2) **Clean Sweep**, Olson 25, Sanstrom Dalmau, 11; 3) **Green Onions**, Wyliecat 30, John Tuma, 12. (13 boats)

168-RATERS — 1) **Dire Straits**, J/24, Steve Bayles, 7 points; 2) **Faster, Faster!**, Merit 25, David Ross, 8; 3) **Bandido**, Merit 25, George Gurrola, 9. (4 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan, 8 points; 2) **Taz!!**, George Lythcott, 11; 3) **Big Bang Theory**, Maryann Hinden, 19. (3 boats)

SANTANA 22 — 1) **Meliki**, Deb Fehr, 4 points; 2) **Dubious**, Ray Meister, 9; 3) **Fun**, Chris Nicholas, 12. (3 boats)

NON-SPINNAKER — 1) **Loco2**, Mercury, Paul Mueller, 9 points; 2) **Dulac**, C&C 25 Mkl, John Phillips, 9; 3) **Zarpa**, Newport 30 Mkl, Jim Douglass, 19. (5 boats)

Full results at www.encinal.org

StFYC WEDNESDAY NIGHT SERIES (13r, 2t)

FOLKBOAT — 1) **Windansea**, David Wilson, 22 points; 2) **Polperro**, Peter Jeal, 26; 3) **Jose-**

phine, Eric Kaiser, 32. (14 boats)

IOD — 1) **Undine**, Adam Wheeler, 17 points; 2) **Xarifa**, Spencer Fulweiler/Paul Manning, 20; 3) **One Hundred**, Paul Zupan, 29. (6 boats)

KNARR — 1) **Empty-Empty**, Chris & Jon Perkins, 20 points; 2) **Svenkist**, Sean Svendsen, 25; 3) **Adelante**, Don Nazzal, 39; 4) **Gjendin**, Graham Green, 51. (18 boats)

Full results at www.stfyc.com

SBYC FRIDAY NIGHT SERIES, 2ND HALF (7r, 1t)

SPINNAKER <101 — 1) **Kookaburra**, J/120, Tom Grennan, 7 points; 2) **Mr. Magoo**, J/120, Stephen Madeira, 17; 3) **Savoir Faire**, Beneteau First 42, Paul Osborn, 27. (10 boats)

SPINNAKER 101-135 — 1) **Rhapsody**, J/32, Chris Boome, 6 points; 2) **Heart of Gold**, Olson 911s, Joan Byrne, 13; 3) **Jane Doe**, Olson 911s, Bob Izmirian, 18. (7 boats)

SPINNAKER >135 — 1) **Highlighter**, Islander 36, William Hackel, 7 points; 2) **Huge**, Catalina 30 MkIII, Bill Woodruff/Peter Birch, 14; 3) **Moondoggie**, Islander 36, Doug Gooding, 14. (6 boats)

J/105 — 1) **Lightwave**, Simon James, 11 points; 2) **Aquavit**, Donald Olgado, 13; 3) **Air Jaldi**, Steve Hratko, 18. (7 boats)

CATALINA 30 — 1) **Grinnin' Bear**, John & Roger Tennyson, 8 points; 2) **Ross's Dream**, Dan Courter, 10; 3) **Lochan Ora**, Marcia Bever, 19. (6 boats)

NON-SPINNAKER <141 — 1) **Carmelita**, Catalina 42 Mkl, Christian Lewis, 6 points; 2) **La Dolce Vita**, Ericson 28, Larry Weinhoff, 16; 3) **Flight Risk**, Catalina 38, Dan Gaudy, 19. (10 boats)

NON-SPINNAKER >140 — 1) **Alpha**, Sonar, John Wallace, 6 points; 2) **Kynntana**, Freedom 38, Carliane Johnson, 17; 3) **Team Alpha 2**, Sonar, Rommel Barrientos, 20. (10 boats)

Full results at www.southbeachyachtclub.org

WORLD

We bring you a special firsthand report this month on a remarkable cruise through one of the most pristine sailing venues in the World of Chartering.

Blissfully Off the Grid in the Rangiroa Lagoon

In the tropical latitudes of the South Pacific, halfway between South America and Australia, lies a vast collection of lush volcanic islands and low-lying coral atolls whose natural beauty has been legendary among sailors and adventurers ever since European explorers first stumbled upon them in the 1700s.

That place, of course, is French Polynesia. Today, its 118 islands and atolls rank high on the must-see lists of world cruisers and vacationers in search of a truly exotic getaway.

In recent years, during several wonderful bareboat trips through Tahiti's Leeward islands, my wife Julie and I have come to love the rich Polynesian culture as much as the eye-popping vistas that greet us there, no matter which way we turn our heads.

But the more we've learned about French Polynesia and its five distinctly different archipelagos, the more eager we've become to explore them all. Unfortunately there is not a single bareboat for rent in the Marquesas, the Gambiers, the Australs or the Tuamotus; only in Tahiti's Leewards. But we discovered that there is one beautiful Eleuthera 60 crewed charter catamaran permanently stationed in the vast lagoon of Rangiroa, the largest coral atoll within the 500-mile expanse of the Tuamotus.

Operated by Dream Yacht Charters, its weeklong lagoon cruises are booked by the cabin, primarily by Europeans

Everywhere we snorkeled, the coral was healthy and the fish populations seemed to be thriving.

and North Americans. A typical itinerary includes sailing to a different anchorage every day, snorkeling in gin-clear water over pristine reefs, visiting a black pearl farm, barbecuing on the beach, exploring uninhabited *motus* (islets) and more. "Sign us up," we thought. "We're there!"

An overnight flight from L.A. to Tahiti on Air Tahiti Nui — an airline that offers the sort of pampering service on which American airlines used to pride themselves decades ago — brought us to Papeete, the capital, where we had just enough time for coffee and fresh croissants before boarding a small island-hopper aircraft for Rangiroa.

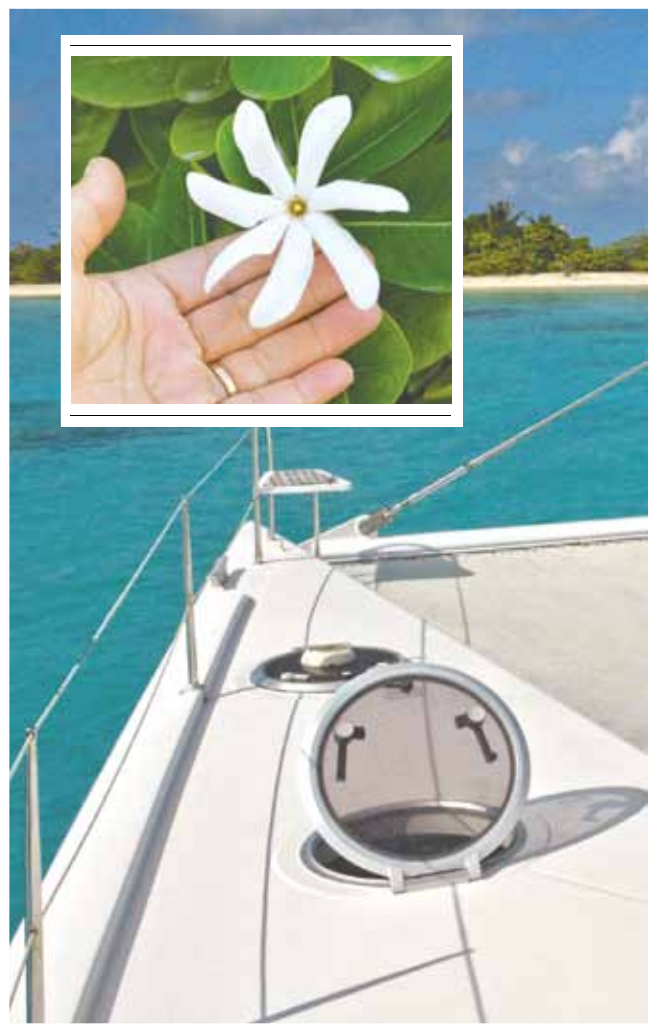
Lying only 180 nautical miles northeast of Tahiti, it might as well be a world away. Compared to the hustle and bustle of downtown Papeete, the pace of life in Rangiroa's two tiny villages, Tiputa and Avatoru, is downright sleepy, and the rest of the 50-by-15-mile atoll is almost completely uninhabited.

Before we'd even hopped aboard the minivan that took us to the Tiputa wharf, we met Irmela and Detlif, a gregarious German couple who were to be our boatmates. A French couple, Marco and Marie, were scheduled to arrive on the next flight.

As we looked out across the turquoise waters of the Ohutu Bay, we saw a fast dinghy approaching from a big white cat. Sure enough, it was our crew for the week: Captain Jeremy from France; Australian crewman Joel; and Charlotte the cook, from Guadeloupe, in the French West Indies. "Call me Charlie," she said. "Welcome aboard."

We do bareboat charter trips every year, but rarely crewed charters. So I'd forgotten how nice it is to arrive at a fully-provisioned boat, with everything neat and tidy. We were immediately offered a tall glass of cool fruit juice and were encouraged to simply relax.

After stowing our gear in our remarkably large cabin, there was only one thing on our minds:



jumping into that pristine blue water. It was heaven. Even in the 'busiest' anchorage in the lagoon the visibility was at least 40 feet, and we saw many colorful fish nearby. A midsized sailboat pulled into the anchorage, and to the amazement of all my shipmates I said, "Hey, that's *Sail la Vie*. I know those guys." Aboard were cruisers Lars and Laura from Utah, whom I'd met last winter. Having recently sailed 4,000 miles from Panama, they were living the lifestyle we hoped to live someday. But in the meantime, we were about to sample the South Pacific cruising life in style.

A stiff 18-knot breeze was up that afternoon, perfect for a booming sail to the opposite side of the lagoon. Once away from the anchorage we saw no boats on the water — none. But we soon realized that's the norm. Other than a relatively small number of divers who fly in to do shark dives in the lagoon's two main entry channels, the seasonal trickle of cruisers, and an occasional cruise ship that never ventures beyond the Tiputa anchorage, these waters are almost completely uncluttered by human influence.

With the southeasterly trades nor-



ALL PHOTOS LATITUDE / ANDY

OF CHARTERING



Yes, the water is that blue. Our 60-ft cat was a marvelous platform for exploring, with great sailing between anchorages. Inset: Tiare flower.

mally blowing, sailing on the lagoon's flat water is glorious, but you do have to keep a sharp lookout for coral heads — which can come up on you quickly when you're blasting along in a 60-ft cat. Luckily for us, Captain Jeremy knew exactly where the safe routes were, but for cruisers, piloting such waters would be a bit more challenging, and you'd be crazy to sail at night.

We anchored that first night on soft sand, 30 yards from an uninhabited *motu*, thick with coco palms that shimmered in the warm afternoon light. Irmela and Ditlef tried out the mother-ship's kayaks, while Julie and I took a swim and soaked in the serenity of the dreamlike scene. We would anchor in similarly tranquil settings every afternoon of the trip. Each night after sunset, the sky was ablaze with a zillion stars, with the Southern Cross standing out among them.

I'll spare you the blow-by-blow account of every day's activities, but I will share some highlights of the trip that will

undoubtedly be etched into our memories for years to come.

On our first shallow-water snorkeling trip through the "coral gardens" at Motu Aiai, I was astonished by the clarity of the water and the unspoiled perfection of the coral, which is home to dozens of varieties of brightly painted fish and giant clams. I hadn't seen coral so pristine in 30 years. Other snorkeling sites visited throughout the week proved equally amazing, all with 80- to 100-foot visibility.

Another thing that took some getting used to was the abundance of black-tip sharks, which seemed to patrol the lagoons like sentinels. Intellectually, I understood that they were absolutely no threat to us, but it wasn't until I found myself actually swimming beside them, only

10 feet away, that I said to myself, "Yeah, okay, they obviously have no interest in me." Their abundant underwater world offers much more delectable menu items.

At each new anchorage we snorkeled for hours in the shallows, often transfixed by the delicate beauty of nature's creations. Meanwhile, Jeremy would spearfish to augment the dinner menu, always holding his catch as high as he could out of the water as he swam back to the boat, so the blacktips wouldn't be tempted.

It took less than a day for us to completely forget about the worries of our workaday world, and let the stresses of urban life melt away. It helped that we were completely off the grid: no phone calls, no emails, no Internet, no news, no politics, no traffic jams, no alarm clocks — just living in the moment for a change, eyes wide open to the magical world around us.

Because we normally pick our boatmates carefully, we were a little apprehensive about jumping aboard with a boatload of complete strangers. But this group could not have been more fun and entertaining. Berliners Irmela and Ditlef are

well-traveled early retirees who are the principal supporters of an orphanage in Bali; Marco, who travels extensively installing special crêpe-making machines, and Marie, who is a nurse, live in Brittany, and were on a rare escape from their small children. The crew were also well-traveled and worldly, so mealtime

Jeremy points out the lagoon's main entrances next to the villages of Tiputa and Avatoru, where almost all residents live.



WORLD

conversations at the covered aft deck set-tee were always lively and educational. We wouldn't hesitate for a moment to book by the cabin again.

One must-see destination in Rangiroa is the Blue Lagoon, so named, needless to say, because of its shallow basin of stunningly brilliant turquoise water, ringed by palm-fringed *motus*. It lies in

the northwest corner of the lagoon, far from the two main villages.

Twice we went ashore for lunchtime barbecues. The first was at Motu Paati, where Jeremy cut palm fronds, split them down the middle and taught us all how to weave 100%-biodegradable platters. By the time we'd finished them, the *motu's* owner, Leon, arrived with a feast

of mahi-mahi, chicken, freshly baked coconut bread and a favorite Polynesian preparation of marinated fish called *poisson cru*. Delicious!

When it came time to do the dishes, Leon swirled them in the water at the edge of the lagoon and 17 small blacktips came around to investigate. Clearly, this was normal, as Leon didn't seem the



JULIE TURPIN



OF CHARTERING

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

least bit concerned.

Later in the week, at Motu Teu, we barbecued some of Jeremy's fresh-caught *mero* (grouper) alongside patties of coconut bread wrapped in sea grape

leaves. By this time we had the art of platter-weaving down pat. After lunch the *motu's* owners invited us to check out their copra operation, by which they earn a modest living. It's a simple but reliable

industry: The *motus* provide an endless supply of coconuts, which are husked, shelled and halved, then the white 'meat' is dried in the tropical sun. Periodically, a boat comes by to collect the dried copra and take it to market. These islanders live a very Spartan lifestyle with no luxuries, yet they seemed quite content, perhaps because they are intimately con-

Top row, left to right: Charlie attracts a crowd of fish in the Tiputa anchorage; The simple life at the shark nursery; Chillin' on the foredeck; "Where to next, captain?" Middle: Shopping for pearls; Breakfast on the aft deck; Fresh fish and coconut on the barbie; Drying copra. Bottom: The idyllic Blue Lagoon; Julie with our hand-woven platters; Blacktips help with kitchen cleanup.



JULIE TURPIN



WORLD OF CHARTERING

nected to nature and an age-old tradition of Polynesian culture.

On another day Jeremy took us to a quiet corner of the lagoon to visit a nursery for blacktip

and lemon sharks, where the female caretaker proudly showed us necklaces displayed for sale that she'd made from hundreds of tiny shells collected from nearby beaches. Her simple lifestyle was a bit too Robinson Crusoe-esque for us, but we had to admire its simplicity, and her connectedness to the natural world around her. The lagoon provides fresh fish, the forest provides endless coconuts, and her tiny home is constructed from planks, hand-cut from fallen coco palms.

Marco and Marie had to fly home midweek, so while we were back in 'civilization' at the Tiputa anchorage we took a free bus to the Gauguin Pearl Farm, where we got a complete overview of the



Vast, yet only sparsely populated, Rangiroa is the second largest coral atoll in the world. Only Kwajalein in the Marshall Islands is bigger.

black pearl cultivation process — a fascinating technique developed in the Orient. Who knew that a tiny, perfectly round sphere of shell material that originates in the Mississippi River is inserted into the mantle of each Polynesian oyster, around which the iridescent black outer layer eventually forms and is harvested?

Between each new anchorage the big cat glided across the lagoon, harnessing the power of the trade winds. We never saw less than 10 knots all week. We pulled a few lines, and ground a few winches, but the boat was so well set up — with mainsail rigging run back to

a central cockpit winch — that Jeremy could easily run the whole boat himself.

By the end of that wonderful week, we'd been thoroughly spoiled by the

natural beauty of our surroundings and by Charlie and Joel's cooking — especially the tuna *carpaccio*. And by Jeremy's efficient upkeep of the boat's systems, and care of his passengers.

It's a tough gig running back-to-back charters in such a remote place, where supply boats bring goods to restock tiny markets only once every week or two, and yacht services are nonexistent. But Captain Jeremy and his crew pull it off with smiles and an upbeat attitude.

We hope to revisit Rangiroa's vast lagoon in our own boat someday, but in the meantime, we've enjoyed a delicious taste of the Tuamotus that we'll not soon forget.

— andy

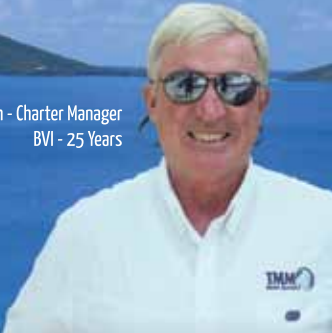
British Virgin Islands Belize The Grenadines



Our goal at TMM is simple - to ensure your sailing dreams come true. You will experience one-on-one personal service from our team who truly care about your charter experience with our company. For 35 years TMM has been providing its clients with first-hand local knowledge, friendly and memorable staff, and a diverse fleet of modern yachts at affordable prices.

Discover the TMM difference, you won't be disappointed.

