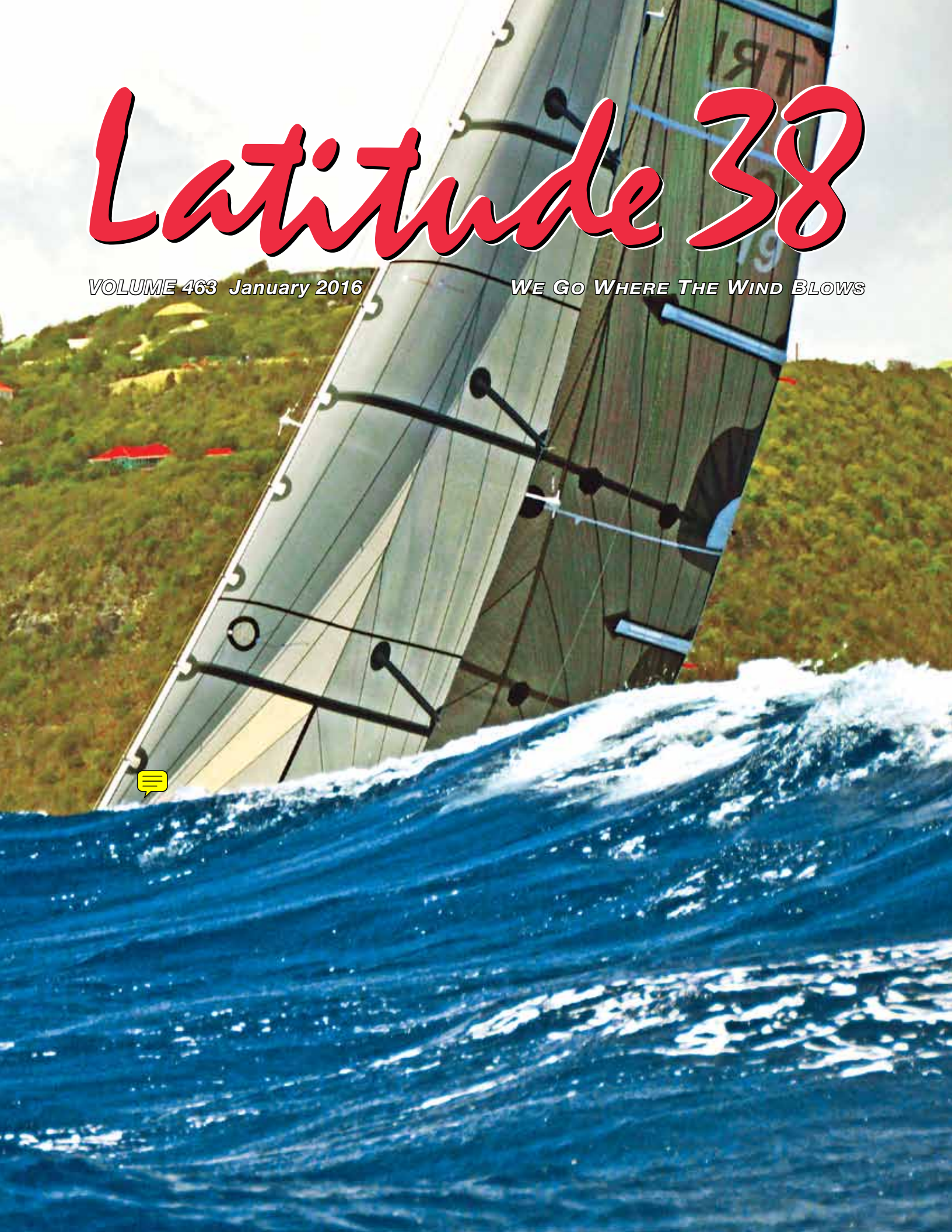


Latitude 38

VOLUME 463 January 2016

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Cover: Racing in the breezy, swelly Caribbean in winter, where the warmth of nature and the chill of synthetic technology intersect.

Photo: *Latitude* / Richard

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



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- January 6: Wednesday evening 7p.m.
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- January 15-18: San Francisco Boat Show at McCovey Cove
- January 21: Passage Nautical is sponsoring Wallace J. Nichols, Ph.D., who will be talking about his book *Blue Mind: The Surprising Science That Shows How Being Near, In, On, or Under Water Can Make You Happier, Healthier, More Connected, and Better at What You Do.*
- January 23: Sailing Demos Open House, Jack London Sq.
- January 20 & 27: Back by Popular Demand and Sellout Seating: How I Cruised My Beneteau from San Francisco to Norway: A must attend for anyone planning to cruise or wants to know what it takes to plan a cruise and living a cruising lifestyle.

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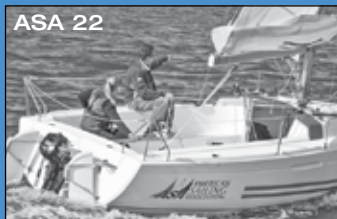
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Dec. 30-Feb. 15 — The tall ship *Lady Washington* is in San Diego through 1/4; Long Beach, 1/6-1/13; Ventura 1/16-2/8; and Oxnard 2/10-2/15. The tall ship *Hawaiian Chieftain* is in San Diego through 1/4; Oceanside, 1/6-1/12; Ventura 1/16-2/8; and Oxnard 2/10-2/15. Info, (800) 200-5239 or www.historicalseaport.org.

Jan. 2 — Chantey Sing aboard the ferryboat *Eureka*, Hyde Street Pier, San Francisco, 8 p.m.-midnight. Bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

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

Jan. 3, Feb. 7 — Maritime Crafts for Kids, Hyde Street Pier entrance, San Francisco, 1-2 p.m. For kids ages 5-10. Free. Info, (415) 447-5000 or www.nps.gov/safr.

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

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

Jan. 6, 27 — Can I Really Cruise My Beneteau from San Francisco to Norway? Passage Nautical, Jack London Square, Oakland, 7-10 p.m. Presented by Judy & Torben Benstnes. Info, www.passagenautical.com/events or (510) 236-2633.

Jan. 6-27 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Jan. 10 — Open House & Dock Walks, Brickyard Cove Marina, Point Richmond, 10 a.m.-4 p.m. Info, (510) 236-1933 or info@bycmarina.com.

Jan. 13 — Singlehanded TransPac Seminar: Emergency Rudders & Other Mechanics, Oakland YC Regatta Room, 7:30 p.m. Everyone welcome; free. SSS, www.sfbaysss.org.

Jan. 13-17 — Portland Boat Show, Portland Expo Center. \$10; kids under 13 free. Info, www.otshows.com/pbs.

Jan. 14 — Club Nautique's Winter Seminar Series kicks off with author Sally-Christine Rodgers on *Convergence: A Voyage Through French Polynesia*, Sausalito, 6:30-8:30 p.m. Members free; non-members \$20, including appetizers and beverages. RSVP required, (415) 332-8001.

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

Jan. 15-18 — Progressive Insurance San Francisco Boat Show, Pier 48 & McCovey Cove. Info, www.sfboatshow.com.

Jan. 16 — Alan Olson will show scenes from the new film *We Built a Ship* at Berkeley YC, 7 p.m. \$15 includes dinner. Info, www.berkeleyyc.org.

Jan. 21 — Wallace J. Nichols speaks about *Blue Mind*, Corinthian YC, Tiburon. Info/RSVP, (415) 435-4771.

Jan. 21-24 — San Diego Sunroad Marina Boat Show. Adults \$12; cash only. Info, www.bigbayboatshow.com.

Jan. 23 — Watermakers Seminar, Richmond YC, 10 a.m. Presented by Bill Edinger. Free. Info, www.pacificcup.org.

Jan. 23 — Pacific Offshore Academy #3, Richmond YC, 1 p.m. \$30. Social event follows. Info, www.pacificcup.org.

Jan. 23 — Full moon on a Saturday.

Jan. 23-24 — Monterey Whalefest, Old Fisherman's Wharf, 10 a.m.-5 p.m. Info, www.montereywharf.com.

Jan. 28 — Marine surveyor Randy Sharp presents Electrical Systems on Boats at Club Nautique, Alameda, 6:30-8:30 p.m. Members free; non-members \$20, including appetizers

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- 37.5' Catalina 375, 2010 **SOLD**
- 36' Catalina 36, 1989 **NEW LISTING** 42,500
- 36' Catalina 36, 2000 91,900
- 32' Catalina 320, 1988 **NEW LISTING** 58,000

- 31' Catalina 310, 2005 **NEW LISTING** 74,500
- 30' Catalina 30, 1982 **SOLD**

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- 43' Dufour/GibSea 43, 2003 **REDUCED** 129,000
- 43' C&C CUSTOM, 1973 225,000
- 41' C&C, 1988 109,000
- 38' C&C, 1978 40,000
- 37' Hunter 376, 1997 **SOLD**
- 35' Cal 35, 1981 38,700
- 31' Cantieri Baglietto International 5.5, 1955 38,000

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- 29' Ranger Tug, 2016 **COMING SOON**
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- 21' Ranger Tug Classic, 1996 21,500

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CALENDAR

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Jan. 29-Feb. 6 — Seattle Boat Show Indoors + Afloat, CenturyLink Field Event Center & Chandler's Cove, South Lake Union. Info, www.seattleboatshow.com.

Jan. 30, 31 — Latitude's Andy Turpin presents a Baja Ha-Ha Seminar, noon, and Pacific Puddle Jump Seminar, 1 p.m., Seattle Boat Show. Info, www.seattleboatshow.com.

Feb. 1 — Marine Career Fair at the Seattle Boat Show, 9-11 a.m. Free admission to the show for attendees. Info, www.seattleboatshow.com/job-fair.html.

Feb. 6 — Women's Sailing Convention, Bahia Corinthian YC, Corona del Mar. \$200-\$230. Southern California Yachting Association, Info, www.womenssailingconvention.com.

Feb. 10 — Singlehanded TransPac Seminar: The Return Trip, Oakland YC, 7:30 p.m. Free. SSS, www.sfbaysss.org.

Feb. 10-11 — Tide Currents on San Francisco Bay by Kame Richards, Bay Model, Sausalito, 7 p.m. \$15, cash only. By reservation only, to jimtantillo@comcast.net or (707) 759-2045.

Feb. 11 — Adam Ratner of the Marine Mammal Center presents Behind the Bark: Saving Seals & Sea Lions. Club Nautique, Sausalito, 6:30-8:30 p.m. Members free; non-members \$20; refreshments. RSVP required to (415) 332-8001.

Feb. 13 — Medical Seminar, Richmond YC, 1-5 p.m. \$30. Info, www.pacificcup.org.

Racing

Jan. 1 — Brrr Rabbit. CPYC, www.cpyc.com.

Jan. 9 — Little Daddy high school regatta. RYC, www.richmondyc.org.

Jan. 9-10 — California Dreamin' match racing series in J/22s. SDYC, www.sdy.com.

Jan. 17-22 — Quantum Key West Race Week. Followed by the Conch Republic Cup. Info, www.keywestraceweek.com.

Jan. 30 — Three Bridge Fiasco, a popular, wacky race that kicks off the SSS season. SSS, www.sfbaysss.org.

Feb. 6 — Double Up and Back. CPYC, www.cpyc.com.

Feb. 6 — Spring Series #1. FLYC, www.flyc.org.

Feb. 13-14 — BAYS Opti Regatta, hosted by EYC on the Estuary. Info, www.bayarea-youthsailing.com.

Feb. 19-27 — Puerto Vallarta Race, San Diego to PV. Followed by MEXORC. SDYC, www.pvrace.com.

Midwinter Regattas

BAY VIEW BOAT CLUB — Midwinters: 1/9, 2/13, 3/12. Info, www.bayviewboatclub.org.

BERKELEY YC — Midwinters: 1/9-10, 2/13-14; Championship of Champions: 2/28. Bobbi, (925) 939-9885 or www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Sundays through March 28 except when it conflicts with above. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/16-17, 2/20-21. Info, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Winter Beercans: 1/10, 1/24, 2/14, 2/28, 3/13, 3/27. Info, (650) 347-6730 or www.cpyc.com.

ELKHORN YC — Frostbite Series: 2/27, 3/12, 3/26, 4/9, 4/23. Info, (831) 724-3875 or eyc@elkhornyc.org.

ENCINAL YC — Jack Frost Series: 1/23, 2/27, 3/19. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 1/2, 2/6, 3/5. Info, (415) 346-2628 or www.ggyc.org.

ISLAND YC — Island Days on the Estuary: 1/10, 2/14,

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CALENDAR

3/13. John, (510) 521-2980 or www.iyc.org.

KONOCTI BAY SAILING CLUB — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE MERRITT SAILING CLUB — Midwinters: 1/10, 2/13, 3/13. Mark, (925) 245-0287.

MONTEREY PENINSULA YC — Perry Cup/Midwinters: 1/2, 2/6. Info, www.mpyc.org.

OAKLAND YC — Sunday Brunch Series: 1/3, 1/17, 1/31, 2/7, 2/21, 3/6, 3/20. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

REGATTAPRO — Winter One Design: 1/9, 2/13. Jeff, (415) 595-8364 or www.regattapro.com.

RICHMOND YC — Small Boat Midwinters (Sundays): 1/3, 2/7, 3/6. Optis & El Toro Green (Saturdays): 2/6, 3/5. 29er Winter Series: 1/16, 4/30, 5/28. Info, www.richmondyc.org.