“I'll tell you where to find the BVI's best snorkeling spots and anchorages”



Sam Welch - Charter Manager
BVI - 25 Years

1-800-633-0155
www.sailtmm.com



BVI YACHT CHARTERS

Call: +1 888 615 4006
Or: +1 284 494 4289

BVI Yacht Charters is the first port of call for all yacht charters in the BVI and St Martin. Whether you are looking for a Catamaran or a Monohull, a week or just a few days, our professional team is on hand to make it work, your way.

BVI YACHT CHARTERS

** 10% off all new bookings when you mention this ad.

www.bviyc.com
charters@bviyc.com



VALLEJO MARINA

Gateway to the Bay & Delta

The North Bay's Only Full-Service Marina!



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

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

Are "Californians Dreaming?"

Stop dreaming – go sailing.

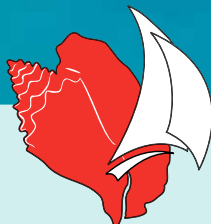
**CALL TO RESERVE AT OUR
BEST IN THE BVI PRICES!**



**Conch
Charters**

www.conchcharters.com

(800) 521-8939



MAINE CAT

Bareboat Charter Bahamas

MC 30, MC 41 (2015) | ALL NEW MC 38 (2015)

Enjoy the protected Sea of Abaco aboard our easy-to-sail, unique, open bridgedeck catamarans. Dramatic beaches, beautiful reef life for snorkeling and restful anchorages.



www.mecat.com • 1-888-832-2287

VENTURA HARBOR BOATYARD

**For All Your Haulout Needs
Two Travelifts ~ 160 & 35 Tons
Full Line of Marine Services**

(805) 654-1433

www.vhby.com



CHANGES

With reports this month from **Escapade** in Corsica; **Tamarisk** on risking a passage through Somalian waters; from **Angel Louise** on seven years of cruising in the Caribbean, Atlantic and Europe; from **Carpentia** on seven years of cruising in the Pacific and hungering for more; from **Pizzaz** on how to get between Panama and the Eastern Caribbean; from **Convergence** on 11 years of cruising; and **Cruise Notes**.

Escapade — Catana 52 Cat Greg Dorland and Debbie Macrorie Dropping the Hook in the Med (Lake Tahoe)

We're taking a 'day off' here in the La Maddalena Islands at the Bouches de Bonifacio Nature Reserve at the

southern tip of Corsica. Yesterday, in a quest to prove that we can 'still do it all', we took a long bike ride, sailed an amazing 10 miles upwind in 20 knots and flat water, took a swim, and had a nice SUP outing.

Today we're licking our wounds, as we're no longer 30. Or 40. Or even 50.

One thing Debbie and I did before heading to the Med was read all the past *Changes in Latitudes* from boats in the Med to get some insight on cruising over here. And I remember mentioning to the Wanderer/Publisher of *Latitude* that I was concerned about a possible lack of anchorages and marina space for a good-sized catamaran such as ours. I was informed that when the Wanderer's Ocean 71 *Big O* went across the Med in the mid-1990s under Capt Jim Drake,

Debbie Macrorie at Portovenere, Italy with the 13th-century St. Peter's Church in back. 'Escapade' was left to herself at Portovenere.

there was no problem finding places to anchor from Spain's Balearic Islands, to St. Tropez, to Villefranche, to Elba, to Italy, to Greece and to Turkey. And that other than at Monte Carlo, *Big O* almost never stayed in a marina.

What the Wanderer told us about the 1990s still holds true in the Med, so we need not have worried. Since leaving Valencia, we haven't spent a single night in a marina — except when Catana hauled our cat near Toulon to fix the daggerboards. We've enjoyed many great anchorages. We even felt so good about the one at Portovenere, Italy, that we left *Escapade* unattended on the hook for four days while we traveled to Paris to get our Long Stay Visas finished up.

By the way, the visa officials in Paris were very helpful, and clearly stated that with French Long Stay Visas affixed to our passports, we can travel throughout the Schengen Area countries for the duration of our visa. This, of course, contradicts what the officials told us in Portugal. In addition, the French officials told us about the best time to apply for a visa extension of another year.

But the best news of all is that we've had great sailing conditions for the last week, which isn't that common in this part of the world.

— greg 09/03/2015

Tamarisk — Sundeer 56 Jason and Piers Windebank Running the Somali Pirate Gauntlet (San Diego)

What a shame that the theme of the final ocean passage of our three-year circumnavigation would be fears about the threat of piracy. Somali piracy is an issue that few people really understand, so here is our short version:

Once the Somali government collapsed in the mid-1980s, anarchy reigned and the Somali coastline was left undefended. Foreign fishing trawlers seized the opportunity to fish illegally along the Somali coast, while some Western corporations saved on the cost of toxic waste disposal by dumping their nasty stuff along the Somali shores. This devastated the fish stock in Somalian waters. Since fishing was one of Somalia's biggest



industries, it left many Somalis in a desperate situation.

Somali fishermen soon began taking hostile action toward foreign vessels operating illegally in Somali waters. This eventually morphed into the piracy industry that continues to disrupt ship traffic for about 1,000 miles around the Somali coast. Despite the coalition efforts of 21 countries to patrol the Horn of Africa region with warships and a variety of military assets onshore, piracy has continued.

The piracy situation made preparing for our Indian Ocean voyage a major challenge, as the bulk of our passage would be through a literal war zone. In addition, *Tamarisk* would be one of the first private sailing boats to attempt this passage since four West Coast cruisers — Scott and Jean Adam of the Marina del Rey-based *Quest*, and their crew Robert Riggle and Phyllis Macay of Seattle — were murdered following the hijacking of their boat 250 miles off the coast of Oman in February 2011. So it would

FRITZ CRUMB



The Fortress at Bonifacio.

ESCAPADE



IN LATITUDES

ALL PHOTOS COURTESY TAMARISK

a problem with the Sri Lankan authorities still isn't clear. But once we realized that we weren't getting the weapons, the reasons didn't matter. We were in a clusterf--k situation, sitting as we were in the Maldives with a Special Forces soldier aboard, *Shapirit* having departed Sri Lanka unarmed, the wind direction leaving us little option other than sailing into the HRA, and not a single weapon among us.

With the help of a resourceful agent in the Maldives, frantic calls went out to all the security contractors with weapons in the Maldives armory. Within 24 hours we'd found one that agreed to rent us some weapons. We signed the contract, made the payment, and made a mad dash for the armory in Male two days to the south.

While we were en route, questions about our maritime security credentials started flying at us. We had no credentials. They inquired about what security firm Lee was registered with. He wasn't registered with any. And on and on. Apparently the company's usual clients are security firms, and they'd mistakenly assumed that we were such a firm.

The closer we got to the weapons, the faster the questions came at us, and the less certain our weapons deal became. Eventually the dreaded email arrived from the security contractor:

"I do apologize as there is a misunderstanding, but we need to have a custodian for the weapons for this transit. We need to cancel the weapons rental and we will transfer the funds to you right away. I truly apologize for this matter. Please do not load the weapons."

But by that time we'd already gotten our hands on the weapons. Upon later learning from our agent that we'd not only gotten the weapons, but had loaded them and sailed away, the security company contacted us again:

"Please turn back and return the

The 'Tamarisk' crew believed that the best defense was showing a strong offense. Their approach seemed to work.



Clockwise from above: Pirates usually attack at dawn or dusk, so the 'Tamarisk' crew put on a show of force during those hours. There was fine sailing in the first half of the Gulf of Aden. The approach of any vessel was cause for suspicion. "Hands up!" Sailing in company with 'Shapirit'.

have been stupid for us to underestimate the threat to our personal safety.

Increased security provided by the coalition of nations has resulted in a major decline in the number of piracy incidents since 2012, but whether 'soft targets' such as ourselves were now safe in Somali waters was unclear. So we chose to go with a security plan that prepared us for the worst — 'the worst' we understood to be a gun battle with assault weapons.

So while in Thailand we had a bulletproof metal shield installed around *Tamarisk's* cockpit, and planned to buy high-caliber assault rifles prior to our entry into the High Risk Area (HRA). But as was the case with pretty much every other plan we'd made in the past three years, this one went pear-shaped soon after we set it into motion.

Our plan was to link up with *Shapirit*, a boat we'd met in Thailand. Her skipper

and ex-army crew had intentions similar to ours, so we agreed to join forces for the dangerous transit. Essentially, we'd provide mutual support in a two-boat convoy. We also called our friend Lee, who used to be a sniper in the Israeli Special Forces, and asked him to join us as our Security Officer. The only thing missing in our plan was minor — the sourcing of assault weapons.

We and *Shapirit's* skipper made a deal with a supposedly reputable security contractor to rent the weapons from an armory in Sri Lanka. *Shapirit* was to pick the guns up and meet us at sea following our week or two of cruising around the Maldives. But upon their arrival in Sri Lanka, the contractor couldn't deliver the weapons that had been agreed on. Whether it was a money-making scheme or



TAMARISK

CHANGES

weapons to Malé. This is serious, as you might be arrested. You are not allowed to use the weapons without a custodian. Kindly sail back."

Rather than turn back, we put Malé behind us and motored away into a gorgeous sunset. We were armed, a major victory in itself.

We had 12 mostly smooth days of travel after leaving Malé, during which time we crossed the Arabian Sea

and first half of the Gulf of Aden. We saw few ships of any type for the first 10 days, and our only hiccup was some broken rigging that took our mainsail out of commission for a morning. Asier, one of our two crew, was able to fabricate a replacement part in the engine room.

Things got more interesting in the Gulf of Aden, as the land masses push all transiting vessels into an increasingly narrow bottleneck. That's why this has historically been the area with the most piracy. The wind direction also forced us to travel farther south than we had hoped, at one point pushing us to within 50 miles of the Somali coast.

We saw the occasional fishing boat, but worked hard to avoid detection. Most of the time we ran without our nav lights, and only occasionally switched on our AIS. We tried to stay within a mile of *Shapirit* in case we needed to converge quickly, which was our plan in the case of any approaching skiffs. We saw warships on the horizon and heard their chatter on the VHF. Their purpose is to protect the merchant ships, not yachts, inside the transit corridor, but their presence gave us additional comfort.

Transiting the Gulf of Aden was much more stressful than swimming off the Maldives, which the crew had been doing only weeks before.

We had no worrisome incidents, other than a few close passes by fishing skiffs, and felt mostly safe in a slightly nervous and unsure way. So we sailed on at full speed toward the entrance to the Red Sea, where the risk of trouble would go up by several orders of magnitude. At least we enjoyed flawless sailing conditions, and thus couldn't ask for a better start to our 2015.

Our next stop would be a quick one in Aden, where we hoped to buy diesel and bread before continuing westward into the most risky section of the voyage, the Straits of Bab Al Mandeb. Little did we know that our excitement was about to begin.

[Part Two will appear in next month's Changes.]

—jason 01/02/2015 Gulf of Aden

Angel Louise — Catalac 38 Ed and Sue Kelly Seven Years of Cruising (Des Moines, Iowa)

One of the reasons Ed, along with his wife Sue, has been enjoying cruising for the last seven years — including two trips across the Atlantic and a 6,200-mile 'circumnavigation' of Western Europe — is that the "small town country boy" had so much sailing experience when he was younger. Directly out of school, he paid \$88 and two coupons from cartons of Kool cigarettes to buy a Sea Snark, an 11-ft styrofoam 'boat' with a lateen sail and a rudder.

"I probably sailed that \$88 boat 500 times on the quarter-mile by quarter-mile lake near my home," says Ed. "My dog and I would sail her four hours almost every summer night."

Before deciding to go ocean cruising seven years ago, Ed and Sue — she was new to sailing — moved up to sailing slightly bigger boats on Sailorville Lake, a one-mile by eight-mile lake near Des Moines. Based on that experience, and fueled by dreams of cruising adventures such as chronicled in the pages of *Latitude 38*, they headed to the East Coast and fell in love with hull #26 of the 27 Catalac 38 catamarans. They primarily liked the space of the already 20-year-old boat.

Ed and Sue will be the first to tell you that the Catalac is not a performance catamaran. "She almost always powers faster than she can sail," says Ed, "and since I'm still a Type A personality, we motor more than we sail. It doesn't help that our cat



is overloaded, so the fastest she's gone under sail is 8.5 knots. During our trips across the Atlantic, we'd be happy with 115 to 125 miles a day."

The design's small sail plan and unusually large amount of wetted surface keep her from being faster. While in the Florida Keys, Ed conducted a test to see how much wind the cat would need to sail as fast as she motored. He determined it was 26 knots.

Despite the design's limited sailing speed, in the last seven years the Kellys have done more cruising, and more ambitious cruising, than probably 99% of all sailors. They've done four trips up and down the Intracoastal Waterway; they completed the 'Thornless Path' to the Eastern Caribbean and down to Grenada; they cruised Venezuela's Los Roques Islands; they did the ABC Islands and sailed back to Puerto Rico; and they returned to the United States. And this was before they took off to Europe.

TAMARISK



'Tamarisk' off Aden.

TAMARISK



IN LATITUDES



ANGEL LOUISE

Sue and Ed by Tower Bridge, London. They would spend two winters at St. Katharine Docks, just a short distance away.

"During those times we were getting our courage up to cross the Atlantic," says Ed. They started from Brunswick, Georgia, in 2011, having never spent more than two consecutive nights at sea before. Once they got to Bermuda, officials asked how long they thought it would take them to get to the Azores.

"I don't know, maybe 30 days," replied Ed, shocking the officials. As it was, it took them only 19 days.

They hit their worst weather to date on their way from the Azores to Europe. "It was blowing 40 knots, the seas were 20 feet, and we were being blown toward distant Bay of Biscay at 7.6 knots under bare poles. We decided that we'd better deploy the Jordan series drogue we'd spent a week building with a Sailrite kit. We managed to get it set despite having never tried it before, and it slowed the

boat to less than half a knot."

The storm lasted for 25 hours, after which they made it to Cherbourg, France. They would spend the winter at St. Katharine Docks in London, and the following year began a 6,200-mile 'circumnavigation' of Western Europe by way of canals, various rivers including the Danube, the Black Sea, the Med and the Atlantic. They would spend a total of 3.5 years in Europe before sailing back to the States last winter.

Although Ed would like to head back to Europe, he and Sue are currently making their way south toward Cuba. But they have several major speaking engagements on the way, including one at the United States Sailboat Show.

In what comes as no surprise to the Wanderer, the Kellys found Europe to be a lot less expensive than the United States. "The exception is when

it comes to berths in regular marinas," says Ed. "Although the marina prices in New England in the summer are right up there with the Med."

The couple cruise on about \$45,000 a year. They dine out now and then, but never at really expensive restaurants. "My budget buster is grocery stores," confesses Ed.

The least expensive places the couple have cruised have been the Channel Islands, Brittany, Portugal and Spain. But their favorite cruising spot to date is an unusual one — Madeira. "It's a rough place to keep a boat," acknowledges Ed, "but we just loved it. The people, the mountains, the diving, it was all great."

Based on seven years of cruising, Ed has three bits of advice. "First, the lack of patience will, more than anything, get you into trouble. Such as not waiting for good weather and ending up hating a passage. Second, don't try to beat bad weather. Wait until it passes. Third, you can't believe how many wonderful people there are out there, and how great it is to share the joy in their lives and yours."

We coaxed three bits of advice from Sue, too. "First, we've done this trip as a partnership, and always supported each other. That's been very important. Second, don't wait too long to take a cruise such as ours. Third, it's important that both people know how to do things, no matter if it's going up the mast or making repairs to the engine. A funny example of how this works out well is that Ed's hands were too big to set the friction plate for the raw-water impeller on one of the two Yanmar diesels. But it was easy for me because my hands are smaller — and because I was a nurse practitioner, and it was just like fitting a diaphragm at the women's health clinic."

The other thing they both agreed on is that you learn to cruise as you go, not from books or sailing in protected waters.

With her short rig and low bridgedeck clearance, 'Angel Louise' is no Gunboat. On the other hand, she's taken the Kellys 'everywhere'.



ANGEL LOUISE

CHANGES

What's been the effect of seven years of cruising on their health?

"We're seven years older than when we started, but we're in as good shape as we could be," says Ed. "All the action on the boat, and all the action ashore, keeps us fit."

"We've extended our lives by cruising," agreed Sue.

— *latitude/rs* 09/15/2015

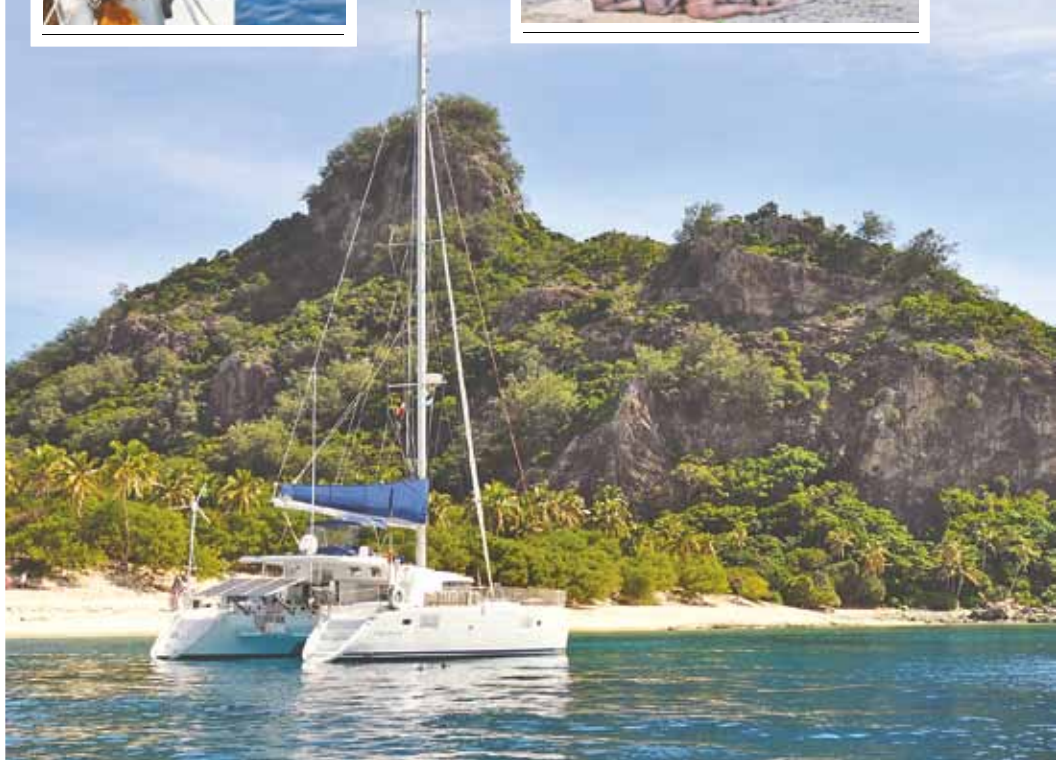
Carpentia — Lagoon 440 Cat Dietmar Petutschnig & Suzanne Dubose After Seven Years, Hungry for More (San Francisco)

In 2008 Dietmar and Suzanne joined the Baja Ha-Ha. Other than Dietmar's having taken some sailing courses at J/World in San Diego, they were sailing novices. But they still had a terrific time on the Ha-Ha.