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

SANTA CRUZ YC — Midwinters: 1/16, 2/20, 3/19. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 1/16, 2/13, 3/19, 4/16 (2016 dates are tentative). Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Chili Midwinters: 1/3, 2/7, 3/6. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 1/9, 2/6, 3/19 (St. Patrick's Day Race). Redwood Cup pursuit race series: 1/23, 2/20, 3/12. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 1/23, 2/27, 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/9, 2/6, 3/5. Info, race@tyc.org or www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 1/2, 2/6, 3/5. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Jan. 16-24 — Mt. Gay Rum Round Barbados Race Series. Barbados CC, www.mountgayrumroundbarbadosrace.com.

Jan. 28-31 — Antigua Superyacht Challenge. Antigua YC, www.thesuperyachtchallenge.com.

Jan. 28-Feb. 2 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Jan. 28-Feb. 6 — Conch Republic Cup/Key West Cuba Race Week. Info, www.conchrepubliccup.com.

Feb. 10-14 — Inaugural Miami to Havana Race. Info, (386) 437-9400 or www.havanarace.org.

Feb. 22-26 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Feb. 28-Mar. 5 — MEXORC (Mexican Ocean Racing Circuit), Puerto Vallarta. Info, www.mexorc.net.

Mar. 4-6 — St. Maarten Heineken Regatta, world-class racing. St. Maarten YC, www.heineneregatta.com.

Mar. 9-12 — Banderas Bay Regatta, friendly racing for cruisers. Info, www.banderasbayregatta.com.

Mar. 9-12 — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 17-20 — St. Barths Bucket Regatta. St. Barths YC, www.bucketregattas.com/stbarths.

Mar. 25-27 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 28-Apr. 3 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Mar. 31-Apr. 3 — La Paz Bay Fest for cruisers. Club Cru-

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SOLD

40' Legacy Sport Express 2004
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\$225,000



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SOLD

36' Bruckman 2005
\$289,000



35.5' Hunter Legend 1993
\$58,000



46' Nautor Swan 1984
\$265,000



44' Farr 44 1989
\$148,500



SOLD

40' Beneteau 2009
\$175,000



42' Sabre 1986
\$84,000



REDUCED

38' Cape George 2000
\$150,000



36' Islander 1976
\$29,700



PENDING

33' Beneteau Oceanis 331 2001
\$59,000

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CALENDAR

ceros de La Paz, www.clubcruceiros.net.

Apr. 4-9 — Maxi Yacht Rolex Caribbean Cup. Costa Smeralda YC, www.yccs.it/en.

Apr. 11-16 — Les Voiles de St. Barth. St. Barths YC, www.lesvoilesdesaintbarth.com.

Apr. 13-19 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 24-29 — Antigua Sailing Week, "Where sailing comes first." Antigua Sailing Association, www.sailingweek.com.

May 2-7 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

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

January Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
12/31Thu	0411/5.2	1000/2.4	1523/4.3	2140/1.1
1/10Fri	0459/5.3	1111/2.2	1633/3.9	2234/1.5
1/16Sat	0541/5.4	1215/1.9	1758/3.7	2329/1.9
1/03Sun	0623/5.5	1312/1.4	1926/3.7	
	LOW	HIGH	LOW	HIGH
1/09Sat	0415/2.7	1025/6.5	1709/0.9	
	HIGH	LOW	HIGH	LOW
1/10Sun	0020/5.0	0457/2.7	1107/6.5	1746/-1.0
1/16Sat	0435/5.9	1050/1.5	1657/4.3	2229/1.3
1/17Sun	0527/6.1	1204/1.0	1829/4.1	2333/1.8
	LOW	HIGH	LOW	HIGH
1/23Sat	0423/2.4	1030/6.5	1712/-0.8	
	HIGH	LOW	HIGH	LOW
1/24Sun	0019/5.3	0509/2.4	1112/6.4	1749/-0.6
1/30Sat	0350/5.3	1007/2.0	1552/3.9	2137/1.9
1/31Sun	0431/5.3	1112/1.8	1715/3.7	2231/2.3

January Weekend Currents

date/day	slack	max	slack	max
	12/31Th		0207/2.4F	0516
	1233	1428/1.2F	1635	2018/2.5E
1/01Fri	0009	0254/2.1F	0602	0932/2.3E
	1349	1529/0.9F	1745	2118/2.1E
1/02Sat	0054	0337/1.8F	0639	1029/2.3E
	1457	1639/0.9F	1916	2223/1.9E
1/03Sun	0142	0424/1.7F	0715	1124/2.5E
	1554	1755/1.1F	2037	2327/1.8E
1/09Sat	0046	0321/2.2E	0617	0901/2.2F
	1106	1453/4.0E	1932	2218/3.0F
1/10Sun	0125	0404/2.3E	0702	0948/2.2F
	1151	1538/4.1E	2006	2258/3.1F
1/16Sat		0235/2.7F	0508	0830/3.2E
	1246	1515/1.7F	1737	2102/2.5E
1/17Sun	0024	0326/2.5F	0556	0928/3.3E
	1407	1628/1.7F	1917	2217/2.2E
1/23Sat	0033	0322/2.8E	0631	0902/2.7F
	1133	1516/4.1E	1935	2212/3.3F
1/24Sun	0119	0411/2.8E	0724	0952/2.6F
	1222	1604/4.1E	2016	2253/3.2F
1/30Sat		0205/2.0F	0442	0821/2.4E
	1307	1458/1.0F	1717	2040/2.0E
1/31Sun		0246/1.7F	0509	0903/2.3E
	1417	1602/0.9F	1844	2142/1.6E



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56' Perry Custom 1995
\$595,000 Contact: Rick Boyce



PRICE REDUCED

50' Hanse 505 2014
\$359,000 Contact: Bob Pistay



NEW BOTTOM

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



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41' J Boats J/145 2001
\$579,000 Contact: Jeff Brown



BRING OFFERS

41' Tartan 4100 2004 carbon rig
\$259,000 Contact: Alan Weaver



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

ADDITIONAL USED SAIL...

- 1994 46' Nautor's Swan MkII\$210k
- 1983 45' Liberty 458\$138k
- 2006 43' J/133\$249.5k
- 2001 42' Bruckmann Zurn\$375k
- 2007 40' J/124 PENDING
- 1998 40' J/120\$159k
- 1999 40' Sabre 402 PENDING
- 1988 36' Freedom\$55k
- 1999 35' 1D35 Relentless SOLD
- 2007 35' J/109\$167.9k
- 2006 30' J/92s\$69k
- 1996 30' Farr\$58k
- 2012 23' J/70\$44.7k

ADDITIONAL USED POWER

- 02/1285' Azimut \$1.499M
- 2005 40' Raider Cabin RIB\$215k
- 2006 33' Pursuit 3370\$129
- 1999 32' Nordic Tug\$137.9k



40' J Boats J/120 2001
\$164,900 Contact: Charlie Underwood



DEEP FIN KEEL

Sabre 386 2006
\$243,900 Contact: Jack Lennox



SPEED, LUXURY

37' Hanse 370e 2008
\$187,000 Contact: Jack lennox



PRICE REDUCED

36' Sabreline 36 Express MkII 2000
\$145,000 Contact: Alan Weaver



NEW LISTING

36' Sabre Spirit 2007
\$229,900 Contact Kenyon Martin



BRING OFFERS

48' Nordic 1987
\$195,000 Contact: Alan Weaver



LUXURY DOWNEAST

38' Palm Beach 38 Avalon 2002
\$275,000 Contact: Kenyon Martin



IN CONTRACT

29' Grady White Chesapeake 2011
PENDING Contact: Diego Gomez



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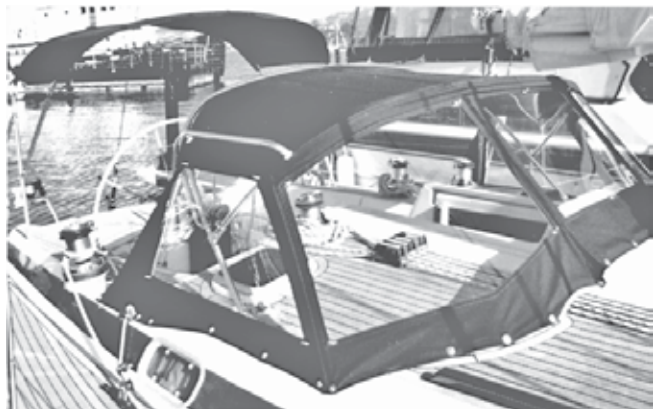
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LETTERS

↑↓ I'M SO GLAD!

The *Letters* editor's narratives are so good! Last month's one about the 135-ft Fife schooner *Altair*, Jimmy Buffett, Jon Bon Jovi, Bill Lilly, and all the other people delighted me and warmed my heart. I'm so glad you do *Latitude*.

Update: I finished reading the issue just before bed and laughed out loud as I read Skip Allan's recollection of *Merlin's* bosun stylishly showing the Transpac Safety Inspector how nicely *Merlin* powers at high speed. What a great letter! And the Baja Ha-Ha accounts were inspiring, too.

P.S. How do I get a copy of the sunset cover photo from December of 2013?

Peter Metcalf
Kensington

Peter — We're glad you liked the Fife/Bon Jovi/Lilly story, although it was naturally more interesting because it included the likes of legitimate talents such as Catherine Zeta-Jones, Jimmy Buffett, Jon Bon Jovi, and one of the greatest yachts ever built. Personally, we would have liked another hour to make our piece a little smoother and tighter, but with such a small staff we're always operating in a triage mode, so it just wasn't possible.

By the way, there is a coda to the story you might find interesting. While at the awards ceremony for the Banderas Bay Blast in mid-December, we were approached by a fellow who introduced himself as Mark Coleman. He described himself as a very good friend of Jon Bon Jovi, having worked as a lighting specialist for the rock 'n' roll star since he was playing in small clubs.

"I laughed like crazy when I read the thing you wrote about Jon Bon Jovi and Bill Lilly's ex-girlfriend in St. Barth," Coleman told us. "When we do the first read in March for Bon Jovi's upcoming tour, I'm going to show it to him, and I know he's going to love it. I've been working for Jon for something like 30 years, and while there have been some really wild times with him, Richie Sambora and the rest of the band, I can confirm that Jon really is a very nice person."

*There's more. Coleman, who has a long history of racing on sleds such as Dick Compton's *Alchemy*, told us that he will be*



LATITUDE / RICHARD

doing this fall's Ha-Ha with his Cal 48 Waimui, as will a Ventura-based sistership. Inspired by the serendipity of it all, we used our authority as the Grand Poobah to designate Coleman as entry #1 in this fall's event. This thrilled Patsy 'La Reina del Mar' Verhoeven to no end, as just moments before she'd told us that she wants to be entry #2 in every upcoming Ha-Ha for the rest of her life. Done.

As we'll be reminding readers frequently, the start-ing date of this year's Ha-Ha has been moved back to October 31. The two big reasons are that the water is likely to continue to be warm off Mexico, making it conducive to late-season tropical disturbances, and because without a scheduling conflict with a fishing tournament, there are likely to be more available slips in Cabo San Lucas.

If you are looking for photo reprints, contact Annie at annie@latitude38.com.



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LETTERS

⇅ **LEARNING ABOUT THE LAPWORTH 36**

I'm a former San Francisco Bay sailor who now lives up in Vancouver, BC. I recently upgraded from a Ranger 23 to a new-to-me 1960 Lapworth 36. I think of myself as being a steward of my new boat *Paniolo*, so I want to learn as much about Lapworth 36s as I can. I know *Latitude* did a 2004 'Boat of the Month' feature on Lapworth 36s, but I was wondering if you might have any more information.

Ben Jones
Paniolo, Lapworth 36
Vancouver, BC

Ben — Congrats on the new boat. Sorry, but we don't have much to add about Lapworth 36s, although we do remember that we used to race against a Lapworth 36 in HDA races on the Bay in about 1981 with our Freya 39 Contrary to Ordinary. We can't remember the boat's name, but she sailed out of the San Francisco YC and we're pretty sure some members will remember her.

What distinguished that Lapworth from all other competitors is that her male skipper had an all-female crew, and whenever possible, the women sailed topless. 'Whenever possible' usually meant they wore a foul weather jacket going to windward and went topless off the wind. As we recall, there was a lot of putting on and taking off tops. If anyone sailed with a female crew like this today, no doubt there would be a national howl of sexism, protests and lawsuits. Back then it was merely a titillating distraction. We miss those more innocent, freewheeling times.

Anybody else remember the Lapworth 36 or the gals?

⇅ **SOCIAL SCHEDULE PREEMPTS RESCUE**

We always follow the unspoken rule of helping sailors in distress, and used to assume everyone else did, too. While off Mexico, we rescued fishermen who were stranded without food or water, sometimes not knowing where they were. You don't talk about stuff like that, you just do it.

For some Northern California sailors, however, social engagements come first. We recently found ourselves adrift, thanks to a broken starter, by Southampton Shoal in no wind. We waved down an approaching sailboat. When they, and their dog, were close, we asked for a tow. Hesitating, they begrudgingly took a line and started towing us.

Less than 10 minutes later the man cast off the line! He said that he felt "really bad" about it, but "had to be in San Francisco by 7 p.m."

We continued to drift until another vessel motored by. Without hesitation, the skipper of *Gavilan* tied a line and towed us in. That the skipper had many guests on board made no difference; he was happy to help. As we floated into our slip, they cheered! Our faith in humanity was restored. What a true sailor. As for the others, King Neptune will see to them.

Jane Pitts
Shore Loser, Valiant 40
Berkeley

Jane — The situations you describe aren't that similar and illustrate what differentiates a legal obligation from a moral (perhaps) obligation to render assistance.