"Once we met the other cruisers and felt the camaraderie, we quickly became addicted to cruising," says Dietmar. "The next spring we sailed across to French Polynesia with veteran San Diego sailor Kurt Roll as crew. He later rejoined us in Tonga for the rest of the way to New Zealand."

"By the time we got to New Zealand in 2009," says Dietmar, "I didn't feel that I needed any more babysitting. I pretty much knew the boat systems, how to read the weather, how to interact with other cruisers, all that stuff. Sailing lessons are good for your base knowledge and they help reduce the fear factor, but you really learn to cruise by being challenged on the ocean. Learning by doing, after 18 months the parts of the puzzle had pretty much come together so I could get the big picture. Listening to veteran cruisers was also a big help."

Dietmar, Vienna and Suzanne, seen crossing the equator the first time in 2009. They were still sailing novices at the time.



Spread; Monoriki Island, Fiji was one of the favorite anchorages in 'Carpentia's' first 35,000 miles. Insets from left: The sausage-shaped Vienna at the bow hunting for fish. Suzanne oversees an outdoor class at a village in Fiji. 'Carpentia' on a nice reach. Dietmar with a friend in Vanuatu.

The couple's most terrifying experiences had nothing to do with the weather or the boat. "It was having to put Vienna, our longhaired standard dachshund in quarantine in New Zealand for 30 days," says Dietmar. "We knew it was coming, but it was nonetheless terrifying. Taking a dog across the South Pacific on a boat was hard. We would not do it again, as it was very costly, time-consuming and nerve-wracking. It was also unfair to Vienna."

While not a perfect design, the Lagoon 440 catamaran *Carpentia* gets Dietmar's seal of approval.

"Having put 35,000 miles beneath her keels, we can say she's been a great boat for us. Like most other cats she doesn't sail to weather as well as we'd hoped, but I've learned to sail with her, I've done many long passages with her, and she's been good

to us. Would I buy a 440 again knowing what I've learned after seven years of cruising her the South Pacific? Yes, I would."

The worst weather of Dietmar's trip back from New Zealand — indeed, the worst weather of their entire cruise — was from Christmas Island to Hawaii. "It was 11 days of nothing but 20- to 35-knot winds on the nose, with big seas. It wasn't pleasant, of course, but I nonetheless enjoyed it as a personal challenge. It was as if I earned my wings."

Arriving back in San Francisco rekindled fond memories for Dietmar. "It reminded me of visiting The City as a 10-year-old boy from Austria. I remember playing pinball machines at Pier 39."

Dietmar is a business guy, so he and Suzanne had a variety of ways of staying in touch with the real world.

"We have Inmarsat, so I can make phone calls from anywhere if I have to, and I do have access to the Internet, but the latter is very expensive. For the most





ALL PHOTOS COURTESY CARPENTHIA



part we used Internet cafes. When we've had to make passages, we've planned ahead to make sure it was all right for us to be out of contact for a few days.

"And if we needed to see people in person for business or other reasons," he continues, "it wasn't that much farther flying from the South Pacific to New York than it was when I used to fly from Las Vegas to New York. As it was, I'd fly back to the States every three months or so. It wasn't that bad, and it meant I got to bring back boat parts and special foods we wanted or needed. Having a boat in the South Pacific is just like having another house."

One of the most magical anchorages Dietmar and Suzanne visited was one in Vanuatu. When they went to the village, they saw a satphone with an antenna. But the chief told them it didn't work. Dietmar didn't have a problem figuring out why, as the cable between the phone and the antenna had been cut.

"Why did you do that?" Dietmar asked the chief.

"The cable makes good fishhooks," the chief replied.

Dietmar and Suzanne sailed between New Zealand and the South Pacific four times, and even worked in the Land of the Long White Cloud for awhile. "I started a little fund in New Zealand, and we took over a small manufacturing company. It didn't work out financially, but it was worthwhile just for the wonderful Kiwi friends that we made."

More recently Dietmar started a web app called Good Anchorage, which lists crowd-sourced anchorages all over the world and information about them. "It's free, it's online, and we have 4,000 members who have contributed information on 57,000 anchorages. We haven't made any money with it yet, but we're hoping to sell advertising on it before too long."

Dietmar estimates that the couple spend between \$2,000 and \$3,000 a month cruising. "We haven't tried to live frugally because I have faith that I can always make money if I need to. Nonetheless, since we've started cruising we've become more conscious of what we spend. Having learned how to do most of the work on our boat has saved us a lot of money compared to our early days of cruising when I had to hire people."

After the long, long trip home from New Zealand and seven years of cruising in all, what do the couple plan to do next?

"We have a lot of things we have to do, but if everything works out right, we're going to do this fall's Ha-Ha. It was so much fun last time. Suzanne is up for it, and apparently so is our dog. Suzanne reports that Vienna is bored and seems as if he wants to be on the water again. We want to go to Mexico, Costa Rica, Panama, the San Blas Islands, the Caribbean — all that stuff. I have this wanderlust, so let's go!"

— *latitude/rs* 09/01/2015

**Pizzaz — Moorings 500
Lourae and Randy Kenoffel
Between Aruba and Panama
(San Francisco)**

Getting from Panama to the Eastern Caribbean is one of the nastiest sailing passages in the world. It's sort of like doing a Baja Bash in that the wind and seas are always on the nose. But it's different from the Bash in that it's at least twice as long, the conditions are usually rougher, and there aren't as many places to duck into for some rest.

Basically there are three options for getting from Panama to the Eastern Caribbean — i.e., the Virgins, St. Martin, Antigua, etc.

Option One is to sail up the western Caribbean to Guatemala's Rio Dulce, which usually isn't too bad a trip. But when you get to the Rio Dulce, you're even farther from the Eastern Caribbean than you were in Panama. You can get some relief at Jamaica and Hispaniola when going east, but it's a long way against the relentless trade winds.

Option Two is to sail 200 miles to Cartagena, which usually isn't too hard, then sail 450 miles north across the Caribbean to Jamaica. This can be very rough. Once you get to Jamaica, you're still 750 miles from the Eastern Caribbean. You can do some island-hopping to get there more easily, but it can still be a nasty trip, particularly from the middle of December to the middle of February.

Option Three is sailing from Panama to Cartagena, then along the coast of Colombia to Cabo Vela, and ultimately Aruba and the Lesser Antilles. This is the most direct route, but it's also via the north coast of Colombia, which often features some of the nastiest upwind sailing/motoring conditions in the world. Just for kicks, go to the Passage Weather site as you're reading this and see if the wind on the north coast of Colombia isn't the nastiest in all of the Caribbean.

What makes going across the top of Colombia so problematic is that most people assume that you have to do the 400-mile coast of Colombia in one gulp, which almost assures that you'll get clobbered by at least one gale.

In 2001, former San Franciscans Randy and Lourae Kenoffel, on the Moorings 50 *Pizzaz*, came up with a rudimentary cruising guide to the Colombian coast, a guide that showed cruisers how to do most of the coast of Colombia in day

When going east across the Caribbean, historic Cartagena is a great place to stop. You might even want to spend months waiting for weather.



LATITUDE / RICHARD

CHANGES

hops. As they and others who followed the guide were to discover, it meant that if you had time and patience, you could do the north coast of Colombia — and for all intents and purposes the nastiest part of getting to the Eastern Caribbean — without necessarily getting clobbered.

The Kenoffels' guide was published in *Latitude* in the early 2000s, so some of the details may be dated. But the locations of the anchorages shouldn't have changed. Because of the length of the guide, we can't publish it until next month's *Latitude*, but we'll start with some excerpts from their preface:

"The key to cruising the Colombia coast safely and comfortably is weather. This is especially important if you plan on doing it offshore, but also applies to running along the coast. The Caribbean has two seasons; the Wet Season, from June through November, and the Dry Season, from December through May. If you travel in the transition months, late March through mid-June, or mid-October through mid-December, you are more likely to find calmer conditions. And generally speaking, the farther south you go, the lighter the winds.

"The weather gurus almost always recommend staying at least 200 miles offshore, but that's based on fears for cruisers' personal safety more than weather. In our experience, the weather conditions offshore have been worse than inshore, inshore meaning within five to 10 miles of land.

"Currents are an issue. Normally there is a one-knot westerly current along the Colombian coast. At times there is a half-knot easterly current near Cartagena."

Be sure to check out next month's *Changes* for the Kenoffels' guide.

— *latitude/rs* 09/15/2015

Readers — In the early 2000s personal
Rarely visited anchorages such as this one in the Eastern Caribbean can make the bash across the Caribbean Sea worth the effort.

safety was a big concern for cruisers transiting the Caribbean coast of Colombia. That no longer seems to be the case, but always check with Club Nautico in Cartagena for the latest news.

Convergence — Wylie 66 Sally-Christine Rodgers & Randy Repass Eight Years of Cruising (Santa Cruz)

Randy Repass and Sally-Christine Rodgers haven't been in a hurry to complete a circumnavigation. They started on their westabout go-around 11 years ago, and still haven't made it out of the Med. Their cat ketch with unstayed masts is currently on the hard in Malta.

In 2004 the couple and their then-9-year-old son Kent-Harris, along with Santa Cruz cruising vets Jim Foley and Linda Moore and their 5-year-olds Trevor and Dana, took off for the Marquesas. Sailing pretty much a rhumbline course, they made the nearly 3,000-mile passage in 15 days. That's flying.

"*Convergence* is faster than the typical cruising boat," Sally-Christine explains. "She commonly sails at 8 to 10 knots, often hits 15 to 18 knots, and has hit a top speed of 23 knots. She once did 240 miles in 24 hours."

Jim, Linda and their kids left after *Convergence* got to Tahiti, and for the most part Randy, Sally-Christine and Kent-Harris have been cruising around the world by themselves during a series of 'extended summers'. Kent-Harris obviously needed to be homeschooled during their cruising. While Sally-Christine will be the first to admit that "homeschooling is a job," she also feels that it's been very beneficial for their son.

"Randy and I believe that classrooms are highly overrated and don't have enough fresh air. We feel that students learn more by being outside, where they can learn through experiences, and seeing, smelling, touching and tasting things. This is particularly true with our son, as he's dyslexic."

The couple soon found that Kent-Harris added a lot to their cruising experience. "The great thing about cruising with kids is that they open so many doors. Our son, like almost all cruising kids, was our ambassador."

Once their first extended summer was over, the family left *Convergence* in Raiatea so they could



return to work. As most *Latitude* readers know, in 1975 Randy founded what would become the 300+ store West Marine chain, and is still the chairman of the board.

When the three returned to *Convergence* the next season, they sailed to some of the more remote islands of French Polynesia, the Cooks, and some other islands on the way to New Zealand. They left *Convergence* in New Zealand, where they say she received the best boat care of their cruise.

With two cruising seasons under their belts, they were able to get an idea of how Kent-Harris was doing with homeschooling. "We used the books and curriculum at his regular school to make his reentries as seamless as possible," says Sally-Christine, "and we were thrilled to see that he was well ahead of most of his classmates."

During his times aboard the ketch, Kent-Harris was learning more than



IN LATITUDES



ALL PHOTOS COURTESY CONVERGENCE



Faces and places, clockwise from above right: An Iman's wife toys with Kent-Harris' red hair in Turkey. 'Convergence' on the run. An Arab man in the Sudan. The Repass-Rodgers family at the start of the cruise. An orangutan in Borneo. Doll-like Indonesian girls performing in Bali.

academics. "He couldn't help but realize that cruising on your own boat is hard work and not like being on a cruise ship," says Sally-Christine. "He had his jobs on the boat, he took his turn cleaning heads, he helped resupplying the boat, and so forth. Despite the work, he appreciated how lucky he was to have the opportunity."

Two adults and a boy aren't a lot of crew on a 66-foot boat, and there are differing opinions on how difficult it was to sail *Convergence*.

"For Randy it was a piece of cake," says Sally-Christine. "I'm a great crew but not a great sailor, so it wasn't as easy for me. *Convergence* was the biggest boat that I'd ever sailed on, and we faced some rough weather that I found to be mind-altering. You have to remember that I was a mother and no longer a 20-year-

old girl happy to be getting blasted by spray. So it's fortunate that Randy had designed a boat and a rig that is so easy to sail. Actually, it was Randy blending his ideas along with those of a lot of other very experienced sailors, which is why she's named *Convergence*."

The family next sailed back to Tonga and Fiji, and spent quite a bit of time in the latter. "While we always enjoy meeting fellow cruisers, Randy and I were particularly interested in spending time in the more remote and less-visited villages. We found some of our favorites when we circumnavigated Vanua Levu, Fiji, where we were the first white people some of the locals had ever seen. It was magical for us, the essence of adventure cruising. And I'm still in contact with some of those people."

In 2007 they sailed up to Vanuatu, the Banks Islands to the north, and across to Australia, arriving just south of Bris-

bane. This would be the site of their most serious accident. *Convergence* struck a sandbar, which caused Sally-Christine to hit her head on a coaming, fracturing part of an eye socket. She then fell down the companionway into the galley, landing on the back of her head.

"I don't remember much of the next year, and to a certain extent the head injury affected my speech and balance. I'm much better now, but I still get headaches and have other issues related to the head injury."

Randy decided Sally-Christine needed to be eased 'back into the saddle', so they spent the following cruising season in the more mellow waters of Australia's Whitsunday Islands.

The next season's major destination was Tasmania. "I can't begin to describe the quantity and quality of the bird and sea life down there other than to say it's otherworldly," says Sally-Christine. "Tasmania is a very interesting and exciting place for those who revel in nature. However, it's often very windy and it's not a place for white sand beaches and palm trees. Hobart is an incredible city, and they are enjoying a wooden boat renaissance. Randy and I liked the people of Tasmania because they were more self-reliant than most. They have to be."

Sally-Christine and Kent-Harris didn't do the passage back across the often-rough Bass Strait to mainland Australia, so Randy and crew took *Convergence* all the way up the east coast of Oz and then around the top to Darwin. Mom and son joined Randy for Indonesia, home to 17,500 islands.

"It's impossible to visit all the islands, of course, but Indonesia is a fabulous country, and many of the islands have

The locals at Banda hadn't seen many boats like 'Convergence'. Nobody anywhere has seen many boats like the Westerly-built cat ketch.



CONVERGENCE

CHANGES

their own rich and diverse cultures. Among the places we enjoyed visiting were Banda, which had been the center of the Dutch East Indies Company, and Borneo, a primitive highlight. There is so much more to Indonesia than Bali, although it's great, too.

After Indonesia, the three traveled through Malaysia and made their way to Thailand, where *Convergence* was left for another off season. The next passage was overshadowed by the very real threat of pirates and by the loss of the lives of four fellow cruisers.

"Randy, my brother, and a good friend took *Convergence* from Thailand to the Maldives, then past Somalia to the Red Sea," remembers Sally-Christine. "This was right at the time that the Southern California sailing vessel *Quest* was hijacked by Somali pirates and her four crew murdered a few days later. It was a very emotional time, as I first had to call Randy to let him know that *Quest* had been hijacked, and a few days later I had to let him know that the four Americans had been killed.

"Randy said he would never do that passage again," Sally-Christine continues, "and he's a guy who will do almost anything. One of the things that made it more scary is that he and the crew had decided not to be part of a convoy of cruising boats, as the convoy would be going too slowly and Randy felt there would be 'too many captains'."

Sally-Christine and Kent-Harris joined Randy and *Convergence* once the cat ketch had made it safely to Turkey. For the next two years they really got to know Turkey and Greece, but mostly Turkey.

"Cruising in Turkey was very different than crashing in the South Pacific, as there were a lot of charter boats and a lot less sailor camaraderie in Turkey.

Randy and son Kent-Harris. The latter was a boy when the cruise started, but can now drink legally. At least in certain countries like Croatia.

If a boat shows up at an island in the South Pacific, you naturally go over to meet the people because they are fellow adventurers and because there aren't so many of them. In Turkey, where many of the boats are charter boats, you just don't do that. As for the Turks, they were some of the nicest people we met anywhere."

The 2013 season started with Kent-Harris, then 19, delivering *Convergence* down to Corfu, where Randy and Sally-Christine met him. "It was the first time that he was in charge — although he had Aussie Tim Sales along as crew," says Sally-Christine. "Tim had built a 46-ft wood ketch by himself, right down to and including making the turnbuckles. He did the first Whitbread and just knows everything about sailing. They say it takes a village to raise a child. Well, Tim was one of the most important residents of Kent-Harris' village.

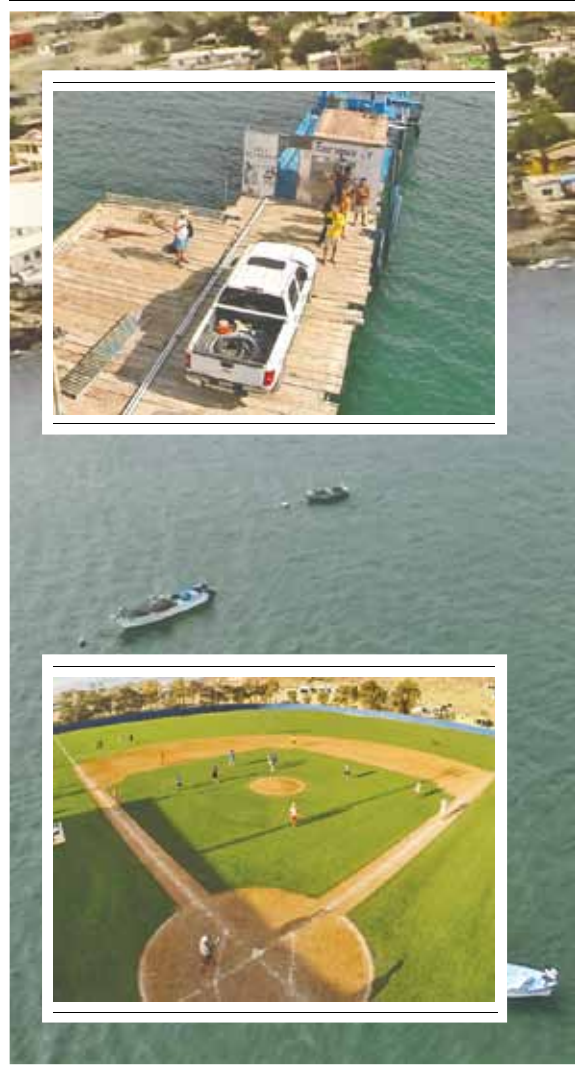
"During that season we cruised the Greek Islands, Venice, Croatia and Montenegro. Kent-Harris, now a sophomore at Georgetown University, got a terrific education, for he was reading books such as the *Iliad* while sailing in the wake of the characters he was reading about. You get such a great education while cruising. It added up to Kent-Harris' — as well as Randy's and my — having a much better understanding of why the world is the way it is today.

"Another great thing about cruising is all the people you meet. For example, we took a guy — a baron, actually — sailing out of Syracuse because we found out he was a sailor. He later invited us back to the palace his family has owned for 300 years. We got to stand on the balcony where Lord Nelson and Lady Hamilton had visited with the man's grandparents.

"When you sail somewhere, you get a different reaction from locals than do regular tourists. Nowhere was this more

true than in French Polynesia. The locals appreciated the fact that we'd gotten there the same way their ancestors had."

Some cruisers are anal about counting the number of miles they've sailed and other such statistics. Randy and Sally-Christine are not. "We have no idea how many miles we've sailed, nor do we care. We have always



calculated our lives by the experiences we've had, and we're incredibly grateful to have been able to explore so much of the world together — while in love and with our son along with us."

As with all cruisers, the couple's cruising plans are unclear, but "Randy is hot to trot west across the Atlantic, so we'll probably do that early next year."

Sally-Christine had to have a hip replaced in 2012, and when the recovery took a little longer than expected, she decided to write a book titled *Convergence — A Voyage Through French Polynesia*.

"I wrote the book, perhaps more for women than men, because I believe that everybody has a journey in them. In my case, I'd grown up hearing what the South Pacific was like in the 1930s from my father, who had been a purser on a Matson Lines ship. It took me almost 50 years, but I finally followed in his footsteps. So I shared my journey and what it was like to cruise as a family today. The book has a lot of large photos and



IN LATITUDES



PHOTOS BY LATITUDE / RICHARD

Convergence, he says that "everybody who lives in the United States is lucky."

Randy does, however, have one complaint: "There aren't enough hours in the day."

— *latitude/rs* 09/25/2015

Cruise Notes:

Some straight talk about cruising catamaran pointing ability. A couple of months ago Greg Slyngstad of Sammamish, WA took delivery of **Fujin**, the radical-looking 53-ft all-carbon 'fast cruising cat' designed by Greg Bieker of Seattle and built by Gold Coast Yachts of St. Croix. The cat has a very unusual salon and even more unusual bows. Slyngstad recently reported that he and a crew had done a 35-mile passage, presumably a reach, from St. Croix to St. Thomas in less than two hours. While averaging more than 17 knots, they noted that one of the things *Fujin* is missing is spray shields at the helmsperson positions.

Since Slyngstad has had tremendous success racing monohulls — he again won his class with his J/125 **Hamachi** in this year's Transpac — and because he plans on racing *Fujin* in next year's Voiles de St. Barth, we knew he'd be very interested in seeing how high he could get his new cat to point.

"We were tacking through about 100 degrees in cruising mode," he told *Latitude*. "I think we'll get close to 90 degrees when pushing hard."

The takeaway for people interested in buying a cruising cat is that they should take claims of a typical cruising cat tacking through less than 100 degrees to be complete rubbish. Cats have so many good qualities that we've never understood why some salespeople or owners insist on 'stretching' the truth when it

The point is, don't expect your cruising cat to be able to point as high as the all-carbon, Paul Bieker-designer 'Fujin'.

Spread; When Ha-Ha and other boats head south in Mexico this winter, they can fuel up at Turtle Bay. One way to get fuel is at the pier. You anchor then tie stern-to. Another option is to take fuel from a fuel barge. Insets; A view of the 'office' on the pier. The baseball field, where fuel is not available.

vignettes, and I hope it will encourage women to find their own journey, perhaps on the water, as there is so much to be learned from being on the water. And it can be true if you're on the water with a sailboat, a kayak, a SUP or whatever you like.

"Randy and I care deeply about marine conservation, and feel all mariners have a huge responsibility to protect the ocean. As a result, all the proceeds from the boat will go to marine conservation."

The book is available at some of the West Marine stores in Northern California, and at westmarine.com. It is not available at Amazon.

Sally-Christine says that it's very important for men to support the women with whom they cruise, as some women are not as experienced or fearless. "Randy gave me a little reward — a pearl — for every significant passage that

I completed. I now have a spectacular long strand of Tahitian black pearls. The pearls are my badges of courage."

That said, after all her years of cruising, Sally-Christine has distilled from her experiences the secret to being a happy crew. "Fast passages and slow sex." It seems to us that could be the quote on a hot-selling T-shirt at West Marine.

We only spoke to Randy briefly, and he primarily wanted to report how "totally blessed" he feels. Having seen much of the world during the four to five months of each of the last 11 years he's been on



GOLD COAST YACHTS

CHANGES

comes to windward ability. In ideal conditions, **Profligate** tacks in about 105 degrees. In less than ideal conditions, she tacks in considerably more than that. The truth can hurt, but can set you free.

The Wanderer and Doña de Mallorca are big believers in the 'slow-cruising' concept, although we're psychologically incapable of adhering to it. But we know someone who can — Christian Lauducci of Sausalito. As reported in last month's *Sightings*, Christian, starting at age eight, accompanied his dad on two trips to the South Pacific aboard a ferrocement boat that his dad had found in a field. Not only did they make the two round trips to the South Pacific without an engine, which made things slow at times, they also did it without electricity.

The Wanderer and de Mallorca first learned about Christian's patience about a dozen years ago when our respective boats were anchored near each other at Punta Mita. Christian reported that he and his then-girlfriend took 18 days to sail his 26-ft sloop **Little Dragon** from San Francisco to Morro Bay. Christian says it later took them five days to make



SHAWNIGAN

Slow is swell. Having covered just 80 miles in the first two weeks, the 'Shawnigan' kids have had plenty of time for land-based fun.

the 80-mile passage from Santa Barbara to Catalina. That works out to an average speed of .66 knots. Sure, the six surfboards he carried on the little boat didn't help the speed, but they didn't

hurt that much either.

As readers of last month's *Latitude* know, two months ago Christian took off on an open-ended cruise with his wife Josie, daughter Nina, 12, stepdaughter Ellamae, 7, and son Taj, 2. Their S&S 40 **Shawnigan** has an engine, so they won't be going as slowly as Christian used to cruise, but they are still cruising slowly enough.

"If there's no wind," Christian told *Latitude*, "we hang out until there is enough for us to sail. My loose rule is to keep passages to about 25 miles — or three to four hours of sailing a day. It took us two weeks to get from Sausalito to Carmel, but we're getting into the swing of slowing down in life."

"We've arrived at Rodrigues Island from Cocos, having covered the 1,999 miles in under 13 days," report Jim and Linda Fair of the Berkeley-based Outbound 48 **Chesapeake**. "The trip was uneventful but a little bumpy, which seems to be the norm for the Indian Ocean. We're finding Rodrigues to be a very pleasant low-key place, so we'll



SPECTRA
WATERMAKERS

415.526.2780 www.spectrawatermakers.com
Now part of the **KATADYN GROUP**

**After crunching the numbers,
real cruisers choose Spectra.**

**Up to 8x more energy efficient than
the competition.**

**That can add up to thousands in fuel
savings or a smaller solar array, wind
generator, or battery banks.**



www.swedishmarine.com



www.outboundyachtservices.com



www.emeraldharbormarine.com



www.seatechmarineproducts.com

probably stay here for a month before moving on to three-day-distant Mauritius."

As circumnavigations via South Africa go, the Indian Ocean tends to put up the most challenging conditions. Once Jim and Linda get to Cape Town, they face a couple of hundred miles of potentially boisterous weather, after which they can expect a very long but very sweet off-the-wind passage across the South Atlantic and up to the Caribbean.

"The other night in Fiji we were hanging out with Bruce Harbour and Jennifer Martingdale of the Montana-based St. Francis 44 catamaran **Skagbenga**," report Lewis Allen and Alyssa Alexopoulos of the Redwood City-based Tartan 37 **Eleutheria**. "Bruce bit into an olive just as Jen warned him that the olives had pits. Biting the pit took out one of Bruce's front teeth! He'd looked a bit like a pirate before, but the big gap up front sealed the deal.

"The next day Bruce cleaned both surfaces with acetone, then glued the tooth back in," continues Lewis. "Despite

this being in accordance with American Dental Association best practices, the tooth fell out after a few days. He next tried J-B Weld, more commonly used to seal pinholes in engines. That didn't hold either. When Bruce gets some time, he's going to try again with quick-setting epoxy. When you're far from civilization — it's a long way back to a dentist in Savu Savu — you have to improvise.

"Speaking of having to improvise," Lewis goes on, 'Toothless' Bruce had run out of Coopers Beer kits, so we gifted him with one of ours. We'd never seen a bigger toothless smile than when we gave him the kit. I helped him sanitize all the equipment, then pour the ingredients in for a six-gallon batch of draft. We then came over to *Ellie* and did a full boil batch of pale ale. We steeped a pound of crystal malt, then added three pounds



Fijian brewmasters Bruce 'the pirate' Harbour of the Montana-based 'Skagbenga' and Lewis Allen of the Redwood City-based 'Eleutheria'.

of liquid malt extract, two pounds of dry malt extract, one pound of dextrose, 1.5 ounces of Centennial hops for bittering, and one ounce of Cascade hops for flavor and aroma. Before long the whole anchorage smelled like sweet, hoppy beer. Between our two boats, we now have 11 gallons of beer fermenting. All we have to do is wait a couple weeks, and then look out, Vanua Balavu, as there's a beer fest coming to town!"

Custom Canvas & Interiors



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339
www.gianolacanvas.com

Annapolis Boat Show! Stand A21

FEEL THE FREEDOM

With an independent self-steering windvane AND Emergency rudder... in place and ready to go

- No lines to the wheel
- No power consumed
- No worries - the ultimate redundancy for offshore
- Install off center
- Your best crew member ... doesn't eat or sleep, and never talks back!

www.hydrovane.com



Jeanneau SO 43, 26 inch offset



STEERING THE DREAM

CHANGES

When cruising or passagemaking, it's easy to forget how limited your fresh food options become with time. So we were not surprised when Heather Tzortzis of the San Francisco-based Lagoon 470 **Family Circus** reported that her and husband Chris' kids went a little crazy when they got to a big market in Fiji. "They ran down the aisles shouting, "Mom, look at the carrots! The tomatoes! The apples! The cucumbers!"

"It seems like forever ago that I told myself I would finally be able to call myself a bit of a sailor when I got to Fiji," Heather continues. "Well, after a lot of baby steps I find myself in Fiji on our own boat. I can't believe we're here! My first errand is to run to the market to buy some *kava* as gifts to the chiefs of the outer islands for the Sevu Sevu ceremony. After that, we'll make a field trip to the Fiji National Museum — where the kids will get to learn all about cannibalism."

We should all be so lucky. Nancy Tompkins reports that she and her 83-year old husband Warwick 'Commodore' Tompkins are still out cruising on their Wylie 38+ **Flashgirl**. It was unclear to us



NANCY TOMPKINS

A hot fudge sundae puts a smile on 'Commodore' Tompkins' face. A smile on his face puts a smile on our face. At 83, he's still cruising.

if they were in Moorea or New Zealand, but what difference does it make?

The first fully sanctioned sailboat race in 50 years between the United States and Cuba was held in May, when five

Hobie Cats made the 90-mile crossing starting from Key West. And the Pensacola YC plans to host a 500-mile race from **Pensacola to Havana** next month. But if anyone thinks that racing or cruising to Cuba and spending a lot of money there will help workers in the famed 'Worker's Paradise', think again. The day before President Obama announced sweeping changes that would allow American investment in Cuba, the Cuban government released new measures that would allow Cubans working for foreign companies to keep just 8% of their salaries. So even if a foreign company would be happy to pay a Cuban worker a fine wage, the worker would receive the same salary as if he were working for a Cuban company that could barely give him two sugar canes to rub together. We don't suppose anyone will be surprised to learn that the other 92% of the worker's salary will go to — the Cuban government headed by the billionaire Castro brothers. In addition to pocketing 92% of the worker's salary, the Cuban government employment offices would also charge the worker 20%

Welcome to La Paz

Baja Ha-Ha

Beach Party at La Costa Restaurante

Thursday, November 19th
4:00 - 7:00 pm.
Mexican Folk Dancing · Live Music · Food & Drinks

FREE for first fifty!
(2015 Baja Ha-Ha participants.)
Door prizes and much more!

www.golapaz.com
f /purelapaz /vivalapaz



of his/her salary for getting him/her the job, and just under 10% of that salary for vacation time. In typical double-speak, Zamira Marín Triana, vice-minister of Labor and Social Security for Cuba, described the new laws as offering a "significant increase" for workers.

"Yucalandia.com has published a couple of articles on recent changes regarding controlled medications in Mexico," report Dennis and Susan Ross of the Endeavour 43 **Two Can Play** in La Paz. "Apparently the government is establishing a national database to track prescriptions using an individual's CURP number, the equivalent of a Social Security number in the United States. Expats with temporary or permanent residency visas are required to have a CURP number, but it is not required to obtain a visitor's visa. This could present problems for visitors needing new prescriptions or refills, as it would require a new prescription from a physician licensed in Mexico. Cruisers headed to Mexico using tourist visas should be sure to carry sufficient medications — and their original prescription."

That said, less than one month ago a 'friend' visited three pharmacies in Cabo San Lucas attempting to buy Valium and Xanax. The clerks at the first two pharmacies said they couldn't sell those drugs without a prescription. The clerk at the third pharmacy said, "How many do you want?" The clerk later said the most requested prescription drugs are Vicodan, Valium, and Xanax. While you may eventually be able to (illegally) buy just about any drug you want in Mexico, the Rosses are correct, it would be more convenient and less expensive for you to bring sufficient quantities of whatever medications you'll be needing.

Since the subject of the **Corinth Canal** came up in this month's *Letters*, we'd like to share a few details about it. The Corinth Canal is a great nautical shortcut, as it's only four miles long but saves



If you transit the Corinth Canal, you'll notice the steep walls are marked with large paint scratches. This photo suggests the reason why.

vessels from having to travel 430 miles around the Peloponnese Peninsula to get between the Gulf of Corinth and the Saronic Gulf. Work on the canal didn't start until 1893, and took 12 years to complete. As it's only 70 feet wide and 24 feet deep, it's too small for modern commercial vessels. As a result, it's mostly used by tourist vessels, 11,000 of which passed through last year. The Corinth Canal is a sea-level canal without locks.

Welcome to La Paz!



IN DOWNTOWN LA PAZ

*Friendly, helpful,
fully bilingual staff*

Official Sponsor
2015
BAJA
HA-HA

Join us for the
BAJA HA-HA BEACH PARTY
Thursday, November 19
4-7 pm

Hardwood docks • Dinghy landing
Protective piling & sheetpile breakwater
Plug-in Internet • Cruisers' clubhouse • Electricity
Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646
email: marinalapaz@prodigy.net.mx

www.marinelapaz.com

Apdo. Postal 290, La Paz, 23000
Baja California Sur, Mexico



Watermakers Since 1987

**SPARKLING FRESH WATER, POWER, REFRIGERATION
AND AIR CONDITIONING FROM THE SEVEN SEAS**

110 VOLT / BELT DRIVE



MODULAR KIT

HYDRAULIC



UPGRADE MOUNT

316 S/S REMOTE PANEL



12 VOLT DC

AquaGen combines the quality, simplicity & reliability of AquaMarine, Inc. watermakers with the durability of the Kubota 150 amp 12V diesel generators. This compact low fuel consuming AquaGen is a powerhouse, capable of producing up to 150 amps, and 8 up to 62 GPH of fresh potable water from any water source. Make fresh water, refrigeration, and also charge your batteries all at the same time! A hydraulic pump may also be added to run your dive compressor, windless, bow thruster, or emergency bilge pump. Ideal for longterm cruisers or weekend wanderers. We custom engineer our systems to fit any size vessel or cabin site. Electric, Hydraulic, or Belt Driven Modular Kits are also available. Visit our Website for more information.