In the case where you rescued the Mexican fishermen, their lives were clearly in peril, so under international law you had a legal obligation to help them. Furthermore, 46 United States Code §2304(a) mandates that mariners must save "any individual found at sea in danger of being lost." Violations are criminal, with a penalty of up to \$1,000 and being thrown in



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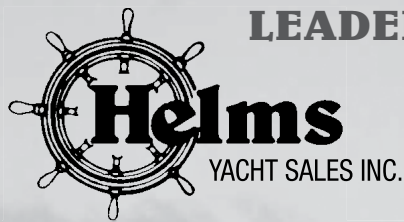
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LETTERS

the slammer for two years. Assistance does not have to be given to save property.

In the case of your being adrift without the use of your engine inside the Bay, your lives were not in peril, so nobody had a legal obligation to help you. Without knowing the details, it would seem to us that the other boat had something of a moral obligation however — although we could conceive of possibly mitigating circumstances. For example, what time of day was it and how likely was it that you could have eventually sailed most or all of the way home? How far were you from your marina? Was their daughter getting married at 7 p.m. or something equally important happening? How big was their boat in relation to your boat, and at what speed were they able to tow you? Was it obvious that many other boats would be coming by?

Personally, we get a kick out of helping other mariners, even if they are not in peril. But we can conceive of situations where as much as we wanted to be of assistance, we might ask for the rescuee to hail the next boat, assuming there were others coming along. Without more specifics, we have no idea if this was one of those situations.

That said, we'd be interested if you readers have had any interesting tow/won't tow experiences.

↑↓ I SEARCHED THE EAST COAST FOR A WOOD BOAT

Thank you for the update on the Charles Mower-designed 44-ft LOA *Java Head*, which has been taken back east for restoration. I was fortunate enough to own her in the mid- to late 1970s. Here's how it happened.

Late in the spring of 1976, I drove from Marin to Halifax, Nova Scotia, in search of a large wooden sailboat, hopefully a schooner. I gunkholed slowly down the Eastern Seaboard all the way to the District of Columbia. While I came across many beautiful boats, I didn't find any that I could afford.

On my way back to Marin, I stopped by the Berkeley Yacht Harbor. While walking the docks, I spotted *Java Head*. A broker indicated that the owner "might be willing to sell her." At the time she was owned by Vic Segal, the owner of an East Bay foundry. He'd done a lot of restoration work on *Java Head* — she was built in 1933 — but there was much more to do.

After much deliberation and a stunning sea trial, the deal was closed. Fortunately, I was able to secure an end-tie at the San Francisco YC. I sailed out of there for a short while, then moved *Java Head* to Lowry's Yacht Harbor in San Rafael. Oftentimes I would spend many hours following the ebb out to deep water, then sail throughout the Bay. I mostly sailed solo and mostly at night.

Sailing out the Gate on *Java Head* was always thrilling, but in a gentle and peaceful manner. I remember sailing in the Gate one time when my buddy and I decided to try the spinnaker. What a ride that was! As we neared the Gate, the wind picked up and we surfed beneath the bridge. It was terrifying.

Alas, a year later I had to sell *Java Head*. It was a case of my having fallen in love with a yacht I couldn't afford to maintain. So I moved her to Sausalito Yacht Harbor, where *Java Head* was purchased by George Leno, a Mill Valley contractor.

Edward Schoon
Sonoma

Readers — We've always thought that Java Head was one of the more exotic names for a sailboat. Java Head is the English name for Tanjung Layar, or what the Dutch called Eerste Punt, the prominent cape at the extreme western end of Java at the

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Indian Ocean entrance to Sunda Strait. Java Head is a bluff at the sea's edge with higher land inland. It's visible from a significant distance at sea, with deep water close to the shore. The name means 'sail cape' because a large rock close to shore resembles a sail.



The namesake of Java Head.

On the other hand, the Mower design might have been named after the film Java Head, a 1934 British historical drama. In that movie, the son of a wealthy Bristol shipping magnate marries a Chinese noblewoman, the latter played by the sultry and imperious Anna May Wong. But she soon finds out that he's actually in love with another woman, setting up a predictable trans-cultural drama.



Maybe the Mower design was named after the movie.

⇓ **MERLIN, THE DELIVERY CAPTAIN'S DREAM BOAT**

At the risk of being a pest with my frequent correspondence, I find myself compelled to give my contribution to the *Merlin* feed. I worked at Bill Lee Yachts from 1975 through 1978. I was part of the team building *Merlin*. I was the 'metal guy', which meant I did the engine installation, the keel, and fabrication of much of the steering system.

I also had the pleasure and privilege of doing deliveries of *Merlin* — two Baja Bashes back from Mexico and two, 1979 and 1985, trips back from Hawaii. These were supposedly difficult upwind passages, but they were anything but difficult. The ones up Baja were fast — two days from Cabo to Turtle Bay, and two days from Turtle Bay to San Diego — and easy. This was with light WNW winds and, as I recall, no motoring at all. From Hanalei Bay to Santa Cruz in 1979, my crew included some employees of Bill Lee Yachts — Cynthia Hubbard, Joe Buscemi, Les (I've forgotten his last name), and two others.

Merlin was notorious for 'collisions' with waves when going upwind. She was very nimble, however, and after a few of these hull-smashing events, the helmsman usually figured out the pattern and would be able to anticipate the most hollow waves that caused the most unnerving collisions, and quickly maneuver around them. Most of the crew berthed amidships and weren't as affected as those who were in the aft 'cabinita'. The bow collisions had the effect of throwing the bow considerably to leeward. The resulting counter effect was to throw the stern to windward to the same degree. A particularly large collision would throw a sleeping person right out of his/her bunk if the lee cloths were not in use.

Merlin was a delivery captain's dream. She was so much fun to drive that I can't recall one time when a crew coming on watch was slow to take over. In fact, the opposite was often the case, with the 'on' crew begging the relieving crew to let them steer a while longer — even upwind and in the dark and cold of night!

My usual strategy for returning to the West Coast was to stay as close to rhumbline as possible, and that usually took us through the maximum width of the Pacific High. This was usually not a problem with a boat that sailed as well as *Mer-*

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LETTERS

lin. Our daily routine was setting the 'glass ball watch' — we got something like 16 of them in 1979 — and stopping for a swim in the High at high noon. I'm reminded by my crew that we made that passage back to California in just 14 days. Incredible!

I'm looking forward to getting another ride on *Merlin* in the near future.

Tom Carr
Bluebird, Mirror Offshore 19
Watsonville

Tom — A pest? We love your contributions.

By the way, readers, we've gotten more *Merlin* stories that we haven't had space to publish yet. But as most are timeless, we'll find space for them in future issues.

↑↓ I GUESS TRADITION DIES HARD

I'm surprised that sailboat manufacturers didn't long ago start offering more boats with hard dodgers and/or hard biminis. It also amazes me that they don't engineer better methods for carrying — and launching and retrieving — dinghies. Duh. I guess tradition dies hard.

I wonder if the *Wanderer*, who finally got a hard top and a good method for launching and retrieving a dinghy from *Profligate*, will one day muse about why he waited so long to get a furling mainsail. Although I suppose the main on *Profligate* might be too big for in-mast furling.

Unlike the *Wanderer*, I don't do spinnakers. A furling type off-the-wind sail such as a screacher is the way to go.

I owned and lived aboard a Cal Cruising 36 in Long Beach for four years, and I use the *Latitude 38* Crew List. I did the 2013 Baja Ha-Ha and Bash on the Hunter 410 *Tercer Deseo*. I was a paying crew/passenger on the Call of the Sea schooner from Los Angeles to Cabo, and from Cabo to Puerto Vallarta in the winter of 2014-2015. I was also crew for six weeks from Grenada to Puerto Rico on the Hunter Passage 42 *Life* in the spring of 2015.

Matt Johnson
Las Vegas, NV

Matt — While we perhaps waited too long to get a hard top and a proper dinghy-launching system for *Profligate*, we think about the worst fate to befall a person would be to have everything they wanted as soon as they wanted it. For without desires and aspirations, what are you? We know, we know, a Buddhist, but seriously.

We have mixed feelings about getting furling for *Profligate's*



LATITUDE / RICHARD

main. The sail is too big to furl in the mast, but many bigger boats — including all the mega sailing yachts — have mains that furl into the boom. And the sail shape is terrific. For *Profligate*, we'd need something like a Leisure-Furl boom system, such as the one Scott Stolnitz has been using on his *Switch 51* Beach House. He seems to have liked it for going around

the world. But they aren't cheap, so we'll be going without until such time as we win the lottery.

We've actually had a Harken furling system for *Profligate's*

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screachers for about 10 years, but have never installed it. We have never installed the system out of deference for our Ha-Ha crew, for we can only imagine how disappointed they'd be if they didn't have to pack screachers several times a day.

↑↓ A BAJA BASH ON LAND

My wife and I used the Transpeninsular Highway to make round-trips to Cabo San Lucas on three occasions in the 1990s, driving our converted 1963 Ford bread truck. The last time we did it was 1999, and the highway was deplorable and dangerous. The pavement was narrow and there were blind curves, especially on the mountain passes. The pavement was terrible. The drivers of the big rigs were often reckless. And the carcasses of vehicles along the side of the road were reminders of the catastrophic crashes that had taken place.

We just drove our boat trailer down to Cabo San Lucas to tow my Mirror Offhore 19 sloop *Bluebird* back to Watsonville, and I'm happy to report that there has been significant improvement in the roads in the last 16 years. The roads in almost all the passes through the mountains and hilly regions have been improved, with wide lanes, and shoulders in many places. The improvements seem recent and ongoing.

The following is my zone-by-zone review going north as I found it towing *Bluebird* back to California. Leaving San Jose del Cabo where we had left the boat, we were on a first-class four-lane freeway that skirted Cabo San Lucas on the way to Todos Santos. It was a beautiful, scenic, safe road that can easily and safely be driven at night.

An aside about driving at night. Accepted wisdom advises against driving after dark due to the likelihood of animals on the road. In the 1990s, all the trucks had massive 'cowcatchers' affixed to their fronts. And we frequently saw the results of collisions on the side of the road. But this year there was plenty of truck traffic at night, and we didn't see any trucks with 'cowcatchers'. The truck traffic wasn't like you'd see on the I-5 in California, but every 15 to 20 minutes a truck would highball by.

Faced with the prospect of driving 12 hours and then 'chillin' for 12 hours. I decided to give night driving a try, and hoped the big boys would be clearing a path for me. I drove at 35 to 40 mph and had very good high beams. My trailer had surge brakes that enabled me to stop relatively quickly. If I didn't eat, I found that I could easily stay awake.

The road from Todos Santos to La Paz is also very good.

The pavement is great, and many stretches have shoulders. The center line is well marked and there is fog line striping.

From La Paz to Loredo, Mulege and Santa Rosalia, the road was likewise very good — although sometimes it had a lot of twists. The road through Santa Rosalia was some of the worst I encountered, as was the road in other urban



'Bluebird' on her trailer, en route back to the States.

areas. Poor signage and terrible pavement were the hallmarks of all the cities, the exception being Cabo.

From Santa Rosalia the road goes west across the peninsula, and over a once-notorious pass that is very steep. The difference now is the road is wide, well paved, and well marked.



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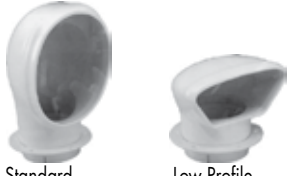
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Continuing on to San Ignacio, the road is all right but a little on the narrow side. West of San Ignacio and on to Guerrero Negro the road is quite good and straight — although sometimes narrow. North from Guerrero Negro, the road is a mix of good but narrow, and new, wide and well marked. This is the place you should make sure you fill your tank(s), as the next Pemex station is some 165 miles north at El Rosario.

At Catavina, about halfway to El Rosario, there are spectacular rock formations — and entrepreneurs selling gas at high prices.

The pavement gets progressively worse as you approach the turnoff to Bahia de los Angeles, and becomes narrow, badly potholed, and without shoulders for the next 80 miles. It was along here that one of my fenders fell off and destroyed the tire. This happened, of course, where there was no shoulder. I may have contributed to the demise of the tire by continuing to drive on it for another quarter mile to a turnout. A Mexican driver would not have had any compunctions about stopping right there on the road, blind curve ahead or not, to address the problem.

A word about the Pemex stations, such as the one at El Rosario. Most can accept US credit cards with chips via a satellite. Many also have parking for truckers and others wanting to get some rest. I don't think it's advisable to just pull off the road to rest in the middle of nowhere. There are outlaws in Mexico.

From El Rosario to Tijuana, the roads between the cities are fairly good. The roads within the cities of San Quintin, Ensenada and Tijuana are terrible. The many *topes* (speed bumps) are marked poorly if at all, making for many situations where I had to slam on the brakes so as not to be flung skyward and wreck the undercarriage. The *topes* are actually easier to see at night, as the headlights create shadows. But *topes* can be absolutely maddening. Only the locals can possibly know the location and reason for the placement. Some passes have *topes* in seemingly random places.



Crossing the border at Tijuana is not a good idea.

While in San Ignacio, I picked up a Mexican couple who were relocating to Mexicali. They had all their possessions and their dog with them. The guy explained — with difficulty due to my poor Spanish and his complete lack of English — that the seemingly randomly placed *topes* actually mark places where animals tend to be on the road.

The road north from Ensenada is new and a pleasure to drive. It goes over a lot of hills and through mountainous passes, but it's new, wide and well marked.

I crossed the border at Tijuana, though after the difficulties experienced going both south and north, I would recommend the crossing at Tecate. (I got my TIP in Tecate last winter because you can't get one in Tijuana.) The officials on

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the Mexican side are very helpful, and the US officials going back into the US are courteous and polite — unlike at the San Diego crossing. By the way, beware of the signage in La Paz, Ensenada and Tijuana. It's terrible and misleading.