QUALITY AT AFFORDABLE PRICES.
LIFETIME WARRANTY ON PUMP HEAD AND PRESSURE VESSELS.

AquaMarine, Inc., 58 Fawn Lane (P.O. Box 55) Deer Harbor, WA 98243 USA
(800)or(360) 376-3091 Fax (360) 376-3243

www.aquamarineinc.net

CHANGES



There are 1,139 boat slips in Santa Barbara. Boats headed south in the fall shouldn't have any trouble getting one of them.

If you get a chance to transit the canal, we suggest that you don't pass it up.

With lots of cruising boats about to head south for the start of the Baja Ha-Ha and Mexico, we'd like to put in some good words for stops at both **Santa Barbara** and **Channel Islands** harbors. There is much to see and do in Santa Barbara, one of California's most beautiful and historic cities. And it only costs \$6 for four people to Uber from the marina to lower State Street, home to countless restaurants. While it's possible to anchor free to the east of Stearns Wharf, it can be extremely rolly, so paying \$1/ft/night for a berth can be

a bargain.

The only downside of Santa Barbara is that it can be inundated by tourists on weekends. If they become too much, you can find lots of peace and quiet after a 24-mile reach across the Channel at **Santa Cruz Island**. What a gem that place is, particularly since the water has been so warm this year. And when you need a little taste of civilization again, it's less than a 20-mile reach to Channel Islands Harbor, which is as quiet as Santa Barbara can be hectic.

Is there anywhere along the coast where the people are as welcoming to visiting cruisers as Channel Islands Harbor? Not that we know of. If you need a slip, we suggest you contact Dan Ward or Michelle Lapoint at **Vintage Marina Partners - Channel Islands Marina**. They'll take great care of you. If that's not enough reason to stop there, we topped off *Profligate's* diesel tanks with \$2.70/gallon diesel. That's less than we can remember paying anywhere along

the coast, and less than half of what we paid in Puerto Vallarta two months ago.

Looking for a bargain on diesel? Try **Hill's Boat Services** in Newport Beach, which quoted us a price of \$2.17/gallon plus 8% sales tax. That's close to a third of what we paid for diesel in Banderas Bay two months ago.

Need **oil for your engine**? Costco will deliver three gallons of Delo 400 15-40 for \$47. West Marine sells it for \$17.99 a gallon. It's a lot more expensive in Mexico, even with the peso at a near-favorable record of almost 17 pesos to the dollar.

In August the Wanderer flew **Southwest Airlines** from Orange County to Puerto Vallarta — just two hours and 38 minutes — to deliver **Profligate** to Santa Barbara for the start of the SoCal Ta-Ta. We were taken aside at Vallarta Airport by a young customs officer who wanted to charge us duty on our much-used Iridium satphone. We argued the point. Her supervisor finally agreed that no duty was due — as long as we were willing to pay \$30 duty on the old two-blade aluminum prop we'd brought along. You win some, you lose some. Over the years we've won way more than we've lost.

HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S

KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

TOLL FREE **888-458-7896**

www.gentryskonamarina.com

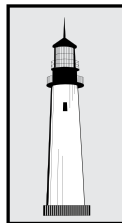
The friendliest boatyard in Hawaii



BEST COVERAGE

MARINE INSURANCE

For active cruising and coastal boats world-wide including Mexico, Hawaii, South Pacific and the Caribbean Sea.



BLUE WATER INSURANCE

CALL **(866) 463-0167**

or visit

www.bluewaterins.com

Get a Quote - It's Worth It!

KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour.

Reconditioned by Katadyn **\$1050**

Also available:

New Katadyn Survivor 35: \$2195

New Katadyn Survivor 40-E: \$3695

New Katadyn Survivor 80-E: \$4695



EQUIPMENT PARTS SALES

In the U.S.: **(800) 417-2279** • Outside the U.S.: **(717) 896-9110**
email: rod@equipmentpartssales.com

weatherguy.com

Marine Forecasts, Expert Testimony & Climate Change Effects on Routing

Rick Shema • Certified Consulting Meteorologist



(808) 291-WXGY (Mobile)

(808) 443-0889 (Fax)

(866) 882-WXGY (9949) toll free

134 S Kalaheo Ave

Kailua, Hawaii 96734

info@weatherguy.com

www.weatherguy.com

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Raiatea Carenage will make sure paradise is everything you expected. Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: raiateacarenage@mail.pf

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

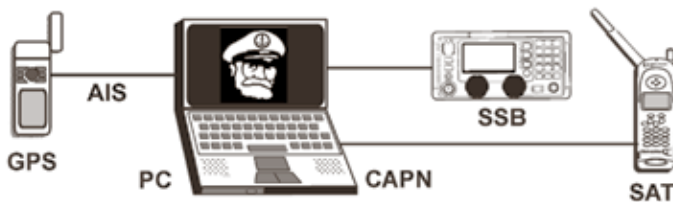
DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise

Specializing in Complete Packages



SEATECH SYSTEMS™

800.444.2581 · 281.334.1174
info@sea-tech.com · www.sea-tech.com

Navigation, Communication & Weather

After hours pick up and drop off available.



Specializing in Sail Repair and Used Sails.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501
 Dominic Marchal • (510) 239-5050
www.marchalsailmakers.com

Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!



MarineLube 877 744-2244
www.MarineLube.biz



Fuel Polishing

Tank Cleaning

How to Read
 Latitude 38
 in the Azores:

Download our eBooks
FREE!

www.latitude38.com

Please read before submitting ad

Classy CLASSIFIEDS

Here's What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; **OR, for the best – and most exposure – of your classified ad...**

Submit your ad safely online with Visa, MasterCard or AmEx at: **www.latitude38.com**

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

PERSONAL ADS

1-40 Words.....\$40
41-80 Words.....\$65
81-120 Words....\$90
Photo.....\$30

• Personal Advertising Only •
No business or promo ads except Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people – not shopping – and cost **\$10 for 20 words max**

FREE Online Ads are for a private party selling a boat for less than \$1,000 – or gear totalling under \$1,000. (One per person; must list prices in ad.)

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

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals

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

DEADLINE

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

for ad to appear in the next issue.

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

Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the **15th** of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

15-FT SKERRY, 2015. Petaluma. \$3,900. New, gorgeous 15-ft. mahogany, double-ended pulling boat. 95 pounds. Beautifully made and finished using finest materials. Aluminum trailer. Spoon bladed oars. Rudder and daggerboard, mast step, no rig. Contact markl@archplastics.com. More info at www.sailboatlistings.com/view/51003.

14-FT INTERNATIONAL 420, 2011. Kentfield, CA. \$9,950. The boat is in perfect condition with very little use and with brand new rigging and lines. Comes with 3 sets of sails (North Sails Japan) and 3 spinnakers, SuperSpars mast and boom, spinnaker pole, dolly with custom composite "crib," N1 carbon high performance foils, 2 sets of main/jib/spin sheets, top and bottom covers, and a custom-made trailer. For more information call (415) 606-0264 or (415) 990-7112 or kristopherswanson1@gmail.com.



24-FT J/24, 1978. South Lake Tahoe. \$7,500. Hull #848. Triad trailer single axle. Complete vermiculite 2003 by Charles Fab. 4-stroke 5hp Merc 2012. New standing rigging 2012. Hull and hull paint 2014. Contact (530) 307-8120 or rotaryrocks@gmail.com.



24-FT MOORE 24, 1983. Richmond. \$17,500. Ron Moore open transom Moore 24. #98. Cookie Jar. New paint, solid deck, minimal deck fittings. 2.5hp Honda 4-stroke. Extra spar (one-design and off-shore). Lots of sails, lots of gear, set up for singlehanded ocean racing. Double axle trailer. More info at (831) 359-3643 or mtmadonna@mac.com.

DINGHIES, LIFERAFTS AND ROWBOATS



17-FT ADIRONDACK GUIDE BOAT. 2015. Fall River Mills, CA. \$12,000. New, cedar/cherry. Looks like art, rows like a dream. Carries 2-3 with fish/camp gear. Stable, strong, light. With oars, cane seats, cover (no trailer). More information at fwinv@yahoo.com. Tell Santa!

24 FEET & UNDER

20-FT PACIFIC SEACRAFT FLICKA. 1984. Costa Mesa, CA. \$23,000. On custom trailer by original owner. Two o/b engines (has inboard engine mounts/pan option), aluminum toe rails, singlehanded rigging, bronze ports/thruhulls, enclosed head compartment. Head, galley, berths and most equipment unused. Boat was daysailed a few times from marina slip before boatyard storage. Nesting dinghy, solar panels, etc. For inventory list/photos/maintenance details call Dennis. (949) 548-3770.



14-FT VANGUARD 420, 2002. Menlo Park. \$4,250. Vanguard 420 in great shape. Rarely used since new. No dings, nothing broken, all original, trailer included. You will have to search long and hard to find a better 420. Everything original and in perfect condition. Mainsail, jib, spinnaker, and spinnaker pole. All lines and sheets are in excellent shape. Seitech Dolly Model #7-09256. Mast down deck cover. Please call (650) 276-8176.



24-FT ISLANDER BAHAMA, 1967. Sausalito. \$1,200/obo. Classic. Lives up to its name, *Sunshine*. Two mains, three jibs, electronics. Recent haulout. Strong OB motor. Head. Sleeps 4. Dry boat to sail. Contact Tom at petrol7@att.net.



RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services

Local closing facility for brokers or private transactions

30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925



NOR-CAL COMPASS

Adjustment • Sales

Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177

Capt. Alan Hugenot • (415) 531-6172 • Accredited Marine Surveyor

ASA Certified Offshore Sailing Instructor

Power boat handling & docking, single or twin screw,

35 years sailing sloops, ketches, schooners & catamarans

SF Bay or Coastal • Accepts all credit cards



16-FT INTERNATIONAL 505, 1996. Santa Cruz. \$12,500. Race ready. Three sets of Glaser sails. Carbon boom w/ double poles. M2 mast. New rigging. Road trailer and beach dolly. Covers. Carbon reinforced boat. Stiff. Info at (831) 295-3330 or mtnpablo@gmail.com.



19-FT CAPE DORY TYPHOON, 1974. Sonoma. \$6,500. New main, never used. Overall good condition. Blue canvas sail and cockpit covers. Blue hull/full keel. Daysailer. Tandem trailer. Call (707) 775-9268 or (707) 996-6614 or contact anniebaccala@aol.com.

25 TO 28 FEET

26-FT INTERNATIONAL FOLKBOAT. (Modified), 1972. Alameda. \$25,900/obo. Fiberglass. Cruise bluewater or daysail. Double-spreader mast. Lines to cockpit. Windvane. Autopilot. Radar. Liferaft. Good sail inventory. More. Price reduced. Beautiful, serious boat. Family events require sale. Email for information: jdarh@lycos.com



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.



25-FT OLSON 25, 1984. Fresno area. \$14,950. Hull No 18, Pearl: winner of numerous Bay, Delta, lake, and National championships. In Bristol condition with smoke'n fast bottom and sails. Easomized running rigging. Lots of premium gear. Evinrude 4hp. Sleeps four. Sitting on her trailer, ready to roll. Contact Tom or Bill at (559) 822-2790 or (415) 332-1447.



26-FT MACGREGOR, 1987. Alameda. \$5,500/obo. MacGregor 26 w/nice trailer includes a recently serviced electric-start 9.9hp in very sound condition. Complete cockpit cushions, interior is like new. New items include: jib, LED lighting and all lines. Private toilet area, pop-top canvas "like new," two new batteries. Immaculate and definitely ready to sail today! Also consider \$300 a month full use "partnership" - you can use it on all weekends and even schedule whole weeks no problem. More info at <http://tinyurl.com/njw8sxw> or contact mac26forsale@gmail.com or (510) 253-5883.



25-FT MERIT, 1984. Wilton, CA. \$8,900. Won nationals, corrects top 3 in most club races. Stored indoors in off season. Has two spinnakers, two mains, two 100%, one 135, one 155. All sails 80% or better. Spinnaker and whisker poles. Padded lower berths. Porta-Potti, good electronics. Trailer is good, needs paint. New, uninstalled, halyards and sheets. Plus a 4hp 4-stroke Mercury. New bottom paint. Call (916) 471-8091 or (916) 687-6254 or vp417@cal broadband.net.

26-FT MACGREGOR, 2003. \$16,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.



27-FT SANTA CRUZ, 1979. Santa Cruz. \$8,000. Excellent condition, full set of good sails, 3 spinnakers, VHF, Tacktick electronics, 4hp outboard. New bottom paint and standing rigging 2014. Berthed in harbor, good trailer. Contact (831) 636-1596 or btcarota@gmail.com.



27-FT NORSEA CENTER COCKPIT. 1988. San Luis Obispo. \$70,000. At Last is in Bristol condition throughout. Kept indoors. Galvanized, 3-axle trailer by Pacific Trailers. Trailer never been in salt water. Newer Raymarine electronics - radar, chartplotter, GPS, VHF radio. Autopilot. Mainsail and furling jib excellent condition. Asymmetrical like new. 400 hrs on Yanmar 2GM20. Force 10 stove/oven and cabin heater. Lavac head. 2 20-gal fresh water tanks. 20 gallon fuel. 20-gal water tank for head. New cushion covers. Factory finished with teak interior, Bariatron bronze winches and ports. Muir manual windlass. Dodger and sail covers. Cockpit cushions. Dinghy and outboard. New bottom paint. More equipment and spares unlisted herein. Pictures and inventory upon request. Contact (805) 431-7679 or (805) 543-1794 ext. 202 or montgomeryarch@msn.com.



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 lovable. Ready to sail. Call (415) 509-8304.

27-FT CATALINA, 1985. Oakland Marina, Oakland. \$12,500. Good condition. Inboard engine. Autopilot with many new lines. Bottom 1yr new. Ready to sail. Info at guang_8412@yahoo.com.

26-FT MACGREGOR, 2001. Sacramento area. \$18,500 reduced to \$17,900. Light pull trailerable motor-sailboat w/50hp 4-stroke Yamaha. Upgrades, jib, genoa, marine radio, Garmin, bimini, dual batteries, trailer, new carpet, tires, brakes. Very good condition. Contact (530) 674-1432 or wp_green@yahoo.com.



29 TO 31 FEET

30-FT OLSON, 1982. Alameda. \$10,700. Beautiful, low usage. Dual axle trailer. Fresh bottom job: Bottom, keel, rudder, long boarded, barrier coat, Proline 1088 with racing additive. For details see http://SF_Bay_Craigslist_Boats_Olson30. Contact (408) 712-1020 or mtown@att.net.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. MaxSea sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.



30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced in December 2013. Lifelines and running rigging replaced in 1997. Harken self-furling jib installed in 1997. New sails in 1997. Marina Green slip included! Contact (650) 400-6898 or Dfoley@ewingfoley.com.



31-FT SENORITA HELMSMAN, 1977. Alameda, CA. \$27,500. Rare Swedish fiberglass sloop in remarkable condition! Repowered in 2010. Quality sail inventory. She is ready to sail away! More information and complete specs and photos at <http://sailing901.wix.com/svsiduri>. Call (510) 501-2225.

Your Best Source 4 Used Trailerable Sailboats, Period!

INLAND SAILING COMPANY ALSO A LICENSED & BONDED YACHT BROKER
www.inland-sailing.com Toll free: 855.694.4424

DAVE'S DIVING SERVICE

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries. Fully Insured and Marina Recommended.
(415) 331-3612 • Serving Southern Marin Since 1984



STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail
Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.
Serving the San Francisco Bay and Delta.

RSharpe@SharpeSurveying.com • (510) 337-0706



29-FT COLUMBIA 8.7 1978. Wide body Cruiser. Vallejo. \$9,850. This much sought-after Alan Payne-designed wide body cruiser is the perfect boat for Bay and near coastal cruising. Sleeps 5 comfortably. Has 150 hours on a fully rebuilt Yanmar 2QM15 diesel. All lines to cockpit for easy singlehanding. Tracks well and points high. Full teak interior. Fully maintained and serviced. Bottom cleaned every 12 weeks. Only selling to upgrade to an ocean passagemaker. More info at www.columbia-yachts.com/c-8-7.html. Contact trevor-steel@hotmail.com or (707) 637-3140.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hours. 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.



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 CANADIAN SAILCRAFT, 1981. Tiburon. \$13,000. End of summer sale. We have upgraded and must sell our loving boat of 8 years. Sailed by a group of friends who have been sailing together for over 30 years. 2 year old mainsail, good jib, GPS, autopilot, galley, head, sleeps 5. Great Bay boat. Solid and secure. Clean and ready to sail. Looking for loving home. Will offer sailing lessons, 4 days max. (925) 200-8411 or pburkeb@hotmail.com.



34-FT PETERSON 34, 1980. Emeryville. \$18,000. Yanmar diesel, 10 sails, Furler furler, 3 spinnakers, all lines led aft, tiller autopilot, Force10 propane stove, refrigeration, 10-ft. dinghy and 10hp outboard. Fast, fun dry racer/cruiser. PHRF 120. (925) 376-1081 or (925) 212-6080 or zedaker5@hotmail.com.



30-FT CATALINA, 1979. Honolulu, Hawaii. \$29,500. Completely refurbished 2015, windvane, Yanmar diesel, hard bimini, new PV offgrid 12-volt system. New: Interior, upholstery, head, sink, plumbing, batteries, LED running lights and below. Sailcovers, sunshades. Good sails (4), haulout 8/2015, lots more new. \$25 transfer, no tax, \$55 a month mooring or \$350 slip. Any ID. Please call (808) 673-9192 or contact islandia3610@yahoo.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 hours, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.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.



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.

36 TO 39 FEET



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 wurzner@yahoo.com.



29-FT TRINTELLA IIA, 1969. \$25,000/obo. Van de Stadt sloop. Fiberglass hull. Tyler Boats England, finished: Wever Yard, Holland. African mahogany interior and teak deck. Westerbeke diesel (2013), 100 hours. A jewel. Contact (831) 475-4468 or jrodgers@rodgersandassociates.com.

35-FT CUSTOM KETCH, 1947. Sausalito. \$25,000/obo. Custom kauri ketch *Walrus*. New Zealand-built, triple-planked kauri pine, copper riveted. South Pacific and Panama vet. 30hp Sabb diesel. Structurally good as new. Call Mike. (415) 426-0172.



34-FT ISLANDER, 1974. Point Richmond. \$15,000/obo. McGlasson design, 32-ft LOD sloop. Wood interior, Yanmar diesel, Aries windvane, wheel pilot, dodger, bimini, radar, GPS/chartplotter, VHF w/AIS, EPIRB, three anchors, inflatable. Bottom painted July, 2015. Contact (707) 245-7835 or ksomers@juno.com.

36-FT ISLANDER, 1972. Pillar Point Harbor. \$30,000. New: standing rigging, jib, airhead toilet, Garmin GPS, radar, depth, bottom paint, mainsail cover. Bow roller, Bruce anchor, inflatable dinghy, wheel steering, fresh zincs, oil change, strong Universal with 1,000 hrs. (808) 895-6570 or Brookstruckee@gmail.com.

38-FT BLUEWATER INGRID, 1977. San Rafael. \$35,000. Archer/Atkins ketch. 2-cyl Sabb diesel. Solid teak interior and deck. Tanbark sails. Fully found. Needs topside hull paint. Liveaboard berth. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. (562) 899-0774 or sswells@att.net.

36-FT ISLANDER, 1972. Sausalito. \$25,000/obo. New diesel, updated mast, rod rigging. New StackPack. Sails in good shape. Good bottom and topside, needs deck paint. More info at (415) 850-4323 or cjpppr@gmail.com.



32 TO 35 FEET

35-FT HUNTER 356, 2002. Marina Bay, Richmond. \$65,000. 2002 *Cruising World's Boat of the Year* in class. Too many extras to list. Contact Ken for more info. (325) 347-2349 or cordero@wcc.net.



MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.

(415) 763-9070

Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep

(510) 535-1954 • www.afterguard.net



HIGH TIDE MARINE CORDS

Offering the highest quality and lowest pricing on shorepower cords and adapters, guaranteed. All of our products use only the finest components and are warranted for life. Dealers Welcome!

www.HighTideMarineCords.com • (800) 321-6160 • Located in Cleveland since 1947



MOBILE MARINE PUMP-OUT SERVICE

\$25 per pump up to 40 gallons.

Includes fresh water flush and a packet of treatment.

20% discount for regularly scheduled service.

www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com





36-FT NONSUCH, 1989. Sausalito. \$82,500. Turnkey condition, recently refit, continuously upgraded and well maintained. Bluewater capable. Interior size of a 40'+. Electric powered sheet and halyard winches. Low hour diesel. New Pineapple sail. More info on website: www.sailboatlistings.com/view/50642. Contact markl@archplastics.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.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveaboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact ingridketchseptember@gmail.com or (360) 507-0541.



39-FT 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.



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 and 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. Please contact jjpetroni@earthlink.net.



36-FT BETTS CARROLL FARR OD. 2005. Point Richmond. \$105,000. A carbon fiber rocket ship constructed by Jim Betts. She is super strong and stiff, and a blast to sail. *Wicked* is in excellent condition and includes the following: Lewmar deck hardware, running rigging, a carbon mast and boom by Hall Spars, B&G electronics, and a trailer. Many successful racing results in SF Bay. *Wicked* represents an excellent opportunity. Compare this boat to any other 36- to 37-ft race boat and you will not find anything comparable for the price. More info at (530) 308-5674 or (530) 583-5150 or john@jonescorda.com.



38-FT MORGAN 382, 1978. Alameda. \$45,000. *Skylark* sailed in the Bay and offshore for 25 years. She is set up for doublehanding. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. Please contact (650) 722-4546 or darlene@jscpm.com.



42-FT TATOOSH, 1981. Alameda. \$99,900. Price reduced! From 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 Seafront refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, 10-ft. Zodiac inflatable dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmins, 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. Ha-Ha ready! Call (415) 497-9079 or jonesail@aol.com.



37-FT DOG STAR 30, 1984. Port Angeles, WA. \$42,000/obo. Cutter-rigged, medium displacement (15,000 pounds), 30' LOD, 37'6" LOA. Old-growth fir over oak, teak decks, Honduran mahogany cabin, chart table, silicon bronze fasteners, all bronze fittings, exquisite workmanship throughout, Westerbeke 21hp diesel. Light use since built. New 2011: Garmin HD radar, Horizon VHF w/AIS, 8" Garmin chartplotter, GPS, SS standing rigging and lifelines. Hi Seas diesel heater. Designed 1930, built 1984. Maintained to a high standard. Contact (360) 452-3717 or (714) 313-9750 or danacordrey@gmail.com.



39-FT C&C 37/40XL, 1989. Port Huron, MI. \$100,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: www.flickr.com/photos/ccclver/. Call to discuss. (919) 656-8899 or sailingnc@gmail.com.



36-FT ISLANDER, 1978. Alameda. \$36,000. Great Bay/coastal cruiser. Major refit 2005/2012. Full batten main, roller furling, Force 10 propane stove, instruments, radar, hydraulic steering, Link 2000, new batteries 2014. Must see. Serious inquiries only. (630) 637-4383 or lindamc819@cebridge.net.



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.

37-FT SPARKMAN & STEPHENS. Classic 37, 1965. South Pacific. \$18,000. Amazing deal on fully outfitted head-turning fiberglass cruiser in paradise. Job opportunities/want of cash for home downpayment, means we're practically giving her away. See website for details at www.cadenceofthesea.com then contact us at cadenceseamail@gmail.com.



Get the Reliable, Powerful Wheel Pilot
Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption
831-687-0541 www.cptautopilot.com

Latitude 38 eBooks

FREE * AVAILABLE WORLDWIDE *
www.latitude38.com/ebooks.html

OFFSHORE PAGESMAKING INSTRUCTION IN THE PACIFIC & ATLANTIC
John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 622,000 miles and 77 years of experience.
www.mahina.com • (360) 378-6131

COMPLETE MARINE WOODWORK
Design / Restoration • Expert European Craftsmanship • Interior / Exterior
Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
Reasonable Rates • (415) 377-3770 • References Available



45-FT FASTNET, 1974. Portland, OR. \$49,000. Price reduced! Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.



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



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxvusa/4REqVVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.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.



47-FT GULFSTAR SAILMASTER, 1979. San Diego. \$175,000. Beautiful, safe and comfortable passagemaker. Perfect for Mexico w/6'4" headroom. 8 knot passages with ease. With her feathering Max-Prop, she hits 9-12 knots sail/surfing in complete control. Virtually everything on *Ohana* has been replaced or upgraded recently, with over \$350k invested: Cummins 155hp (686 hrs), genset, electronics, full LP paint, hatches and ports, custom stainless, electrical, plumbing, rigging, furling, sails, canvas, upholstery, mattresses, tender, more! Contact (281) 850-4477 or svohana@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://endlesssummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



47-FT VAGABOND, 1984. San Diego \$155,000. This Vagabond's latest upgrades: all new tankage, fuel, water, holding. Many previous upgrades. Over \$255,000 invested in purchase and upgrades over 12 years. If interested contact Len at: lwolsdorf@hotmail.com or (310) 357-9673.



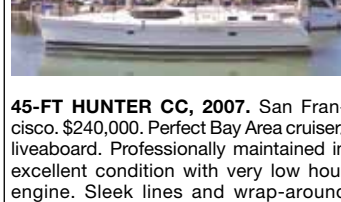
45-FT KANTER ATLANTIC, 1983. Trinidad. \$69,900. This turnkey, go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Meticulously maintained/updated. See website: <http://thissideupyacht.com>. Please contact (408) 431-4333 or (360) 431-3723 or laukkanen.liisa@gmail.com.



40-FT HUNTER, 1986. San Francisco. \$49,950. 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. Price reduced-best offer. More info and pics at <http://h40.techuity.com>. (650) 733-6090 or tcsmith00@gmail.com.



43-FT BENETEAU 423, 1987. South Beach, SF. \$119,950/obo. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or beneteauforsale@gmail.com.



45-FT 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 looks great, and provides 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 her very comfortable for 4+ people. See website for more information. www.gomaddex.com. Then contact (415) 416-0380 or (801) 673-4071 or billmaddex@gmail.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

41-FT MORGAN OI KETCH, 1972. Alameda, CA. \$29,000/obo. Sound vessel. Strong Perkins 4-108 large engine room. Needs cosmetics. Comfortable cruiser/liveaboard. LG aft cabin, vacaflush heads, shoal draft keel. Transferable liveaboard slip at Svendsen's Marine. More info at (510) 253-7780 or aireus01@hotmail.com.

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



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.



BOAT • LETTERING

alphaboatsue@aol.com + www.alphaboatgraphics.com
Creative and durable lettering and artwork for your boat

Going Somewhere?

Mexico ≈ Caribbean ≈ South Pacific

Stop by our office and take a bundle of *Latitude 38* magazines along with you. We promise you'll be a hero for sharing them with other cruisers!

Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200 • Open M-F 9-5

GOYER
MARINE LLC

CHAFE GUARDS

High Quality, Low-Priced, Effective.

Visit www.goyermarine.com Today!

Electronic Latitude

Just like the magazine but... online, three times a week, and totally different! Find it at www.latitude38.com!



46-FT KELLY PETERSON, 1985. Vuda Point, Fiji. \$198,000. Start sailing your dreams now! *The Rose* (hull #18) for sale in Fiji! 333 beautiful islands full of rainbows, waterfalls, magical diving, Fijian smiles and centrally located in the heart of South Pacific cruising and beyond. The boat is proven, well-fitted, in good shape and ready to continue hosting adventures. Currently in a cyclone safe pit at Vuda Point Marina. Easy access from the International Airport in Nadi. Major refit in 2010. Contact for details. (707) 291-4920 or pigans@comcast.net.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$269,950. Mint-condition. A beautiful one-owner deck salon where you can sit at anchor or sailing. Forward and aft cabins with queen berths in each with head and shower. 75hp Yanmar just serviced. Rigging inspector available. Newer batteries and solar. Cruising spinaker with Leisure Furl boom. Power winches. Hydronic heat. Raymarine 120 radar, chartplotter, autopilot, bow thruster. New canvas dodger with glass. Contact (408) 666-3261 or jerryfsaia@aol.com.



48-FT COLIN ARCHER, 1935. Astoria, Oregon. \$55,000/obo. Norway 48x17.5x8x65 overall. Heavily built and known for sea-keeping in heavy weather. Also good in light winds. Extensive rebuild. Well balanced with forged rigging. Very low-cost slip. Extraordinary. More information on website: www.colinarchergaffketch.com. Contact rtknier@gmail.com or (503) 741-5495



40-FT PYXIS, 1985. John Wayne Marina, Sequim, WA. \$135,000. Nauticat 40' cutter-rigged, motorsailer is ready to cruise. Most mechanical, electrical and electronic systems have been upgraded. Great cruising vessel, sleeps 6, 2 private cabins, 2 heads, ample storage, top loading refrigerator plus pilot house freezer support extended cruises. Fore and aft holding tanks for NDZ anchoring. Excellent sailing characteristics plus efficient 90hp motor for extended motor/sailing at 7.5 knots. One purchase option is "ready to cruise" to include all galley needs, numerous spares, many extras. (360) 457-5228 or cekramer@me.com.

42-FT PASSPORT, 1988. Portland, Oregon. \$146,500/ask. Proven passage maker. Very seaworthy, dry, comfortable. Moderate displacement, canoe stern, cutter rig. Magnificent teak interior with extraordinary storage. Lightly used, meticulously maintained, moored in freshwater last 10 years. More information at <http://gfdm.net/passport42forsale>.



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.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$250,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.



43-FT ROBERTS KETCH, 1989. Center cockpit. Morro Bay. \$60,000. Strong and seaworthy aft cabin ketch. In-mast furling w/new sails. Perkins 4-236, radar, A/P, GPS, 10kw genset and much more. Reasonable offers considered. Please contact (805) 674-0678 or CAPTJJ@charter.net.



41-FT BOUNTY II, 1958. Alameda. \$29,000. *Island Girl*. A 41-ft. Rhodes design all fiberglass, sloop-rigged sailboat, built by Coleman Plastics of Sausalito in 1958. Equipped for cruising. Perkins diesel. Aries vane. Lewmar 52 self-tailing winches. Contact rogercory@yahoo.com or (408) 926-8636.



40-FT LYLE HESS CUTTER TOOLING. \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the Bristol Channel Cutter 28. 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.



43-FT NAUTICAT, 1983. Redwood City. \$149,000. This Sparkman & Stephens ketch has under 50 hours on the Lehman Super 90 after an \$11,000 overhaul. Almost new Doyle mainsail in tri-radial cut laminate with Dutchman flaking system. All new upholstery including all berths. Teak decking changed to nonskid. New bronze thru-hulls and a full epoxy bottom job when I purchased her in 2006. Full upgrade to the AC electrical system at that time with new panels from Blue Seas, Victron inverter and charger and 1400 AH of AGM batteries. The usual beautiful all teak interior from the Finnish homeland. Two low maintenance Lavac manual heads fore and aft with separate holding tanks. Call (510) 846-7766 or (360) 798-9216 or contact kentylernz@yahoo.com.



49-FT CLASSIC KETCH, 1972. Victoria, BC. \$125,000 USD. *Kailda* by John Guzzwell. Carvel planked. Fir on oak. Sitka spruce spars. Teak decks. Proven ocean passagemaker. Comfortable liveaboard accommodations. New Simrad 4G radar, autopilot, chartplotter, sonar. Professional maintenance. Low engine hrs. New paint: cabin tops to keel. 7 sails. More. Please call (250) 516-7251 or (250) 580-5565.



48-FT BENETEAU FIRST 47.7, 2003. San Francisco, CA. \$225,000. 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. More info at www.sloopveronese.com. Contact (415) 637-6678 or (707) 781-7145 or sloopveronese@hotmail.com.



DOGIEVENTURE – A doggie daycare on the go!
Morning or afternoon sessions available in San Francisco
Training • Boarding
www.doggieventure.com • (415) 314-7541

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT
Perfect for beginners and those seeking to balance strenuous activity with gentle stretching, rest and recovery.
Small group classes Tues/Thurs and private sessions.
(415) 785-4530, www.bowyoga.com.

Best Guide to French Polynesia
Now out of print, but we imported last remaining copies from authors.
Aerial photos of many anchorage entrances; great chartlets.
"Guide to Navigation & Tourism in French Polynesia"
\$69 plus shipping. Email: frpolytraveler@yahoo.com

THIS COULD BE YOU...
Let the Classy Classified business ads work for you.
Submit online at:
www.latitude38.com



42-FT TAYANA CENTER COCKPIT. 1987. La Paz, Mexico. \$119,000. *Joss* has been continuously updated, cruised and maintained; she is ready to cross the oceans or cruise the coasts. Center cockpit design provides a large master stateroom with queen bed and separate shower and head. Forward V-berth with en suite head. Loads of storage! Many upgrades and spares. Wind generator, solar panels, watermaker, electric toilets. 750 amp hours AGM batteries. Call for complete inventory and pictures. (310) 489-4682 or cmikejones@hotmail.com.

51 FEET & OVER



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! Contact waxbrooke@yahoo.com.



68-FT DERECKTOR, 1971. Richmond, CA. \$199,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. Info at www.apolloduck.com/feature.phtml?id=267073. Contact (415) 663-8776 or lorcarossmann@gmail.com.

MULTIHULLS



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. Call (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



34-FT KANTOLA TRIMARAN, 1979. Newport Beach, CA. \$44,000. A rare Jay Kantola design - perfect for daysailing with up to 12 passengers (or more), family weekend cruising, liveaboard, or long distance cruising. Very handsome and beautifully built in the WEST system, this boat has been impeccably maintained throughout her lifetime. In like new condition - with not a drop of water in the bilges. In far better condition than the great majority of sailboats on the market, today. She has to be seen, to be believed. This is a top-of-the-line vessel. Beautifully conceived, designed, built, equipped, and maintained. Just bring your clothes, your music and provisions - and you are ready to sail - anywhere! Contact (949) 500-3440 or nb92663@hotmail.com.



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, 1998. Alameda. \$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 Cabosportsfrank@yahoo.com or (512) 750-5735.



31-FT CORSAIR 31 CENTER COCKPIT. 2001. Alameda Marina. \$89,000. Our beloved boat, *Joint Venture*, is seriously for sale. Work and age mean we have not used her much. She deserves a different owner. Rarely raced. Mostly cruised. Always dry-sailed. Very clean interior. More information on the website: http://randyd.users.sonic.net/Joint_Venture_for_Sale. Please call (408) 483-3627 or contact randyd@sonic.net.

CLASSIC BOATS



30-FT BIRD BOAT, 1924. San Francisco. \$9,500/obo. Classic SF Bird Boat, *Mavis* #4. Restored. 2 sets of sails including spinnaker, inboard Yanmar engine, marine radio, auto water pump, elegant interior. Please contact rob.ingalls@comcast.net or (415) 260-2224.