I did this trip from San Diego to Cabo to San Diego in six days. I left on Saturday and drove to the Bahia de los Angeles turnoff where I stopped to rest for four hours at 1 a.m. I was on the road again driving at 5 a.m. and got to La Paz by 11 p.m. I started at 5 a.m. the next day and made it to San Jose del Cabo at 9 a.m. on Monday. Monday was a national holiday, so I couldn't haul the boat because the launch ramp was controlled by the shuttered boatyard. I hauled the boat on Tuesday, then hit the road at about 10 a.m. I drove to San Ignacio, arriving at about 1 a.m. Underway again at 5 a.m., I got to San Quintin at 9 p.m. Thursday I drove to Paso Robles, where I had to stop for rest. I got home to Watsonville Friday about 9 a.m.

Bluebird's trip home from Cabo was harder than her trip down to Cabo.

Tom Carr
Bluebird, Mirror Offshore 19
Watsonville

⇕ SEATTLE TO LA PAZ AT SIX KNOTS

I'm still finding it hard to believe I traveled from Seattle to La Paz at six knots. But it was the trip of a lifetime! To no doubt be followed by other trips of a lifetime! The Ha-Ha team did a fantastic job creating a brilliant event. If anyone is considering doing a Ha-Ha, I can't recommend it highly enough.

Chris Barry
Spill the Wine, Jeanneau 42DS
Zap, ND

⇕ I WOULD PREFER TO BE LEGAL

I can't let the Max Ebb and sneakaboard bashing continue without comment. There are a lot of us out here living aboard our boats because we love our boats and the boating lifestyle. We also need an affordable place to live so that we can work in the Bay Area. The same reasons the Wanderer was a sneakaboard back in the 1970s.

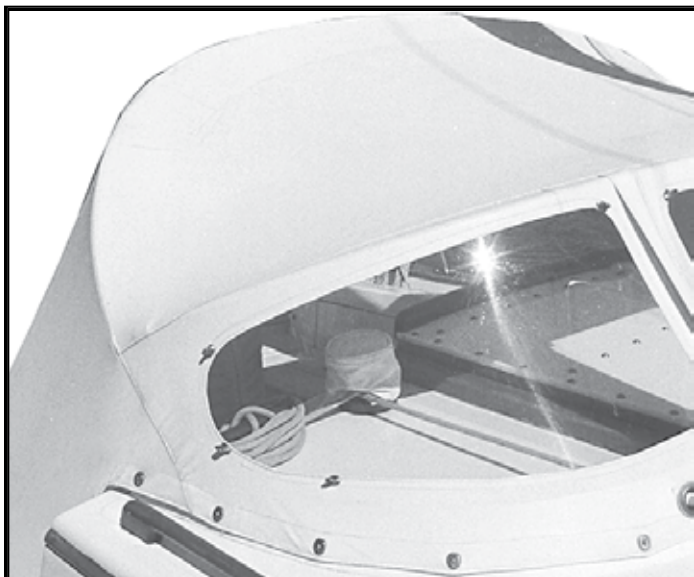
I would prefer to be a legal liveaboard, but because of some arbitrary 'guideline' from the Bay Conservation and Development Commission (BCDC) that allows only 10% of slips to be liveaboard slips, I haven't been able to do it legally.

We sneakaboards are not liars, cheats or thieves. We don't do drugs, leave messes in the showers, annoy our neighbors by smoking pot, dump our waste overboard, or have loud parties aboard our boats during the week. We live a quiet existence, leaving very early in the morning before most people are awake, returning late in evening after most have eaten their dinner, and showering before we go to bed so as not to disturb those who need a shower in the morning.

I would gladly pay a liveaboard fee if some marina would take it. I have been on the waiting list at three different marinas since March of 2015. All this nonsense about sneakaboards being subsidized by legal liveaboards is a bunch of baloney. I pay electricity per a meter just like everybody else.

I live aboard my boat during the week and go to my home — which is a couple of hours away — on the weekends. So technically I'm not a full-time liveaboard, but somehow it still makes me some sort of weird criminal who pollutes the Bay and makes it unfair for legal liveaboards?

I know for a fact that some of the legal liveaboards in my marina deal drugs from their boats and dump their waste into



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— Spike Milligan



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LETTERS

the water. So who is creating the problem? It has everything to do with the character of the people involved, not their liveaboard status. The harbormaster complaints are of their own making. The bottom line is that some people will always create problems wherever they go.

Max's piece was very entertaining and certainly deserved a place in *Latitude*. It's time snooty boatowners stop whining about unimportant stuff and do something positive about the housing situation in the Bay Area.

P.S. I love *Latitude* and your editorial wisdom, but I was really surprised — and a little disappointed — at the retraction for Max's piece.

The Quiet Sneakaboard
 San Francisco Bay

T.G.S. — If all sneakaboards were as you describe yourself, we think there would be a lot more harbormasters willing to look the other way. Unfortunately, they aren't.

As much as we are sympathetic to your situation, we stand by our retraction for the reasons we stated — which collectively can be described as recommending that people sneaking aboard is bad for everyone involved — particularly those hoping to get away with sneaking aboard.

We think you're mistaken when you suggest that "snooty boatowners" should do something about the housing situation in the Bay Area. What makes you think that boatowners, snooty or otherwise, have the responsibility, let alone the power, to effect any meaningful solutions to the housing crisis? Even if it were to be additional housing on the water, it would take years of their fighting and several small fortunes to even try to change the minds of the members of the BCDC and the State Lands Commission. You are blaming the wrong people.

As for harbormasters having "complaints of their own making," we think you're off the mark on that one, too. If just 10 or 20% of the harbormasters complained that 10% of their tenants — the sneakaboards or wannabe sneakaboards — take close to 90% of their time and energy, we could write it off as whining. But it's an almost unanimous sentiment of harbormasters — and not just in California.

We think the common misconception is that harbormasters spend most of their time with their feet up on the desk not doing much of anything. There might have been a slight bit of truth to that 40 years ago when we snuck aboard, but now marinas and harbormasters are very much at the mercy of the BCDC, the State Lands Commission, water agencies like EBMUD, hundreds of tenants, the marina owners, and other forces. And if you don't think those government agencies can't make the harbormasters' lives miserable and kill a marina's plans for even critically-needed routine maintenance, you don't understand how subordinate a position they are in.

That said, one Oakland Estuary marina owner didn't have any problem with Max's article.

"I wholeheartedly support freedom of the press and lack of influence on content by advertisers, government and influential people," he wrote. "Bravo for not burying this subject in the sand, and for having the courage to publish an article with which many will take issue. The courage to present a variety of views, popular or not, is, in my opinion, the most important virtue in a free society."

"Max's article stated a basic reality," he went on, "that there are a lot of sneakaboards in marinas and that there is a tremendous housing shortage in the Bay Area. Long-term, I would love to see BCDC be more flexible in its liveaboard policy, to help ease the housing crisis and particularly the affordable housing crisis. In many other parts of the world living on the

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LETTERS

water is an integral and honored part of the culture — not to mention a key component of the housing stock. BCDC views living aboard as harmful to the Bay and the environment, but I don't think that has to be the case."

Our response to this is that our retraction to Max's article had nothing to do with caving to advertisers or "influential people." Latitude has been the publisher's art project for coming up on 40 years now. While we respect the opinions of our advertisers and find that we're usually of a similar if not the same mind, we've never let them interfere with our 'art'. And at this latter stage in our life, there is even less chance of that happening.

Should the BCDC allow more than 10% of slips to be used for liveaboards? In general, we tend to think so. Allowing up to 20% sounds as though it might be reasonable — as long as the boats were regularly being used for recreational purposes rather than just housing. And as long as nobody was under the illusion it would make the slightest dent in the housing crisis.

Of course, just because a marina could have 20% liveaboards doesn't mean they would necessarily want that many. We're certain that a number of marina owners and harbormasters would not, because their marinas wouldn't have adequate parking, showers, laundry facilities and such. Others would object because they believe the density of liveaboards would be detrimental to their current tenants and the ambience of their marina.

We think the best you and we can hope for is that your name reaches the top of the liveaboard list at one of the marinas you've applied to. We wish you the best of luck.

IT'S NO GAFFE WHEN THE US FLAG IS FLOWN FROM A YACHT CLUB GAFF

Ted Keech, who in a December-issue letter complained about a yacht club flying the United States flag from a yacht club gaff, isn't the first person to make such a complaint. But based on this response from the Discovery Center of the Great Lakes, it appears he may be wrong. The following letter explains why the Discovery Center flies the US flag the same way the yacht club in his photo did:

"On August 12, 2013, Mr. Alwyn Johnson of Interlochen publicly criticized the Discovery Center of the Great Lakes in the *Record-Eagle* for flying the American flag on a diagonal pole, known as a 'gaff', mounted to our nautical flag pole. While we admire Mr. Johnson's patriotism and are grateful for his service, his citation of the US Flag Code only tells a part of the story.

"Chapter 8 of the US Naval Telecommunications Procedures



The proper way to fly a US flag from a gaff.

for Flags, Pennants & Customs — NTP 13 (B) deals with the display of the US Flag (National Ensign) on shore. Section 801(b)(4) of the NTP describes how the American Flag should be displayed ashore on a pole with a yardarm (crosstree) and gaff, as is the configuration at the Discovery Center. The section contains this rule: "Polemast with Crosstree and Gaff – commonly called a 'yacht club mast.' Displayed [US flag] from the gaff." This directs the correct placement of the US flag on our pole.

"Why is this? While the US Flag Code provides general guidelines for the display of the US

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flag, nautical flag display is based on long-standing traditions that date back over 300 years. Our nautical-style pole simulates a mast on a boat with a yardarm and gaff. It is meant to represent the sailing vessels of our Great Lakes maritime history. On this flag pole, naval tradition requires that the American flag not be flown on top of the 'mast', but must be flown from the position of honor — the gaff, which would be at the stern of a boat. This configuration is endorsed by the US Power Squadron and is used by yacht clubs and nautical facilities across the country.

"The Discovery Center of the Great Lakes takes the display of our US flag very seriously. We properly dispose of every well-worn US flag by using the flag disposal services offered at the Traverse City American Legion post. The display of our National Ensign on the gaff puts it in the place of honor and celebrates both our nation's rich history and our special Naval and Maritime history. This configuration is intended to honor all military and civilian mariners, including US Navy veterans, such as Mr. Johnson."

↑↓ IT'S COMPLICATED

Mr. Keech did not do his homework, as the US flag in the photo on page 46 of the December issue that he complains was being flown improperly was in fact being flown as it should have been. He should refer to *Chapman's Piloting and Seamanship*, 67th edition, pages 864 and 871, and 872, 873, 864 and 874. Bowditch also covers flag etiquette.

Roby Bessent
Ex-Hoot Mon, Cal 37
Long Beach

Roby — Who knew it was such a complicated subject?

↑↓ CHAT WITH AN ASTRONAUT DURING THE HA-HA?

I could hear *Profligate* and most of the other Baja Ha-Ha boats with SSB radios as they traveled down the coast of Baja in the last Ha-Ha. Being a land-station ham, I can receive but not transmit on the marine bands. Ham bands, of course, are no problem.

Unfortunately, I only had the entry list for the Ha-Ha, so it was hard to follow the roll calls, as they were done by division. Perhaps prior to the start of the next Ha-Ha you could post the divisions on the Ha-Ha website. Excel would be a great format.

If future Ha-Ha participants with SSBs wanted evening weather updates, the hams on our Sonrisa Net could be there



NASA
The International Space Station, as seen from a Ha-Ha boat.

for them. We could even do an evening spot on what to look for in the magnificent night sky on their way south — ISS fly-bys, meteor showers, planets and stars, and connect-the-dots constellations up there on the sky dome.

We may even be able to arrange for one of the astronauts to have a live chat with Ha-Ha members during a fly-by.

As I say on the Sonrisa Net after my Eye On The Sky Q&Ts, "Look up and don't be afraid of the dark."

Bob and Patricia Norquist, KE7DLH
The Mile High Island in the Sky
Hereford, Arizona

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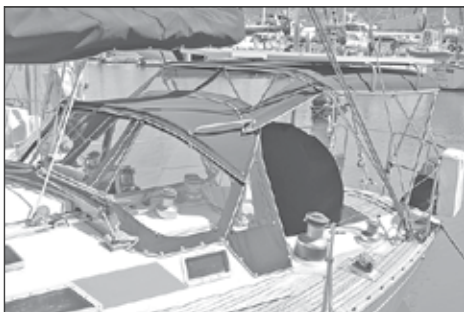
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Bob — Those are all excellent suggestions, and we particularly like the idea of your input on the celestial bodies for the Ha-Ha fleet. In fact, perhaps you could put together a one-page 'Idiot's Guide to the Heavens', as we're sure they'd love it and it would enrich their experience. And a chat with an astronaut in space — we think the fleet would be over the moon about it.

By the way, when you refer to "ISS fly-bys," readers will be cheered to know you're not referring to a bunch of Islamic State of Iraq and the Levant guys flying overhead about to throw bombs at cruising sailboats, but rather the International Space Station. It's really a sight to see zipping across the night sky.

↑↓ IS MAX FOR REAL?

I'm an eager reader of *Latitude 38* and appreciate your efforts to provide the sailing community with such helpful material. But I harbor one question: is Max Ebb a real person? Or is the name just made up? I am very enthusiastic about his articles.

Maurizio Ibba
Sunshine, Islander Bahama Wayfarer 24
Tiburón

Maurizio — Noms de plume are common among writers. Józef Korzeniowski wrote as Joseph Conrad; François-Marie Arouet wrote as Voltaire; Anne Rice switched sexes to write as Howard Allen Frances O'Brien; Alisa Zinov'yevna Rosenbaum wrote as Ayn Rand; Ben Franklin wrote as Caelia Shortface among other ridiculous pen names; Eric Arthur Blair wrote as George Orwell; Samuel Clemens wrote as Mark Twain; Allen Stewart Konigsberg writes as Woody Allen.

We're sorry, but we're unable to disclose the real identity of Max Ebb. We can, however, tell you that he's done countless local and coastal races, and many races to Hawaii including a Singlehanded TransPac. His top speed on the waters of the Bay is 175 mph. The one-hundred-and-seventy-five miles per hour is no typo. He was, however, on a powerboat at the time.

↑↓ READING BY MOONLIGHT

I have just a few notes to add to Max Ebb's excellent column on color and night vision. First, the dim white light theory is supported by the fact that you can actually read a book by moonlight only if you allow your eyes to adjust long enough. Second, dim blue-white light would actually be better than white light, particularly for near-field (close) tasks like reading a chart, because the rod sensitivity peak is in the blue part of the spectrum. And, operating at the rod sensitivity peak results in pupil contraction, which reduces aberrant light rays (rays coming into the pupil from wide angles), and thereby increases visual acuity (ability to see better and resolve smaller objects).

So red is definitely the wrong way to go, but adaptation time is a more important factor than color for night vision.

Marc Fountain
Rise, Moore 24
Richmond YC

↑↓ SLIMMED DOWN TO A CAPRI 18

I'm the same guy who wrote in last month about getting into sailing when Bill Lee told me to "Jump!" onto *Merlin* from the dock when he was going out for a Wet Wednesday Race in Santa Cruz. As I mentioned, that got me hooked on sailing. Here's the postscript.

In 1989 my wife Shelly and I bought a 39-ft boat to sail around the world. Unfortunately, I broke my back before we took off. When I was finally able to walk around, I still wasn't

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LETTERS

able to pull the sails out of the locker, so we had to sell the boat.

We moved to Oregon, as that was the best option. It still took 12 years before I was able to ride my bike down the driveway. But I recovered, and as soon as I was able to pull a sheet or halyard, I started sailing on the lakes of Oregon and off the coast on a variety of boats. As a result, my daughters grew up sailing. I even had them surfing before they could walk.

With the girls grown and gone, we have slimmed down to a Catalina Capri 18 that we berth at Elk Lake at the foot of Mt. Bachelor at Bend, Oregon where we live. Our boat's name is *Shelly Shelby Shannon* after my wife and two daughters.

I am retiring next year and we are looking for a bigger boat to finally take that cruise!

Frank Dietsch
Shelly Shelby Shannon, Capri 18
Bend, OR

⇕ ONE THING LEADS TO ANOTHER

This was my third Baja Ha Ha — once on a friend's boat, *Grebe*, and twice with *Alobar*. The Ha-Ha is always an enjoyable, comfortable way to start a voyage and to network with other cruisers. This year my son Jonathan — along with friend Mark Downing — joined *Alobar* and got his first taste of bluewater cruising and Ha-Ha fun.

The Mexican government should grant knighthood to Richard the Grand Poobah for helping so many sailors to get their start in cruising Mexico. That, of course, often leads to more cruising and crossing oceans. My last Ha-Ha led me to Polynesia, Hawaii, and British Columbia. This one has *Alobar* pointed to Panama and points beyond.

Incidentally, crew Mark Downing and I met during the 2009 Ha-Ha.

Joel Ungar
Alobar, Island Packet 37
Santa Barbara

Joel — Thanks for the kind words. We hope to get reports from your upcoming trip to Panama and beyond.

⇕ MY AIS IS THE SINGLE BEST INVESTMENT I MADE

I signed up for the 2008 Baja Ha-Ha on a whim, and began prepping my boat for the trip from San Francisco to Cabo, and then to La Paz, where she would spend the winter. The adventure was so far above and beyond what I'd expected that I promised myself I'd do it again.

It took me seven years, but I kept that promise. The 2008 Ha-Ha was amazing, but the 2015 Ha-Ha took it to an entirely different level. My crew was made up of incredible and fearless sailors, two great boat chefs, and enough comic relief that I think I injured myself laughing so hard. Now, as in 2008, I find myself suffering from Ha-Ha Separation Anxiety. I can't emphasize enough that anyone who calls themselves a sailor needs to experience the Ha-Ha. It truly is the perfect mix of offshore sailing and R&R during the stopovers.

As I like to say, any time two humans are going the same direction, it's a race. But the level of sailing intensity is totally dependent upon a skipper and crew's propensity to fly a spinnaker at 2 a.m. We opted for the spinnaker, and at times I felt we were competing in the Transpac. Others choose to go mellow, and everyone supports that.

I only wish there were a fourth leg of the Ha-Ha up to La Paz. Hint, hint.

The only suggestion I have for the Ha-Ha organizers is to

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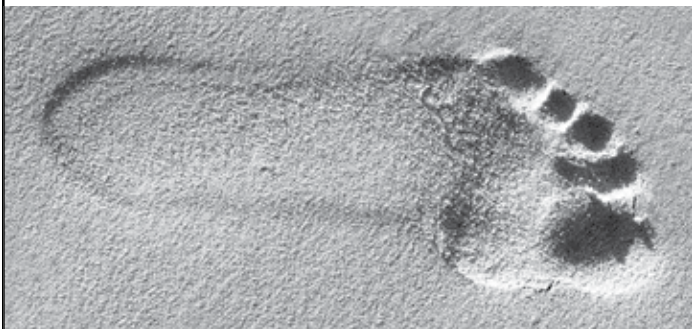


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emphasize how important it is for safety and peace of mind to have a Class A AIS. As the owner/captain, I believe it's the single best investment that I've made. While not all of the Mexican vessels have AIS, it was incredibly useful to be able to call members of the Ha-Ha fleet by name for safety or wind info.

I'll be back for another Ha-Ha. I just hope it doesn't take another seven years.

Tom Price
Vitesse, Beneteau Oceanis 473
San Francisco

↑↓ IS 600 FEET LONG POSSIBLE?

While walking through the airport in Chicago last month, I caught a bit of a CNN report about what's supposed to be the world's largest privately-owned sailboat getting ready to be launched. I think they said it was something like 600 feet long. Is that even possible? And what can you tell me about this vessel?

John Reynolds
Sacramento

John — There isn't any reason that somebody couldn't build a 600-ft private sailboat, but the one you're surely referring to is only 468 feet. She is, however, 82 feet wide. Designated as A during the build and to be called White Pearl, she was designed by Frenchman Philippe Starck and is being built by German Naval Yards for Russian fertilizer oligarch Andrey Igorevich Melnichenko. She's to be launched this summer.

When White Pearl goes into commission, she will indeed be the world's largest privately-owned sailing yacht. For comparison, the boat that currently holds that title is the 289-ft Maltese Falcon, built for Tom Perkins of Belvedere, which has a beam of 'only' 40 feet. (Barry Diller's 304-ft Eos is longer than Falcon, but doesn't have nearly as much waterline or length on deck as Falcon, so we consider her to be smaller.)

When launched, White Pearl will not only have the distinction of being the largest privately owned sailing yacht, we believe that she will also have the distinction of being the ugliest privately owned yacht in the world. What makes this so puzzling is that back in 2008 Melnichenko launched his unique 391-ft Starck designed motoryacht A in 2008; she, in our opinion, rendered all previous motoryachts clumsy and stodgy.

She remains the pinnacle of motoryacht design innovation. So how could Starck and Melnichenko follow up seven years later with such a stinker? By the way, A is currently available for the very few who could afford her.

Fun facts about the Russian oligarch and his boats:
— Melnichenko is said to be worth \$9 billion. White Pearl is said to have cost him \$450 million.

— Annual running expenses of White Pearl are expected to



CARL GROLL

You never want to say someone's boat is ugly, but...



SIPA PRESS

'White Pearl' (top) is such a disappointment because 'A' (above) was such a spectacular motor yacht.



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be about \$45 million.

— The new boat has a hybrid diesel-electric package with controllable-pitch propellers that will allow her to cruise at 18 knots and have a maximum speed of 24 knots.

— White Pearl is designed to accommodate 20 guests, who will be catered to by 54 crew.

— White Pearl has a glass-enclosed observation room in the keel 30 feet below the surface.

— She has a steel hull with teak decks.

— Her 300-ft carbon fiber mainmast is so big around it has a small room three quarters of the way to the top.

— It's not known if White Pearl will have her own missile defense system as on Roman Abramovich's 531-ft Eclipse, but why not?

— Unlike the motoryacht A, White Pearl will not be coming to San Francisco Bay. Her three 300-ft masts tower 325 feet above the surface of the water, meaning they are 105 feet higher off the water than the roadbed of the Golden Gate Bridge.

— Like Mark Zuckerberg, Melnichenko plans on giving 99% of his fortune away — but to yacht builders, yacht maintenance companies and crews.

↑↓ SHE PASSED SO QUICKLY I COULDN'T READ THE NAME

In the recent year it's amazing how many more multihulls are to be seen on the Bay, including world-class racers. Last weekend, for example, I was feeling good about cruising along at seven knots aboard my Beneteau 390 — when I was overtaken by an out-of-town Gunboat 62 catamaran. I couldn't read the name because she passed me so quickly.

Greg Clausen

Free Spirit, Beneteau Oceanis 390
Tiburon

Greg — You almost certainly saw Chim Chim, Gunboat 62 hull #2. She was completely redone while hauled at Driscoll's Boat Yard starting in the fall of 2014 in preparation for doing the 2015 Transpac.

Before anyone gets too jealous of bigger multihulls because of the advantages they offer, rest assured there are some drawbacks, too. While not so true of Gunboats, most are indifferent if not poor sailing to weather, particularly in light air when their greater wetted surface tends to glue them in place.

Plus, there really is a limit to how fast you want to go on a sailboat. A few years back Westerly Yachts of Southern Cali-



LATITUDE / RICHARD

The Gunboat 62 'Safari' ripping along in St. Barth.

fornia built a really nice M&M 65 cat for a European owner. His first trip was to Cabo, and he found the 20-knot speeds so disconcerting that he immediately put the multimillion-dollar boat up for sale. Indeed, one of the crew who delivered Chim Chim from Hawaii to Seattle told us that the cat's rapid acceleration from 10 to 20 knots, and going to one hull out of the water from none, was spooky.

As we've written many times before, except in absolutely ideal conditions, with Profligate we don't really care to go more than 15 knots at night and 20 knots during the day. And while the skipper of one boat sailing next to us told us we once got one hull out of the water, that's something we try to avoid at all costs.



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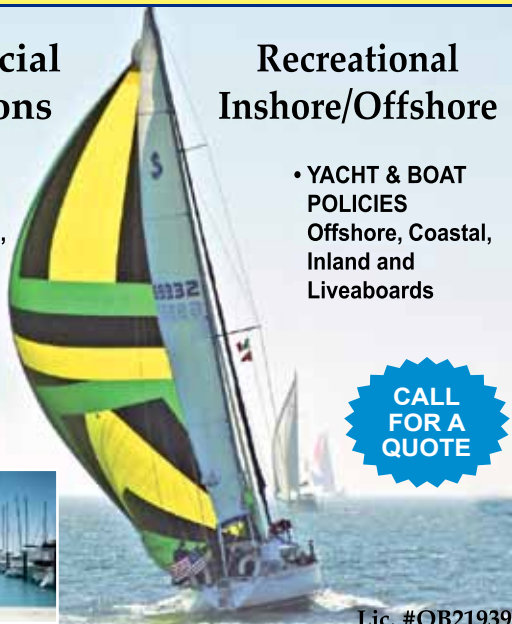
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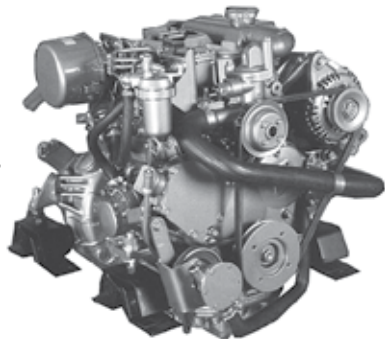
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LETTERS

⇕ THE DOCKS BECAME LIKE DAMS

I see you took my various emails and made a letter out them. In general I'm OK with that, but there were some errors:

1) My Columbia 34 MkII is named *Breta*. My Latfite 44 was named *Avocet*.

2) Both boats were docked side-by-side in the marina at Brookings. The dock broke on *Avocet* — my lines held — and she was totaled. The dock — and my lines — held on *Breta*, and she was undamaged.

3) When I did a six-year circumnavigation with *Breta*, I spent an average of \$14.66 a day. That included the expenses for my boat and myself.

4) The video you linked to looks dramatic because some boats' lines broke and they started crashing around. My lines held. It also looks dramatic because the docks got stuck on the pilings and didn't ride up, and the surge washed over them. They became like dams instead of floats, and some of those dams broke.

I was in a much worse situation during the 100-year flood in Whangarei, New Zealand. Those docks were in a raging river. My lines held there, too, but the docks floated up — and in some cases over — the pilings. They did not get stuck or break off at the pilings. Both my boats in Brookings should have survived the tsunami. I know in my gut they would have survived but for the faulty docks. Indeed, one of them did.

It's almost ancient history now, but it's a hell of a story and you don't even know a tenth of it. For example, only three boats flushed out to sea, and all three made it safely out the channel to the sea. After drifting around in calm open waters, one stranded on a sandy beach, one was towed in by fishermen (not the useless Coast Guard), and mine went onto a rocky beach and was destroyed.