POWER & HOUSEBOATS



50-FT INTERNATIONAL OFFSHORE. Pilothouse, 1981. Sausalito. \$47,000. Now being shown by appointment. Spacious fiberglass motor yacht, excellent floorplan, 2 walkaround queens. W/D. walk-in engine rooms, Perkins diesels. 1200 hrs, generator. Quite livable but needs work. May consider some trades or help finance. Contact (415) 999-5626 or rogercperry@gmail.com

PARTNERSHIPS

BENETEAU 39 PARTNERSHIP. Sausalito Yacht Harbor. \$350/mo. Non-equity partnerships central Sausalito. Well maintained, fully equipped, very good condition. Full electronics, beautiful wood interior. Two cabin, two head, diesel. 1/8 time share. More info on website at: <http://marigotgroup.com/strider>. Please contact (415) 331-4900 or 383@marigotgroup.com.

NON-EQUITY PARTNERSHIP. SF Marina. \$275 a month. Cal 25 partnership available, well maintained, updated sails, all lines led aft to cockpit. Clean 8hp Johnson, stereo, new electric wiring. Marina Green slip with parking, easy access to awesome Bay sailing on the cheap! (415) 871-9552 or (415) 431-7600 or contact frankgilson@hotmail.com.



TARTAN 31 SAILBOAT PARTNERSHIP. Sausalito Yacht Harbor. Experienced sailors seek 1/3 non-equity LLC partnership. \$300 per month plus 1/3 maintenance expenses. Contact (510) 517-0753 or gharbison@gmail.com.

SHARE A DORY ON TOMALES BAY. I want to share a rare and pristine 16'-ft. Herreshoff "Carpenter" dory berthed at Nick's Cove on Tomales Bay. Immaculate condition, new paint and varnish stem to stern/inside and out this year by acclaimed boatwright Jeremy Fisher-Smith at Marshall. New sails, top of the line cover, 3hp motor that fits into well, all safety accessories. A statement piece, thing of beauty ready to enjoy and savor berthed at a private dock in one of the most beautiful settings in the world. Please contact bw@baycrossings.com.

40 FOOT SLIP IN SANTA CRUZ. \$-Negotiable. After 17 years on the list, I've just been offered a 40' slip in Santa Cruz Lower Harbor. Looking for a partner who has a well maintained sailboat between 30' and 42' and wants a slip here. I'm local, 51 years old with decent experience and willing to invest some time on maintenance. This is a rare opportunity. Email Mike if interested and for more info at coastline914@sbcglobal.net.

INTERNET FRAUD. Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you money via pay pal for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to return a certain amount to them for shipping costs. Then, much later, the bank informs you that the account was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: www.craigslist.com/about/scams.html Brave New World.



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

SAIL A 34-FT RACER-CRUISER. German-built, South Beach Harbor, next to AT&T Park. \$250/month. Docked near Pier 40. Dehler 34 (1986), tiller, great shape, secure parking. Annual maintenance \$1,000. Call/text Val: (650) 305-9344 or ValTaft@gmail.com.



36-FT CATALINA, 1986 SAUSALITO. \$12,000, 1/3 equity partner. Catalina partnership: seeking 1/3 full equity partner in successful Sausalito based 1986 Catalina 36. Weekly rotation and common trading has provided ample sailing for three of us. One third ownership for \$12,000. Normal monthly fees are currently \$250; upgrades are mutually agreed upon. Contact Jim. (510) 418-6807 or jpar7301@aol.com.



SOUTH OF THE BORDER



PLAN YOUR MEXICAN GETAWAY NOW. At the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call Doña de Mallorca (415) 269-5165.

PROFESSIONAL DELIVERY CAPTAINS. San Diego-based, USCG Master 100 GT. Sail and power. ASA-certified instructional deliveries. Pacific Mexico and Baja Bash specialists. More info: www.boatdeliverycaptain.org. Contact David at davidbrotherton@yahoo.com or (619) 913-7834.

CLUBS & MEMBERSHIPS

CLUB NAUTIQUE. Ultimate membership. Locations in Alameda and Sausalito, \$7,000. Top Membership for sale at \$2,000 discount. Learn to sail now - weather's perfect! All classes and seminars included for free, both sail and power. More info at (408) 712-5901 or tbensch@yahoo.com.

GEAR

ALUMINUM MAST. Santa Ynez. \$1,000/obo. 32-foot aluminum mast for a 28-ft. Columbia. Some hardware on it. Call for more info. (805) 264-3165 or (805) 245-2728.



UNUSED GENNAKER FOR SALE. Sausalito. \$1,500. This unused gennaker (with blocks, sheets and sock) was order-made for a Harmony 34, which is a fractional-rig boat. The sail was made by Maeda Sail in Japan, who used to make Doyle sail by OEM. The material weight seems to be 1.25 oz. Measurements are foot: 20-ft, luff: 43-ft and leech: 38-ft. Call (415) 992-2332 or atsushiy26@hotmail.com.

ACHILLES INFLATABLE LX290/LX96. Almost new. San Rafael. \$765. Used only 2-times, tough Hypalon-reinforced fabric construction. 4-person capacity. Max 8hp, air keel, self-locking wooden floorboards, fixed wood transom with protective motor clamp plate, self-bailer valve, full-length rubbing strake. Lifelines with hand loops, large non-corrosive check valves, fold-down locking oar system with 2-piece breakdown aluminum oars and oar tie-downs. Fixed wood rowing seat, high-volume foot pump, carry bag. Sells new for about \$1,600. Contact Bernard at (415) 472-2125.

PROPERTY SALE/RENT



MULTI-LEVEL FAMILY COMPOUND. Friday Harbor, WA. \$478,000. Gorgeous view, comfortable accommodation, accessory units can be rented out. Ten minutes from Port of Friday Harbor. Boaters' paradise! Contact Lue at sjvalleyview.com or (415) 695-4565. Info at: sjvalleyview.com.



HOME AND MOORING BUSINESS. For sale Taboga Island, Panama. \$395,000. Beautiful 3 bedroom, 4 bath home and thriving mooring business. 2400 sq. ft. Spectacular ocean views. Eight years in business. Pictures and info at <http://tabogahome.canbyours.com>. Contact (507) 6459-4576 or (507) 6442-5712 or tabogaislandmoorings@gmail.com.



FLOATING HOME LIVING. 2394 Mariner Square E-8 Alameda, CA. (Barnhill Marina). \$735,000. Move in Ready! 3 bedrooms /2.5 baths. Sweeping Jack London/Estuary views newly updated kitchen & bathrooms, family room, concrete hull. Please contact (925) 999-9739 or ND@NDmassa.com.

BERTHS & SLIPS

50-FT SLIP. Almost nonexistent anymore in the Bay Area - Emery Cove Marina. \$60,000. Slip G-22, near the end of G-dock. Downwind. Excellent location, close to the marina office, parking, showers, laundry, etc. The slip is 50' x 15'. Cheaper than renting, and with the added plus of tax benefits. If you are buying as an investment, these slips are always in demand for renters. (650) 387-4110 or kevinmmcphoe@gmail.com.

BOAT DOCK FOR RENT. Point Richmond, Brickyard Cove. \$375 per month. Dock space at private waterfront home, up to 45' boat, keel draft to 8 feet, water and power. Quiet sheltered location, easy access to Bay, street parking. Call (510) 672-4904.

50 FOOT SLIP. Pier 39, Slip J6. \$24,000/obo. Unobstructed views of the Golden Gate Bridge and Coit Tower. Discounted parking at Pier 39 parking garage. Please contact jvandyke100@yahoo.com or (650) 520-4607.

CREW

SAIL BAJA HA-HA. Aboard 49-ft performance catamaran *Sea Level*. All inclusive. One double en suite and one shared en suite double. After Cabo back up to Bahia de Magdalena for exploratory trip up inland waterway. Surfing and fishing. Late November Cabo to P.V. Join us on any leg. Average \$150 per person, per day. Contact jimmilski@yahoo.com or (619) 734-6422.



OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 584,000 miles and 73 years experience. Complete info at www.mahina.com. Call (360) 378-6131.

TRYING TO LOCATE

DAWN TREADER. Trying to reconnect with new owner of Ericson 36c *Dawn Treader*. Please call (707) 637-3140 or contact me at trevor-steel@hotmail.com.

JOBS WANTED

PART-TIME CAPTAIN. USCG Master 50 GT with tow, looking for interesting part-time work on the water in Bay Area. Retired successful businessman, mid-50s, with great people skills. Contact Michael Long at michael@longfinancial.net or (707) 483-0191.

JOB OPPORTUNITIES



TECHNICAL CUSTOMER SERVICE. Agent wanted. Alameda, CA. Svendsen's Marine Distributing, a Northern California leader in the distribution of marine products, is seeking a F/T Technical Customer Service Agent. Responsibilities include: taking phone orders, support will-call counter and call center with technical advice, assist in new product review and support Purchasing Dept with stock replenishment. Qualifications: Should have experience in the boating industry and knowledge with marine parts. Proficient with PC, Excel and Word, ability to work in a fast-paced environment, organized and able to multitask. This is a F/T position, requiring attendance M-F 8:00 am to 5:00pm. Visit our website for more information: www.svendsens.com or contact Michael Tosse via email at distributing@svendsens.com.

COMPLETE BOAT SERVICE. Technician skills needed are diagnostic. Repair skills for mainly Beneteau and Lagoon sailboats and Beneteau powerboats. Good working environment and steady hours, a full-time position. Call (415) 690-9923 or email resume to deb@passageyachts.com.

CAPTAINS. Sailing Instructors and crew. San Francisco Bay Area. Spinnaker Sailing and Rendezvous Charters. P/T or F/T, midweek and weekend shifts available. Building sea time? We offer top pay in SF Bay for qualified sailing professionals. Great People = Great Job. More information at www.spinnaker-sailing.com and www.rendezvouscharters.com. Resume: spinnaker.sailing@yahoo.com

QUANTUM SAILS SAN FRANCISCO. San Francisco. Seeking experienced sailmakers and managers. Outstanding pay, and an outstanding work environment. Call or email Charlie for an interview. (410) 268-1161 or csaville@quantumsails.com.



A Sailor's Consignment Chandlery

NEW & USED BOAT GEAR

Open Tues.-Sat. 10 to 5 p.m.

Conveniently located at Grand Marina

(510) 769-4858

www.bluepelicanmarine.com



EXPERIENCED YACHT BROKER. Rubicon Yachts is seeking a professional Yacht Broker to manage its San Rafael, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA a plus. Contact owner/broker Mark Miner at mark@rubiconyachts.com.

LICENSED CAPTAINS WANTED. With towing endorsement for Vessel Assist on the San Francisco Bay and Delta. Preferred if you live on SF waterfront or Bethel Island. Contact (925) 382-4422 or Philipdelano@gmail.com. More info online: www.vesselassistsfrancisco.com.

INVERNESS YACHT CLUB IS HIRING. Inverness, CA. The Inverness Yacht Club is hiring until October 15, 2015, for Instructor positions for 2016 Youth Sailing Camp! All necessary information for applying is on the website. Please direct questions to Jennifer Livingston. www.invernessyachtclub.org/youth.html or lycyouthsailing@gmail.com.



**SVENDSEN'S
MARINE**

SEEKING PROJECT MANAGER. Alameda. Svendsen's Boat Works, a Northern California leader in full service boat repair and maintenance, is seeking a full-time Project Manager. Responsibilities Include: Identify necessary maintenance and repair work; establish an estimate of job cost, Maintain open communication with customers to ensure they are informed of job progress and costs, Ensure compliance with all applicable safety standards and environmental regulations. Qualifications: Applicant must have hands-on experience in the boating industry and knowledge with marine parts. Have 5-10 years of experience in a management position. This is a full-time position, requiring attendance M-F 8:00am to 5:00pm. Contact Carston Grasvik or Hart Jordan at boatyard@svendsens.com or hart@svendsens.com. For more information about this company, visit our website: www.svendsens.com.



Mathiesen Marine

For all of your electronics and electrical needs



Last Chance this Year for Lowest
Prices & Rebates during our

BOO! HALLOWEEN SALES EVENT

Friday, Saturday & Sunday
October 30th, 31st & November 1st

Enjoy savings & treats...no tricks!

Emery Cove Yacht Harbor Showroom
3300 Powell Street, Emeryville, CA
Tuesday - Saturday 9:00 a.m. - 5:00 p.m.

510.350.6622 www.MathiesenMarine.com

NO RACERS = NO RACE

Promote your event, club or fleet
in the comprehensive* 2016

Latitude 38

Northern California Race Calendar



DEADLINE:
November 4

DISTRIBUTION:
December 30

**2016
RACING STARTS:**
January 2

To promote your 2016 events, call

(415) 383-8200

John Arndt x108
john@latitude38.com

Mike Zwiebach x107
mikez@latitude38.com

**If you're not in it, it's not comprehensive!*

JUST YOU AND THE SEA...

Punta Mita Beachfront Condos

Call now for reservations!

(415) 269-5165

www.puntamitabeachfrontcondos.com

CRUISING YACHTS!

Need Power? We Can Help.



PACKAGE DEALS!

Sales and Installation

- HO Alternators & Pulley Kits
- Wind Generators
- Solar Charging Systems
- Watermakers

**FIRST WATCH MARINE
(619) 916-1730**

www.sandiego.marinesmartenergy.com



1,000 Used Sails
Listed at
minneysyachtsurplus.com

**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS

**1500 Newport Bl., Costa Mesa, CA
949-548-4192 • minneys@aol.com**

"We keep boating affordable!"

BAY MARINE DIESEL

*Marine Inboard Diesel Repair
Surveys • Personalized Instruction*

Cummins | Ford/Lehman | Hino | Perkins
Universal | Westerbeke | Yanmar



**Marty Chin, Owner – (510) 435-8870
Email: Baymarinediesel@comcast.net**



MARINE BATTERIES

LIFELINE
...the heart of your system®

Available at the following local marine
chandlers and service distributors:



ALAMEDA
The Boatyard at Grand Marina
Star Marine
Svendsen's Chandlery

BENICIA
Cruising Seas Services

BETHEL ISLAND
Marine Emporium

DISCOVERY BAY
Energy Technology Systems


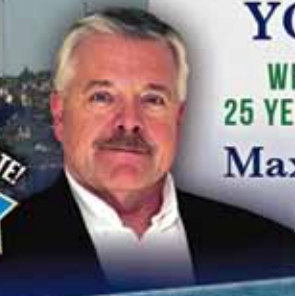
EMERYVILLE
Mathiesen Marine

MARTINEZ
Martinez Bait & Tackle

OAKLAND
Outboard Motor Shop

RICHMOND
Swedish Marine
Bay Marine
KKMI

AMERICAN BATTERY • Hayward, CA • (510) 259-1150

WE WANT YOUR BOAT LOAN

WEST COAST REPRESENTATIVE WITH 25 YEARS OF MARINE LENDING EXPERIENCE

Max Salvater 888-898-2476
max@boatbankerusa.com

HIT THE WATER WITH A GREAT RATE!
AS LOW AS!
2.70% APR

Visit us at www.boatbanker.com

STERLING ASSOCIATES 25 YEARS OF SERVICE

f t

NEW AND USED SAILS!

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top Quality.

All Fully Guaranteed!

- Full Batten Mains
- Furling Genoas
- Storm Jibs
- Trysails
- Furling Units
- Custom Canvas
- Used Sails

FAST SHIPPING!

THE SAIL WAREHOUSE

THE SAIL WAREHOUSE

Ph. (831) 646-5346 www.thesailwarehouse.com

VOLVO PENTA

ENGINES • PARTS • SERVICE

1-800-326-5135

We Ship Anywhere

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

HELMUT'S

MARINE SERVICE INC

AUTHORIZED POWER CENTER

deWitt

OCTOBER 7 & 8

A new screening created by "Life on the Water" will be held at the Bay Model and Jim DeWitt will also have a small Art Exhibit of his newer pieces to see.

SEE YOU THERE!

Bay Sailing!

Please visit www.lifeonthewater.us for more information

DeWitt Art Gallery & Framing • (510) 236-1401 • pam@jimdewitt.com

Online Stores: www.jimdewitt.com • www.DeWittAmericasCupArt.com





Deep Water Dock Home with direct access to the Bay located in Alameda. Owners berthed a Wauquiez Pretorien 35 right in their own backyard. Home features 3 bedrooms, 1.5 baths, pegged hardwood floors, low maintenance terraced gardens. Detached workshop and Cabana great for entertaining with water views! Sales price upon request.

For more information go to: www.hbrinfo.com

Denise Garvine, Realtor • CalBRAE # 01109060
510-908-9009



Escape to the Delta **To Your 2-Acre Waterfront Estate** 16909 Terminous Road, Isleton



Perfect for family. This lovely home has awesome views from almost every window in the house, Mt. Diablo, the Georgiana Slough and the beautiful country side surrounding the home. Sit on the

expansive deck and watch as the sun goes down and the water takes on many different shades of color. Bath in the heart shaped jetted tub on the upper floor looking out the bay window to the water below.