By the way, I also claimed against the Coast Guard for the beach cleanup costs, and even got my congressman involved. The Coast Guard did a three-year internal navel gaze — or naval gaze? — and naturally used various federal regulations to determine they were not liable. Not for failing to secure a hazard to navigation (which my unmanned boat with dock still attached certainly was); not for putting that 'hazmat' on the beach; and definitely not for 'my' beach cleanup.

I owned that tsunami and those bad docks and all the amazing knock-on effects, not the Coast Guard, not the port, not the port's insurer, not FEMA, not, not, not . . . a long list of those not acting responsibly. It does teach you the workings and non-workings of the system, but I don't recommend anyone's having to learn it the way that I did.

Roy Wessbecher
Breta, Columbia 34
On the hard, OR

Roy — We're sorry about the errors in cobbling the emails together into a letter. It can be very difficult sometimes and we do the best we can to express the author's thoughts clearly and concisely.

⇕ THE STATE LANDS COMMISSION IS IN CONTROL

I would like to spend a summer cruising and anchoring out in Southern California, but from the looks of things it will be difficult to find places to anchor. I did anchor at Cat Harbor, Catalina, several years ago, but even then someone came out to ask me how long I was staying. Morro Bay has an anchorage, but only allows five days. Santa Barbara has a big anchorage, but it's a roadstead and is said to be very rolly.

I thought anchoring was controlled by the federal govern-



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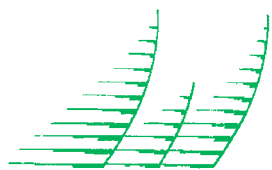
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LETTERS

ment. If so, how can states overrule them? I also thought that anchoring was permitted anywhere in navigable waters of the United States as long as you didn't block navigation.

Do you have any specific knowledge of who is right? I am a US citizen and have a documented vessel — if that makes any difference.

Michael Nagy
Sunshine Lady, Camper Nicholson 33
Portland, OR

Michael — Before we get into this complicated topic, let us assure you that you can indeed enjoy a great summer of cruising in Southern California mostly on the hook, but it takes planning and there are limitations. The fact that you are a US citizen and/or have a documented boat is irrelevant.

The Submerged Lands Act of 1953 gave coastal states jurisdiction over water to three nautical miles out to sea, which is commonly called 'state waters'. For historical and political reasons, it's nine miles for the Gulf Coast of Florida, Texas and Puerto Rico.

That said, the federal government retains the power to regulate commerce, navigation, and other activities in state waters. And generally speaking, states must exercise their authority for the benefit of the public consistent with the public trust doctrine. That's about as gray as gray can be, but 'public interests' have traditionally included navigation, fishing, scenic beauty, and commerce.

In the case of California, the Legislature has enacted more than 300 statutes granting sovereign public trust lands to more than 80 local municipalities to manage for the people of California. The uses permitted in each granting statute vary. For example, some statutory trust grants authorize the construction of ports, harbors, airports, wharves, docks, piers, slips, quays and other structures necessary to facilitate commerce and navigation, while others allow only recreational and visitor-oriented uses.

In addition, some municipalities have police powers that are based on their responsibility to protect public "health, safety and welfare." Based on this doctrine, they are generally allowed to place reasonable "time, place, manner" restrictions on public rights, including access to beaches and waterways. What is "reasonable" is subject to considerable disagreement, of course.

The giving of 300 grants to 80 municipalities has resulted in an incredible patchwork of rules for if, where and when anchoring is permitted. Some of these rules are never enforced out of lack of interest or need, and others because the government agency doesn't have the people or equipment to enforce the laws.

So much for theory. If you're hoping to be able to anchor in ideal conditions in an urban environment for free for a long period of time, about the only option you have is the A-1 anchorage in San Diego, which allows three months for boats registered out of the county. But there are plenty of places to anchor on your way to and in Southern California, so here's a very rough review of them starting from Monterey and heading south — with our suggestion of how long you might want to spend there.

Monterey: Harbormaster Steve Scheiblaur reports, "Our city limits coincide with our tidelands grant, and we enacted boundaries for a mooring area called East Moorings as a seasonal opportunity. We own the mooring gear for this area. Just outside that area is an open anchorage. It's free and we provide a space for temporary dink ties for boats at anchor. By city ordinance we have a use limit of 30 days in any six-month

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period — and we enforce it. Folks can anchor outside the city limits, but nobody does this as it's just too risky." Good for two or three days.

Carmel: We're not sure if there is a time limit to anchoring in Carmel Bay, but because of the lack of facilities, it's self-limiting. We suspect it's the same with San Simeon. Good for up to a couple of days at each.

Morro Bay: There is an anchorage with a five-day limit, although we're not sure how strictly it's enforced. In any event, that should be adequate.

Port San Luis: There isn't a lot here, but it provides good shelter in a northwesterly and you can come ashore. One day.

Cojo: This is a great anchorage with views of what California looked like before we humans showed up. The surf can be great and uncrowded. Stay as long as you'd like, as nobody is going to kick you out. Depending on how into nature and the surf you are, you might want to spend anywhere between two days and two weeks.

If it's calm enough, or if you have a catamaran, you can anchor in lots of spots between Cojo and Santa Barbara. Again, nobody is going to kick you out before you want to leave of your own volition. But watch out for naturally-seeping tar making a hard-to-remove mess out of your hull. And if a residual swell from a northwesterly conflicts with a southwesterly, monohulls can roll like crazy.

Santa Barbara: You can anchor for free east of Stearns Wharf all summer, and this year we even anchored all the way down by the Coral Casino. It can be very rolly for monohulls, and you can't stay for the winter. If it's too rolly, this is an excellent place to use some of your budget to spend three to seven days in the yacht harbor. There is only one yacht club slip, and the max stay is one day. Santa Barbara is good for a week — and even more.

Paradise Cove: Just past Point Dume, this is a great place for cats and monohulls with flop-stoppers to hang. There is surf, too. You can go ashore, but you won't find much in the way of supplies. One or two days.

Past Paradise Cove to Point Vicente: You can anchor almost anywhere along the shore as long as you are at least 200 yards offshore — which eliminates behind the Santa Monica



Breakwater — and 1,000 yards from the entrance to Marina del Rey. But it's rough and rolly in the afternoon, so the only people who do this are people trying to survive on boats to the southeast of the Marina del Rey entrance. It's a tough life out there. Zero days.

For a limited time, 72 hours, you can anchor for free in Newport Harbor.

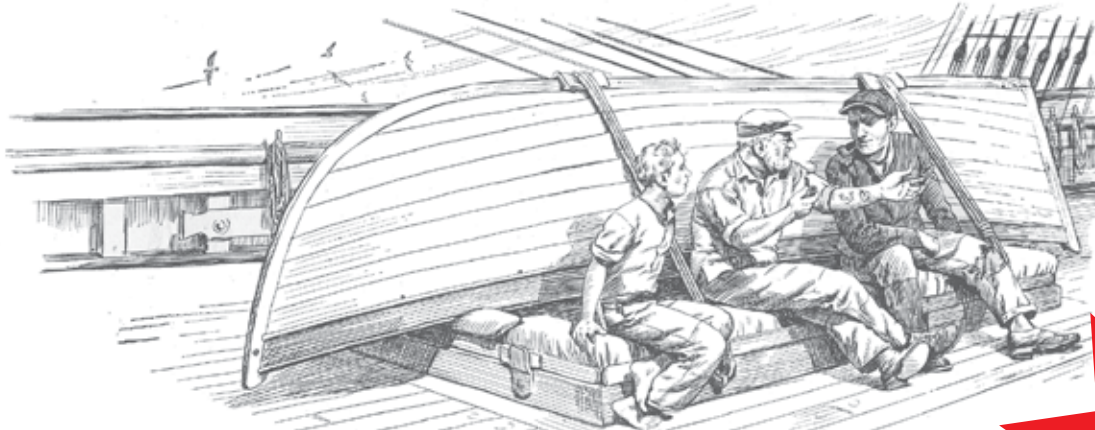
Redondo Beach: You can anchor behind the breakwater, and the last time we did it we had to get a permit, but it was free and there was a limit of four days. There is easy access to shore and great bike riding all the way to Santa Monica. Two days.

Long Beach Harbor: You can anchor behind White Island — and maybe some of the others — from Friday afternoon until sunup on Monday. One weekend.

Newport Beach: The locations and rules for anchoring and mooring change all the time, so we'd check before showing up,

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but Newport has always been welcoming. Assume that you can anchor 72 hours for free or get a mooring for a very reasonable amount. Three to five days, depending on how much you like the beach scene.

Dana Point: You can anchor free for 72 hours inside the breakwater at the west end, and we've anchored for free outside the marina on the east end. One day is probably enough.

Mission Bay: You can anchor at Mariners Basin free for 72 hours. If you have a good dinghy, you can explore the far reaches of Mission Bay, which can be fun one time. One day.

San Diego Bay: There are three free anchorages: The A-5 at Glorietta Bay off Coronado Island, where you can stay for 72 hours; La Playa Cove, A-1, which is a 72-hour weekend-only anchorage between the San Diego and Southwestern YCs; and the A-9 anchorage off the Coast Guard base, where boats registered outside San Diego County can anchor for as long as three months. Permits are needed for all three, although you can get them online for the A-5 and the A-1. You must apply in person for the A-9, which holds only 20 boats.

Catalina: State Land leases give large areas of control to the city of Avalon and the Catalina Island Company. Boats are forbidden to anchor within 100 yards of the moorings. However, there are areas within their jurisdictions where you can anchor. There is a two-week time limit, although we're not sure how strict it's enforced.

In addition, there are places outside of Avalon and Catalina Island Company's granted areas of jurisdiction where you can anchor for an unlimited amount of time.

Near the 'big city' of Avalon they tend to be roll-your-brains-out in the afternoon spots that we wouldn't recom-

mend. We used to anchor Profligate atop Harbor Reef, which is just off the south side of the Isthmus, for months at a time in the summer. This was and remains perfectly legal, as it's outside the Catalina Island Company's area of jurisdiction. However, if you're on a monohull or a smaller cat, it can get uncomfortable when the wind from the 'fan' blows out in the afternoon and sets your boat broadside to the northwesterly swell. It usually dies down about sunset.

Another area outside a limiting jurisdiction is just outside a line between Pin Rock and Cat Head at Cat Harbor on the backside of the Isthmus. It's usually pretty well protected, and Doug Oudin, who used to run Two Harbors, tells us there is a catamaran that's been anchored there legally for the last five years. If you're into hiking, mountain biking and so forth, you could enjoy a few weeks. There are supplies and Internet.

Then you have the other Channel Islands. To the best of our knowledge there are no restrictions on how long you can anchor off these islands. Even if there were, the State Lands Commission has no agency — meaning boats or personnel — to enforce time limits. Anchoring off these islands is more or less self-regulating, as every two weeks or so you'd probably want to return to land for supplies and Internet access. Returning to land is no big deal, as it's 25 reaching miles both ways between the islands and Santa Barbara, and less than 20 miles between



LATITUDE / RICHARD

If you can take the afternoon slop, you can anchor on Harbor Reef, as 'Profligate' is seen doing here, for as long as you want. Outside the boundary at Cat Harbor is even better for monohulls.

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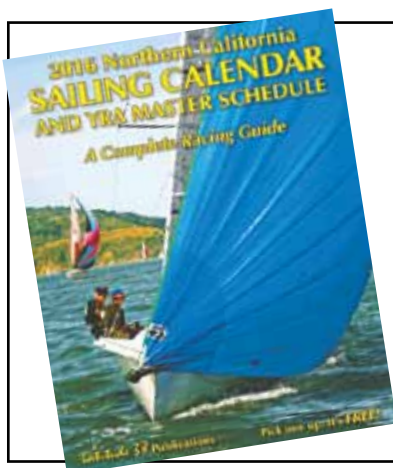
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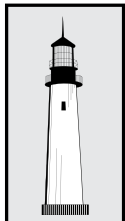
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LETTERS

the east end of Santa Cruz Island and Channel Islands Harbor. The way we recommend using Santa Cruz Island is stopping for a week on the way south, then stopping for a week on the way back north.

Important weather advisory! The cruising conditions are much better in Southern California in August, September and October. June and July tend to be cool and gloomy, and the later you come back north, the greater your chance of pleasant weather. So please, don't screw up by scheduling your trip for the wrong months.

We hope we've demonstrated that with a little planning, you can indeed spend most of the time on the hook for free during a cruise to Southern California. Mix this in with reciprocal yacht club berthing and/or paid slips at Ventura Harbor, Channel Islands Harbor, Marina del Rey, Long Beach, Newport Beach, Dana Point and San Diego, and you can have an incredible summer of sailing fun at minimum berthing costs.

⇕ START A LATITUDE 38 ON THE EAST COAST

I just moved to Plymouth, Massachusetts, from San Carlos. I miss my Left Coast sailing — especially in the winter.

I've enjoyed *Latitude 38* for over 30 years, did the Ha-Ha in 2013, and am a past commodore of the Sequoia YC. I'm wondering what your thoughts might be on publishing an East Coast version of *Latitude*. Maybe *Latitude 42* out of Plymouth or *Latitude 39* out of Annapolis?

I'm retired now, but wondered if you've given it any thought, as there doesn't seem to be anything like *Latitude* on the East Coast.

Byron Jacobs
Plymouth, MA

Byron — Thanks for the kind words, but we haven't given any thought to an East Coast version of *Latitude* for a number of reasons: 1) *Latitude 38* takes up all of our time — and then some. 2) While both the Northeast and Annapolis have great sailing traditions, the sailing seasons are what, three to four months a year? 3) We don't know which is worse, the East Coast humidity during the summer or the East Coast chill during the winter. We've even heard that it snows back there sometimes, for god's sake. 4) It would take a decade to really understand the sailing scene on the East Coast. And 5) We were born in Berkeley, raised in the Oakland hills, and have lived in Marin for nearly 50 years, so we don't think we'd be compatible with East Coast culture.



EAST BAY RI

This scene from Portsmouth, RI, last February illustrates one reason that we'll stick to the West Coast.

to really understand the sailing scene on the East Coast. And 5) We were born in Berkeley, raised in the Oakland hills, and have lived in Marin for nearly 50 years, so we don't think we'd be compatible with East Coast culture.

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

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

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

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SIGHTINGS

in the wake of phileas fogg

In Jules Verne's 1873 masterwork *Around the World in 80 Days*, protagonist Phileas Fogg is inspired by new technologies of the era — transcontinental railroads and intercontinental canals — to attempt a circumnavigation faster than any that had gone before. As every schoolyard scholar knows, he narrowly completes his audacious mission despite a wide variety of challenges along the way, and returns home a hero.

With such a spellbinding plot as inspiration, it's no wonder that the yachting version of this test of man and machine — called the Trophee Jules Verne — has been pursued so fervently for more than two decades by many of the world's best sailors, on some of the fastest multihulls ever built. Consequently, it's one of the most fascinating contests to follow, as new challengers crash and bash their way around the planet — largely in the torturous conditions of the

continued on outside column of next sightings page

don't miss the

While you're penciling in dates on your new 2016 calendar, be sure to note that the annual Progressive Insurance San Francisco Boat Show will take place over the Martin Luther King, Jr. weekend, January 15-18, at the City's Pier 48, with many boats and water toys on display in the water at McCovey Cove.

Promising something for everyone, the show will have a wide range of exhibits; sail and powerboats displayed, both in and out of the water; and a variety of worthwhile seminars on topics ranging from marine electronics to boat financing — plus the Kids' Zone, where young-



january boat show

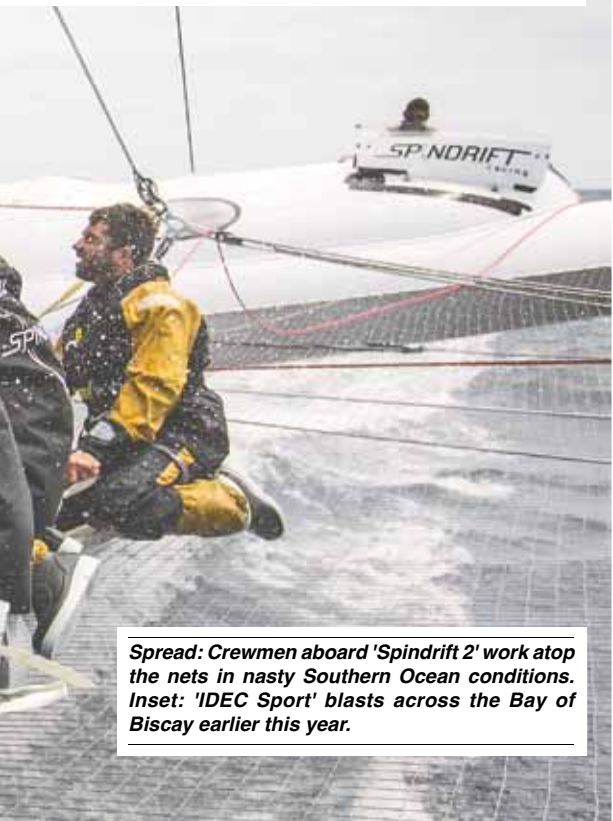
sters can build toy boats.

Newcomers to sailing can sample the feel of being out on the water via the Sail Away Sailing Simulator, or get hands-on training during a Discover Boating instructional session — or during a four-hour Taste of Sailing Bay sail.

Latitude 38 will host free seminars on Saturday, January 16: Baja Ha-Ha How-To at noon and Tahiti and the Pacific Puddle Jump at 1 p.m.

Check out www.sfboatshow.com for complete details on exhibitors, seminars, ticketing and more.

— andy



Spread: Crewmen aboard 'Spindrift 2' work atop the nets in nasty Southern Ocean conditions. **Inset:** 'IDEC Sport' blasts across the Bay of Biscay earlier this year.

trophée jules verne — continued

Southern Ocean. Although Trophée Jules Verne challengers race against the clock, rather than against each other, there are currently two teams attempting to beat the record this season, and as we go to press, both are ahead of the theoretical pace to do so. They are the 130-ft tri *Spindrift 2*, co-skipped by Dona Bertarelli and Yann Guichard, and the 105-ft tri *IDEC Sport*, skippered by Francis Joyon.

The Trophée Jules Verne was first earned in 1993 by Bruno Peyron aboard the 83-ft cat *Explorer* (79d, 6h, 15m), and the record has been bettered seven times (not to mention 15 failed attempts) which slowly whittled down the tally of days under sail to the current



YANN RIOU / SPINDRIFT RACING

'Spindrift 2' co-skipper Dona Bertarelli (upper right) displays the new Cape Agulhas-to-Tasmania crossing time that has obviously made her crew very proud.

45-day benchmark (45d, 13h, 42m) set by Loïck Peyron and crew aboard *Banque Populaire V* in 2012 — *Spindrift 2* is this same boat.

Last month, both *IDEC Sport* and *Spindrift 2* set new Indian Ocean records, but measured from different landmarks: Hitting speeds in the mid-30s, *IDEC Sport* took less than five and a half days to travel from South Africa's Cape Agulhas to Australia's Cape Leeuwin, bettering the previous benchmark by a half day. Later, while hitting boat speeds in the mid- to high 30s, Joyon reported, "We're sailing at speed with the wind on the beam. We're getting tons of water across the deck and there's spray everywhere. The boat is going crazy. It's not exactly comfortable." No kidding.

A couple of days later, the larger *Spindrift 2* also set an Indian Ocean record: from Cape Agulhas to Tasmania in 8 days, 4 hours and 35 minutes. Both teams seemed equally thrilled by their accomplishments, and even more excited that they were in contention to break a new 'round-the-world' mark.

The most amusing post last month came from *Spindrift 2*'s Swiss helmswoman Dona Bertarelli — sister of Ernesto Bertarelli of America's Cup fame, and the only woman on either crew. "Don't ask me what time it is," she said. "I've got no idea. I don't even know whether it's morning, afternoon or evening. On board we use UTC, also known as GMT. Does that help? Not really — it makes it all the more confusing! Daybreak is at 6:30 p.m. and nightfall at 1 p.m. But it gets worse. Lunch is at 4 in the morning, and our evening meal is at midday! But there's more — all these times shift by an hour and a half every day. So I just eat when I'm told to eat, without asking too many questions, but when I woke up this morning I didn't really enjoy having paella for breakfast."

As both boats crossed the International Date Line — and thus relived the same date twice — we were reminded that during the era in which *Around the World in 80 Days* was set, the Date Line had not yet been officially established. Author Verne cleverly used that fact as a plot device: Not having adjusted his clock along the way, eastward around the world, he thinks he's arrived back in London one day too late, only to become elated when he discovers his error.

Thanks to the magic of tracking technology you can view the progress of *Spindrift 2* and *IDEC Sport*, as well as the track of the record holder, *Banque Populaire V*, at www.volodiaja.net/Tracking.

— andy

sailors run update

On December 18, after 49 days alone at sea, Washington state-based adventurer Jeff Hartjoy completed his second solo rounding of Cape Horn aboard his longtime warhorse *Sailors Run*. This time, though, he's doing a complete singlehanded circumnavigation aboard the battle-tested Baba 40 ketch, beginning and ending at Ecuador's Bahia Caraquez.

"After 49 days and two hours, *Sailors Run* arrives at the most rugged and beautiful Cape in the world," he wrote in his weekly email blog, "I can barely see it even though it is less than five miles away for the tears in my eyes. I shudder when I think I have once again

been granted passage to this amazing place. It seems as though someone has caused me to linger along the Chilean coast as I beat my way to the Horn in light winds. Being slowed by nature and forced north I got to see some of the most amazing sea life, that presented itself to me as I 'worried' my way down to the Horn."

In that report, in addition to thanking friends and family for their support, especially his beloved wife Debbie — who's sailed tens of thousands of miles with him — for her shore-side support, Jeff gave a shout-out to Robert Perry "for designing such an outstanding cruising boat."

After rounding Tierra del Fuego at latitude 56°S, *Sailors Run* sped off toward a 3,000-mile-distant waypoint well south of the Cape of Good Hope, and soon encountered 30-knot winds that threatened to sweep Jeff off the deck while he was gluing patches on several

tears in his genoa. "I could just barely reach the tears, while standing on the bow pulpit, lashed onto the furled part of the sail with my safety harness." Although it's hard to imagine in such conditions, he was later able to pull the sail off its furling tube, spread it out on the foredeck, and sew the patches on securely, "all the time sliding about on the foredeck harnessed into my jackline, and being very thankful for a high toerail to brace myself against and stop my slide off the deck."

Needless to say, such adventures are not for every sailor. But Jeff Hartjoy is no fair-weather boater. So cheers to Jeff. We wish him the best of luck on the remaining two thirds of his trip: nonstop, east-about, via the Five Great Capes.

— andy

oman to host ac world series

Early last month we were impressed by the announcement that The Sultanate of Oman will become the first Middle Eastern country to host an America's Cup event: The first of at least four AC World Series contests in 2016 (February 27-28).

But in the PR photo sent to us we couldn't help notice that off to the left side a couple of the young men who were accompanying the Auld Mug to the announcement ceremony were visibly distracted by what appears to be a very white woman sunbathing along their path. Because we, too, have made some regrettable photo choices, we couldn't resist sharing the faux pas.

— andy

just another

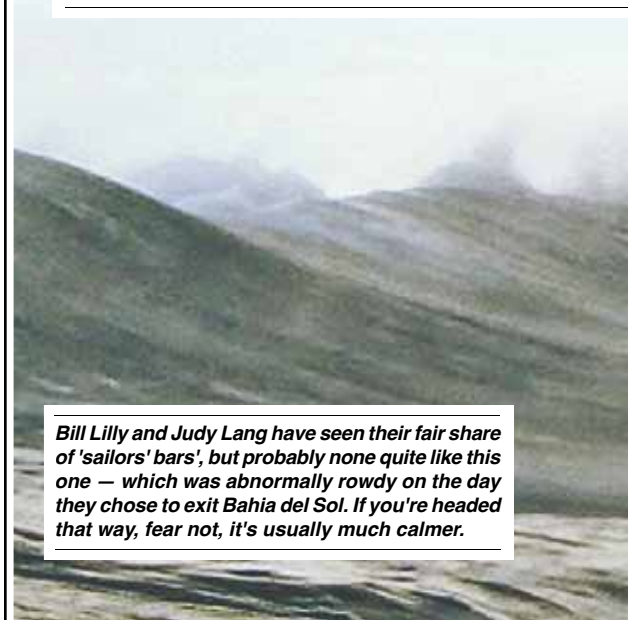
As many Central America cruisers know, when crossing the bar to enter or exit El Salvador's Bahia del Sol — site of the popular Cruisers Rally to El Salvador — it's wise to wait for a calm day, even though a local pilot accompanies every transit.

As you can see by the photos below, those who elect to cross when big swells are running risk taking an unplanned sea bath or worse. "If you could zoom in on the larger photo, you'd see over a foot of water cascading over the cabintop into the cockpit," reports Bill Lilly of the Newport Beach-based Lagoon 47 cat *Moon-*



SAILORS RUN

Singlehanded around Cape Horn at age 69 — what a stud! Cheers to you, Jeff.



Bill Lilly and Judy Lang have seen their fair share of 'sailors' bars', but probably none quite like this one — which was abnormally rowdy on the day they chose to exit Bahia del Sol. If you're headed that way, fear not, it's usually much calmer.



MARK LLOYD / LLOYD IMAGES

Ahem! Eyes front boys. It's only another foreign tourist.

BILL YEAGAN / CRUISERS RALLY TO EL SALVADOR

day at the bar

tide. "The water was high enough to go in through the front of the mainsail cover!"

We're not sure why Bill and his partner Judy Lang were in such a rush to exit the well-protected bay, but we're glad they made their exit unscathed.

This year, the annual Cruisers Rally to El Salvador runs from March 28 to April 27, with a variety of fun-focused activities throughout the month. Organizers and locals are exceedingly helpful to those interested in inland touring or completing boat projects. For details, see www.elsalvadorrally.com.

— andy

"i'm a boat owner!"

Marinite Kim Le was first introduced to sailing by avid racer Timothy Dick in 2007. That same year, she received her Basic Keelboat certification through J World in Puerto Vallarta. "It opened the doors to a whole new world — meeting, racing and cruising with fellow sailors," says Le. "It's a perfect pastime that can be very competitive, relaxing and social, with genuine camaraderie. I love the constant triangulations of teamwork, boat physics and environmental conditions." She went on to get additional certifications for Basic Coastal Cruising and Bareboat Chartering from Modern Sailing in Sausalito.

Le, who is the director of technologies and building operations at the California Academy of Sciences in Golden Gate Park, has since been racing on San Francisco Bay, most consistently in the Friday Night Races at Corinthian Yacht Club, which she joined in 2011. "I've also done major regattas, ocean racing and a delivery run to the

continued on outside column of next sightings page



new boat owner — continued

Farallon Islands. My friends and I have chartered in exotic locations such as Greece, Italy's Amalfi Coast, and my favorite — the British Virgin Islands. When traveling, I take every opportunity to visit, and race if I can, at yacht clubs from Ireland to Portugal, and my favorite local exotic location — Tahoe!"