Rebecca Cabral
Century 21 M&M and Associates
707-249-4479 • rc1942@aol.com

ADVERTISERS' INDEX

AB Marine 6	Breakwater Cove Marina 101	Emeryville Marina 81	Helmut's Marine Service 140	Makela Boatworks 101
American Battery 139	Brisbane Marina 55	Equipment Parts Sales 128	Heritage Yacht Sales 142	Marchal Sailmakers..... 129
American Marine Training Centers 38	Boom, Chris Insurance 51	Farallon Electronics 53	Hogin Sails 44	Marina Bay Yacht Harbor 60
Aqua Marine 127	City Yachts 7	Farallone Yacht Sales 11	Hood Sails 9	Marina Cortez..... 59
BVI Yacht Charters 112	Club Nautique 18	First Watch Marine 139	Hydrovane 125	Marina de La Paz 127
Baja Ha-Ha Beach Party 126	Conch Charters 113	Flipper, The 61	Iverson's Design 44	Marina El Cid..... 51
Baja Ha-Ha Sponsors 85-87	Cover Craft 40	FlopStopper..... 42	JK3 Nautical Enterprises 17	Marina Mazatlan..... 43
Baja Yacht Services 36	Coyote Point Marina 59	Flying Cloud Yachts 143	KKMI - Brokerage 145	Marina Palmira..... 41
Bay Marine Boatworks 33	Cruising Yachts 57	Fortman Marina 34	KKMI - Boatyard 148	Marina Riviera Nayarit 28
Bay Marine Diesel..... 139	Defender Industries..... 60	Gentry's Kona Marina 128	Kissinger Canvas 48	Marina Vallarta 56
Blue Pelican 138	DeWitt Studio 140	Gianola Canvas Products..... 125	Leukemia Cup..... 51	Marine Lube 129
Blue Water Yacht Insurance 128	Dinghy Doctor, The..... 8	Grand Marina 2	List Marine Enterprises 46	Marine Outboard Company..... 14
BoatU.S. 97	Downwind Marine 39	Hansen Rigging 38	Loch Lomond Marina 27	Mariners General Insurance 49
Boat Yard at Grand Marina, The 29	Doyle Sails 35	Harbor Bay Realty 141	Mack Sails 59	Maritime Institute..... 50
Boy Scouts - San Diego 144	Dr. LED 55	Harbor Island West Marina 61	Made in America Foundation..... 45	Marotta Yachts..... 146
	Duffy Boats..... 101	Helms Yacht & Ship Brokers 26	Maine Cats 113	Mathiesen Marine 138
	Easom Racing & Rigging 80			
	Emery Cove Yacht Harbor 45			

CONTINUED ➤



**DEALERS
FOR CATALINA
AND HUNTER
SAILBOATS**

Long Beach-Naples
Newport Beach
San Diego
San Pedro
Wilmington

866-569-2248
877-389-2248
760-402-3868
310-549-2248
310-547-8007

www.heritageyachts.com



NEWPORT
62' Nautical Ketch, '85 \$179,500



LONG BEACH
47' Beneteau 473, '05 \$219,000



NEWPORT
44' Hardin Voyager, '79 \$91,750



NEWPORT
44' Stamas PH, '84 \$119,000



LONG BEACH
44' Lapworth, '62 \$49,900



WILMINGTON
41' Beneteau 411, '00 \$129,000



WILMINGTON
40' Peterson, '79 \$32,900



LONG BEACH
40' Norseman, '86 \$99,900



NEWPORT
40' Valiant, '75 \$85,000



SAN PEDRO
36' Catalina, '85 \$46,000



SAN DIEGO
33' Hunter, '10 \$95,000



SAN DIEGO
30' Newport, '76 \$12,500

ADVERTISERS' INDEX – cont'd

McDermott Costa Insurance.....58	Pacific Cup Yacht Club.....23	Sail Warehouse, The .. 140	Stem to Stern.....54	Vallejo Marina..... 113
Minney's Yacht Surplus..... 139	Pacific Offshore Rigging.....49	Sailrite Kits.....31	Sterling Associates..... 140	Ventura Harbor Boatyard..... 113
Modern Sailing School & Club.....55	Pacific Yacht Imports..... 12	Sal's Inflatable Services.....81	Svendsen's Boat Works..... 19	weatherguy.com..... 128
Napa Valley Marina.....54	Paradise Village.....37	San Francisco Boat Works.....100	Svendsen's Marine.....24	West Marine.....16
New England Ropes.....93	Passage Nautical.....5	San Francisco Sailing Company.....52	Swedish Marine.....53	Westwind Precision Details.....8
New Era Yachts..... 143	Peterson Power.....45	Satellite Phone Store..... 15	TMM Yacht Charters...112	Whale Point Marine Supply.....30
New Found Metals.....58	Pineapple Sails.....3	Scanmar International...42	ThunderStruck Motors...47	Whiting & Wedlock Marine Surveyors....101
Norpac Yachts..... 147	Predict Wind.....101	Schaefel Marine.....46	Trident Funding..... 4	Wichard Sparcraft, Inc. 10
North Sails.....25	Punta Mita Beachfront Condos..... 139	Schoonmaker Point Marina.....20	Twin Rivers Marine Insurance.....40	Yachtfinders/Windseakers.....8
OP Products/Sniff 'n' Stop.....52	Quantum Pacific.....53	Seashine.....57	Ultra Marine West/Quickline.....47	
Opequimar Marine Center.....61	Raiatea Carenage Services..... 129	Seatech..... 129		
Outboard Motor Shop.....57	Real Estate, Rebecca Cabral..... 141	Sequoia Yacht Club.....50		
Owl Harbor Marina.....93	Richardson Bay Marina.....56	Skabenga Lures.....48		
Oyster Cove Marina.....47	Rubicon Yachts.....21	South Beach Harbor.....32		
Pacific Crest Canvas.....22	Sail California..... 13	Spectra Watermakers..... 124		
		Starbuck Canvas.....49		

Remember to tell 'em
Latitude
sent you





Flying Cloud Yachts



6400 Marina Drive
Long Beach, CA 90803

Sail • BROKERS • Power
www.flyingcloudyachts.net
flyingcloud@verizon.net

Phone (562) 594-9716
Fax (562) 594-0710



60' TPI SUNDEER, '95 \$399,000 \$350,000



48' CAMBRIA, '89 \$280,000 \$260,000



40' AMERICAN MARINE, '61 \$349,000



39' LANCER MOTORSAILER, '81 \$59,000



39' CAL, '79 \$59,500 \$49,900



38' ERICSON, '84 \$55,000



37' PACIFIC SEACRAFT, '83 \$89,000



37' O'DAY CC, '79 \$39,000



36' CABOT CUTTER, '77 \$45,500 \$39,500



36' CUSTOM CUTTER, '80 \$79,000 \$74,950



36' CATALINA MK II, '03 \$132,000



32' PDQ CATAMARAN, '00 \$129,900

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.net



54' HUNTER, '82
\$57,000



46' PH CUTTER, '84
\$119,000



38' CABO RICO, '86
\$69,900



38' HANS CHRISTIAN 38T, '87
\$91,500



37' BENETEAU 375, '85
\$39,000



44' LANCER, '80
\$75,000



45' CORONADO, '74
\$49,500



35' C&C SLOOP, '84
\$29,900



33' HUNTER, '05
\$72,500



CSY 37, '79
\$32,500



37' HUNTER CHERUBINI, '82
\$32,500



28' BRISTOL CHANNEL CUTTER
\$74,000



2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
sales@newerayachts.com • newerayachts@sbcglobal.net
(510) 523-5988 • www.newerayachts.com

Not using your boat anymore? Boat costing you money?

YOUR BOAT CAN MAKE AN IMPACT FOR OUR LOCAL SCOUTS.



With more than 100 years of experience, Scouting has equipped leaders to weather the storms of life. In the open-air classrooms of lakes, meadows, beaches and mountaintops, the timeless values of character, citizenship, duty to God and country are taught.

"I do what I do for Scouting knowing from experience just how much Scouting instructs and guides our young men. One such young man, my son Ben, saved my life using the leadership and life-saving skills he learned in the Boy Scouts of America."
-John Silverwood



BOY SCOUTS OF AMERICA
SAN DIEGO-IMPERIAL COUNCIL

Call for more information
619-298-6121

The Boy Scouts of America...Making a difference in the lives of young men for more than 100 years.



For more information on these listings,
please contact Ken Keefe at KKMI.
(415) 332-5564 • ken@kkmi.com



Operating under the marquee of Nautor's Swan USA West, KKMI is one of most successful agents for Nautor Swan. For nearly 40 years Nautor Swan has built the world's finest sailing yachts. Long noted for uncompromising quality, integrity of construction, and elegance of design, Nautor Swan remains in a league with few rivals.



Swan 461 (2006) *Lohengrin* is a low use, single-owner boat set up for easy short handed sailing. Berthing is made simple with a retractable bow thruster. Carbon fiber mast, no running backstays needed. Twin steering wheels, large comfortable cockpit with electric winches. Located in Sausalito, asking \$625,000.



Swan 59 (1984) *Rattler* has just completed a major refit with new teak decks, new engine, generator, winches and rigging. She is a classic rare design with a sea kindly hull shape. The shallow draft / centerboard make her perfect for cruising. She is 100% ready to go! Located in Oahu, HI asking \$494,000.



NEW Swan 54 Nautor Swan has just announced the plan for this new boat. She will be easy and fun to sail. It will have an alternate keel option with a draft of 4.6ft. Please contact Ken Keefe for details.



Swan 66 (2008) *Toucan* was built as a world cruiser. She is a modern design, high volume boat that is set up for shorthanded sailing. She is lying in Newport, RI and ready for her next adventure.



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com



46' KELSALL CATAMARAN, 2008 Easy to handle long-distance cruiser, bristol in and out. Twin Volvo diesels, Northern Lights genset, full electronics, lying in Sausalito YH. **\$324,000**

See at: www.marottayachts.com



60' STEPHENS HOUSEBOAT, 1966
Immaculate and spacious custom yacht.
Lying in a potentially live-aboard slip. **\$299,000**

See at: www.marottayachts.com



50' BREWER-DESIGNED KETCH, 1989 Bullet proof, steel-hulled, cutter-rigged, full keel with cut away forefoot and skeg hung rudder, 5kW Northern Lights genset. **\$179,000**

See at: www.marottayachts.com



47' VALIANT CUTTER, 1982/2012 Never cruised, but over \$250,000 spent over the last three years getting her READY! Repowered, rewired, rerigged, new electronics, etc. **\$179,000**

See at: www.marottayachts.com



42' X-YACHTS X-412 SLOOP 1998 Very clean example of this beautiful Danish performance cruiser. LeisureFurl mainsail, electric winches, teak decks. **\$140,000**

See at: www.marottayachts.com



25' RANGER TUG R-25, 2012 Late model Ranger Tug that shows practically as new. All amenities of a 40-foot trawler in a 29-foot boat – that's TRAILERABLE! **\$140,000**

See at: www.marottayachts.com



36' HUNTER, 2009 Low-time beauty that shows AS-NEW, inside and out. Plus competitively priced and lying potentially transferable Sausalito YH slip. **\$124,500**

See at: www.marottayachts.com



41' KIRIE FEELING SLOOP, 1996 Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. *Starfinder* is a great example of a great design. **\$114,000**

See at: www.marottayachts.com



41' ISLANDER FREEPORT, 1978 One of the best all-around cruising designs at anywhere near \$100k. One of the cleanest we've seen in quite some time. Potentially transferable slip. **\$89,000**

See at: www.marottayachts.com



35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$49,000**

See at: www.marottayachts.com



36' ISLANDER SLOOP, 1979 Only three owners since new. Very clean inside and out with all new electronics. Potentially transferable Sausalito YH slip. **\$44,900**

See at: www.marottayachts.com



36' ISLANDER FREEPORT, 1979
Repowered in 2002, and this is the preferred Plan B layout with Pullman berth! **\$39,000**

See at: www.marottayachts.com



31' PEARSON, 1989
Very clean example of a Pearson classic, with potentially transferable Sausalito Yacht Harbor slip. **\$36,000**

See at: www.marottayachts.com



30' HUNTER LEGEND, 1990
Very clean boat! New sails, rigging and interior. **\$29,000**

See at: www.marottayachts.com



18' ROTH-BILT CENTER CONSOLE RUNABOUT, 1999
Charming downeast-style runabout, hand-built in Mattapoisett, MA and a rare find in CA! Flag Blue awlgripped hull. **\$18,900**

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

**LIST YOUR
BOAT HERE!
THIS IS STILL
THE BEST
SEASON FOR
SELLING!**



42' COLVIN GAZELLE Bluewater gaff-rigged cruising Ketch. Strong, powerful, seakindly. Great cruiser and liveboard. Good sail suit & extras, spinnaker, lazy-jacks, Edson wheel, depth, VHF, 10Gpa Corten STEEL, diesel w/variable Prop. Chg/Inverter, CQR & chain, MORE. Asking **\$42,350**



43' KHA SHING
Trawler
Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep-mounted dinghy and outboard, MORE. Asking **\$89,950**



36' ISLANDER Sloop. Pretty much the most popular sailboat ever designed & this is a very nice one. Diesel, roller furler, dodger, self-tailers, 2-course lifelines w/pulpits. Beautiful tropical hardwood interior appointments, cruise equipped and MORE! A great value! Asking **\$37,500**



31' D... Seaworthy & comfortable Hawaii & ... powered w/new diesel, wheel steering, lazy jacks w/zipper top sail bag. Just hauled & bottom done, new instruments, RF, lines led aft, new motor mounts & drive train just trued & aligned. MORE! Asking **\$19,950**



65' STEEL Ketch Go anywhere bluewater cruiser. Pilothouse & outside helms, Cummins 150 hp diesel. Built to go to sea & stay there. S30k upgrades reported just completed. Full galley, 2 heads w/showers, radar, GPS, SSB, washer/dryer, 3 strms & MORE! Asking **\$185,000**



30' N... ... starter boat v. capable & lovingly up... great Gary Mull design. You can have a lot of fun with this one! Good dsl, dodger, Bimini/full cockpit enclosure, wheel, Garmin plotter, +. **\$14,950/offers**



36' HUNTER VISION. Maintained immaculately. Comfortable, roomy & sunny down below & uncluttered on deck. ST winches, all lines led aft. Dodger, thru-transom boarding gate, low hours on dsl engine, wheel steering on pedestal, radar, GPS/plotter, A/P, full galley & MORE! Asking **\$69,950**



30' HUNTER 30T. Clean and fresh! Family and cruising boat! Dodger, Roller Furl, sleeps 7, big galley, Yanmar diesel, wheel, self-tailers, all lines led aft for short-handed sailing, wing keel/shoal-draft, stereo, VHF, lrg. dbl stateroom aft, microwave, stove, swim step w/ladder & thru-transom gate, Ready to go! Asking **\$29,950**



37' PEARSON Sloop. Outstanding performance cruiser. Diesel, furling, wheel, dodger, full galley, shower, spinnaker and good sail inventory. Near new inflatable and outboard, autopilot, vang, adjustable backstay, dual course lifelines with bow and stern pulpits. Comfort, seaworthiness and MORE! Asking **\$45,500**



31' HUNTER Sloop. Super clean & well maintained. Yanmar diesel, wheel steering, roller furling, lazy jacks, dodger, bimini, dbl course lifelines w/pulpits, GPS, TV/DVD, CD-radio sound system, depth, VHF, range w/oven, H&C pressure water, +MORE! Asking **\$23,500**



35' CHEOY LEE Trawler Sedan w/flybridge, bow thruster, Lehman-Ford diesel, H&C pressure water, 8kw Onan, inverter, 1,200 mile range, radar, full galley, dinghy davits, ship's table, stereo, GPS/plotter, autopilot, fiberglass, dual helms & MORE! Asking **\$37,950**



37' STEEL Sloop: Frans Mass "SABRINA" design built by Holland's Strandfast Shipyard. Exquisite provenance, world-class bluewater cruiser. Complete overhaul/refit & just back from tropics reported: ready to go again. Yanmar dsl, furling, Lazy Jacks, Stackpack, MORE. Asking **\$44,000**



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**



31' MARINER Ketch. Stout hand lay-up glass classic extensively restored/refit to be better than new! Dsl, dodger, wheel, dbl-course lifelines w/pulpits, Monitor vane, full solar charging, furling, full boat cover, radar, +++. Full galley, cabin heater, full keel w/cutaway, MORE! Asking **\$32,500**



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



47 SCHOONER w/PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, port-side pivt strm, full galley, encl. head & shower, radar & full electronics, ship's table, salon, MORE! Estate boat. Some def. maint. Very salty & beautiful. Great opportunity. Only **\$39,950**



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**



42' SEA RAY 420 SUNDANCER Twin Cat 3208 TA diesels, full canvas, roomy, comfortable, fast and fun. Stereo, 2 dbl strms, sleeps 6, 8 KW genset, transom door, swim plat., trim tabs, full galley, encl. head & shower, Furuno radar, GPS/plot, depth, VHF, AP, windlass, MORE! Asking **\$59,950**



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**



57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveboard. Just hauled & much upgrading/refit completed. 2 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, +. Asking **\$79,900**



30' ALBIN BALLAD. Most popular sailboat of her size ever built in Scandinavia. Good inventory, recent major refit, Yanmar dsl with 220hrs. boom vang, backstay adj, roller furl, new batt's, solar chg/cntrl, stereo, plotter, radar, depth, autopilot AND windvane, VHF/GPS/AIS. Ask **\$19,950**



48' GOLDEN WAVE Sloop. Beautiful Britton Chance design offshore performance cruiser built by Cheoy Lee to compete w/Swan-Nautac yachts. Nice cond. Fast, seaworthy, roomy & comfortable w/full elect, +. Asking **\$112,000**

PLEASE SEE www.norpacyachts.com
and/or www.yachtworld.com/norpacyachts
for MORE BOATS

CALL (510) 232-7200 OR
TOLL FREE (877) 444-5087
OR CALL GLENN DIRECTLY AT
(415) 637-1181
FOR APPOINTMENTS & INFORMATION



Get Ready for El Niño!

**BAY AREA'S HEADQUARTERS
FOR TOPSIDE PAINTING,
DECK REPLACEMENT
& MUCH MORE**

*"The crew that I interacted with were friendly, communicative, and efficient."
Christo Vandevent
Catalina 30*

Reserve Your Space Now

If the weather forecasts are correct we're going to have a wet winter, which means getting work done on your boat could become a challenge. In fact, you would be well advised to plan in advance and schedule your work where it can be done, rain or shine.

KKMI offers more indoor work space than any other service or repair facility in Northern California. Not only does KKMI's covered work space provide the necessary protection for our environment and from the elements, but it allows us to be far more efficient than any other boatyard.

Call us about your project. KKMI's talented craftsman can enhance the value of your vessel at an ultra-competitive price.

PT. RICHMOND (510) 235-5564

SAUSALITO (415) 332-5564

www.kkmi.com