On the Bay she enjoys crewing on Bob Bloom's *J/35 Jarlen*. "I especially love the crew, who are knowledgeable yet low-key." With Le aboard, *Jarlen* won the Great Pumpkin Regatta pursuit race in October. Being a CYC member, Le has participated in the club's Women's Sailing Seminar — even serving as an onboard instructor. She plans to continue supporting the 30-year-old seminar with her own boat, a recently purchased *J/80*.



COURTESY KIM LE

First-time boat owner Kim Le, at the helm of her own *J/80*, 'Sriracha', sailing out of Tiburon's Corinthian YC on San Francisco Bay.

"I bought my boat 'crush'," she says, "the first boat I learned to sail on, a *J/80*. It was simple and fast, yet it had all the hardware and components for a full racing program with bowsprit and asymmetrical kites. The *J/80* also has a tiller, which is more responsive to help me become a better driver faster. Plus it comes with a furling jib which means faster get-aways and put-aways." Since the boat is a manageable 26-ft, Le feels she can singlehand, doublehand or sail with a crew of four to six. "It's simply

more affordable and manageable as a first boat, even if I blow out sails or trade fiberglass at the start line — which I hope will never happen.

"Purchasing my particular boat is a testimonial to knowing what you want and saying it out loud enough times to enough people. The same sailor who introduced me to sailing — now a lifetime friend — is the one who found a *J/80* listed on www.Yachtworld.com. The next thing I knew I was on a plane to San Diego to inspect the boat. I made an offer. And before I knew it, I'd become a boat owner!" The boat was trailered from San Diego to KKMI on October 18. "Miraculously, it's now berthed at the Corinthian," says Le. Slips at the club in downtown Tiburon are not easy to come by, but Le's spot opened up at just the right moment, and it's double-fingered, a feature she wanted as she's still fine-tuning her docking skills. The boat was originally called *Firebolt*, but Le has renamed it *Sriracha* after the popular Vietnamese-style hot sauce.

Le is spending the winter getting the boat, the crew and herself ready for the summer racing season, starting with CYC's Friday Night Races. "Ultimately, my racing goals are to be able to doublehand the Three Bridge Fiasco, and I also especially like the Jazz Cup for the 26 miles of downwind kite time to Benicia.

"My first and favorite crew is my friend Tim, and my tried-and-true sailing friends with whom I've chartered around the world and have dined, wine, swum, slept under the stars, and lamented over storm watches, bad anchors and many other sailing tribulations. New people I meet are intrigued and offer to learn and join me. There's no shortage of crew, as I've been 'Friended' and 'Liked' by old and new friends on social media. For both the familiar and the new crew, I'm very grateful."

— chris

pacific offshore

Boat owners and their crewmembers continue to prepare for 2016's long-distance offshore races. Both crew and skippers are invited to soak up the knowledge from experts and experienced Pacific Cup sailors at the Alaska Airlines Offshore Academy #3 on Saturday, January 23, at Richmond YC.

This third POA will include:

- Provisioning in three modes with race veterans Susan Chamberlin, Jody McCormack and Melinda Erkelens
- Weather by Lee Chesneau
- Ratings/Notice of Race, Buzz Blackett
- Personal gear, Sally Richards and Aimee Daniel
- Inspections update, Michelle Fara-

When we talked to Kim Le on December 5, she was excited to have just received her boat's DMV registration stickers. "It's a milestone moment," she said.



LATITUDE / CHRIS

academy in january

baugh

- Prepared boats in the water, *Surprise* and *Wolfpack*
- Post-seminar social and networking
- A drawing for a round-trip Alaska Airlines ticket, good to any Alaska Air destination

The POA will begin at 1 p.m. and cost \$30. That morning at 10, Spectra will present a free seminar on watermakers.

You don't have to be entered in the Pac Cup to benefit from the seminars, but we do recommend signing up in advance to reserve a spot — the last POA sold out. Find more info and register at www.pacificcup.org.

— chris

the six-time circumnavigator

Within the realm of offshore sailing, some campaigns seem to send out a press release every time the crew brushes their teeth, while others quietly accomplish remarkable feats with little fanfare. Singlehander Webb Chiles belongs to the latter group.

Now 73, he has already completed five circumnavigations (mostly solo), and is now roughly a third of the way into his sixth — this time aboard a tiny Moore 24. As any Moore sailor will tell you, the interiors of these much-loved planing hulls are about as roomy as a Volkswagen Beetle, and their low-slung cockpits offer about as much protection from wind and weather as a handkerchief.

But Webb is a tough old bird who combines old-school ruggedness with a healthy respect for the modern gear that makes his offshore sailing adventures efficient, safe and fun. Currently 'summering' in New Zealand's Bay of Islands before heading west at the end of the cyclone season, he dropped us a note to let us know what he's been up to:

"Something unpronounceable in my left shoulder rotator cuff was

continued on outside column of next sightings page



SIGHTINGS

webb chiles — continued

almost completely severed in a fall when a dock line rolled beneath my foot on one of the three days *Gannet* was tied to a dock late last year.

"Not wanting to endure a long post-operative recovery, I opted for physical therapy and it, along with my own workouts and being on *Gannet* — where I think rowing to and from shore from her mooring is among the best therapy possible — has resulted in improvement beyond my expectations. I can again do my age in push-ups, which even my physical therapist did not think possible, and I'm almost asymptomatic.

"I reconfigured the cockpit, removing a bridge that held the main-sheet traveler that was always a nuisance to step over and at sea sometimes a hazard, and relocated the traveler to the cockpit floor." He got the idea for doing this from online photos, and enlisted Gilles Combrisson of GC Rigging in Point Richmond to supply the parts: a specially made 'pod', Harken track, risers, bolts and G-10 backing plate cut to size. "He advised me of the Harken Duo-Cam that solves the problem of running the under-deck backstay control. Gilles credits

continued on outside column of next sightings page

tales of

Anyone interested in maritime history will know the basic story: In 1820, the whaling ship *Essex* was rammed and sunk by a sperm whale in the far reaches of the Pacific. Her 20-man crew took to three longboats and headed for South America, roughly 2,500 miles due east. Only five survived, enduring untold hardships and deprivation, including cannibalizing crewmembers who died.

You will also know that this true story was one of the inspirations for Herman Melville's *Moby Dick*.

If that's pretty much all you know, you will likely enjoy *In the Heart of the Sea*, the Ron Howard film released early last month. The movie generally follows the



whales

account of Owen Chase, the first mate, who published his story in 1821, as well as that of the cabin boy, Tom Nickerson (14 at the time), whose account was only discovered in an old chest in the 1960s, and is the basis of the 2000 Nathaniel Philbrick book from which the movie takes its name.

However, if you have read *In the Heart of the Sea* and/or Chase's narrative (reprinted many times over the years), you may find yourself wincing, frowning, sighing or occasionally groaning, as we did. This for the usual silly clichés that Hollywood insists on including in every seagoing movie. Just one example:

continued in middle column of next sightings page

webb chiles — continued

Scott Easom with first devising this configuration.

"The result has been dramatic. Living on and sailing *Gannet* is easier in many ways every day," Webb reports. He also upgraded his sail inventory with a G1 gennaker from the North Sails Opua loft. "I have a vision of setting both gennakers wing-and-wing on an ocean passage and watching *Gannet* fly under clouds of sail."

His current game plan is to continue his circumnavigation in May with a crossing to Australia. "I'm not sure of my port of entry, but I'll make my favorite coastal sail in the world from Cairns to Cape York inside the Great Barrier Reef for the fourth time in my fourth different boat, then west to Darwin, Cocos and South Africa, with a possible stop in Mauritius. Time and chance permitting, I expect to be in Durban, South Africa, about this time next year. That will be 10,000 miles in five months. Depending on the condition of *Gannet*, myself and my marriage." Stay tuned for updates.

— andy



WEBB CHILES SELFIE

You'd never refer to a Moore's interior as roomy, but Webb manages just fine. He once went around in an open 18-footer!

south bay slips replaced by condos

Recently released plans to redevelop the Alameda Marina and Svendsen's Boat Works with housing and light retail have sent shockwaves throughout the local sailing community, but that proposal is just the latest in a series of redevelopment projects that have eliminated or sharply reduced the size of existing marina facilities in the Bay Area. In the last three years, both Peninsula Marina and Pete's Harbor in Redwood City have been shuttered to make way for high-density housing. Both projects include small marina facilities, but with no provision for liveaboards or marine-related businesses.

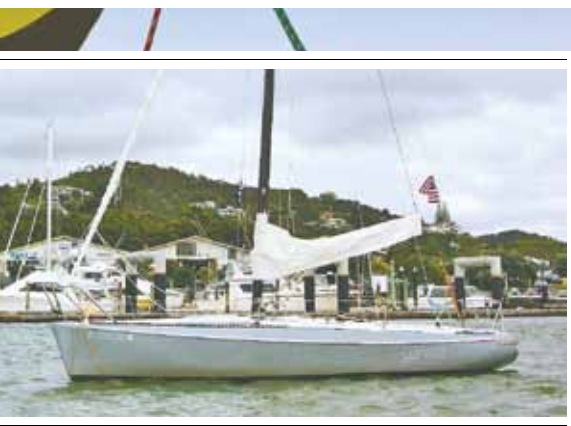
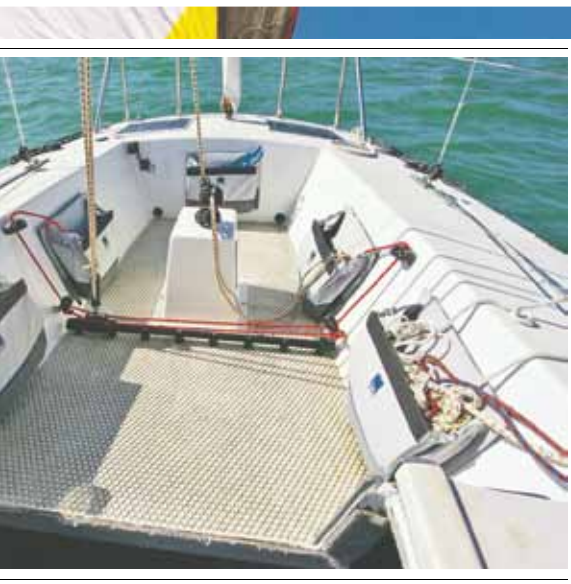
The One Marina project, at the site of the old 400-slip Peninsula Marina, includes 231 condominium units in 24 buildings. The construction team broke ground in 2012, and the first residents began to move in 2014. The project includes plans for a marina with 25 to 40 slips (one tenth the capacity of the former facility).

The new Blu Harbor development is currently under construction on the land where Pete's Harbor was located for many years. Residents of Pete's — which had a thriving liveaboard community and 280-slip marina — fought the development plans for several years, but were ultimately unsuccessful in halting it. Current plans call for 411 units to be built on the site after adding landfill to raise the level of the land by three feet to protect against king tides and rising sea levels. Blu Harbor is slated to have a 45- to 65-slip marina (less than 25% of the former slip count).

According to one longtime resident of Pete's Harbor, the developer pulled out all of the old pilings in the outer marinas of both the Peninsula Marina and Pete's Harbor. These outer harbors were built on lands leased from the state, and the pilings, now that they are gone, cannot be replaced. Even if demand for slips in these locations exceeds the supply available in One Marina and Blu Harbor, the marina facilities evidently cannot be expanded.

Sandwiched between One Marina and Blu Harbor is the Bair Island Marina, part of an apartment development by the Irvine Company. This facility has a total of 95 slips, and is surrounded on three sides by buildings which offer "a waterfront lifestyle surrounded by timeless Italian architecture."

continued on outside column of next sightings page



Spread: 'Gannet' glides across flat water in the Bay of Islands. Top inset: The modified cockpit layout is safer and more efficient.

ALL PHOTOS WEBB CHILES

slips to condos — continued

There is no question that the Bair Island Marina is a beautiful facility, but it is a bit sterile. None of these three developments has any space for marine-related businesses, restaurants or stores, let alone liveaboards, boatyards, or repair facilities. Not that long ago there were two South Bay boatyards: South Bay Boat Works and a boatyard at Pete's Harbor. Now the closest haulout facility is in San Francisco.

Across Redwood Creek is Docketown Marina, the last of the old liveaboard communities in Redwood City. Like the outer harbors at Peninsula Marina and Pete's Harbor, the marina is built over state land. However, the marina is in disrepair, and the owners of the land are looking to develop it, most likely with high-density housing.

A similar drama is playing out across the Bay in San Leandro, where the city-owned marina is slated for closure to make way for high-density housing, a hotel and conference center, an office park, retail space, and several new restaurants. According to city planning documents, dredging the harbor is too costly to be sustained over the long term. As stated in the draft Environmental Impact Report for the Shoreline Development project, "...[The] marina would be maintained for as long as financially feasible; however, for the purpose of the environmental analysis, it is being assumed that the harbor master's office, fuel pump/dock, and the 462 existing boat slips in the harbor basin would eventually be removed by the City."

Opponents of the Shoreline Development project dispute the city's cost estimates for dredging, and claim that over time, the marina, which opened in 1963, will be a net revenue source for the city while continuing to provide water access and recreational opportunities for the whole community. Furthermore, once the marina is removed, the costs of replacing it will be astronomical, and replacement may be legally impossible.

At stake in all these development projects are water access and the services that boaters of all types need to keep their boats afloat and in good repair. Even where marina facilities are included, there is no provision for liveaboards, marine-related businesses, or boat maintenance facilities; as a result, the whole ecosystem that supports the sport of sailing is being threatened.

— john tuma

the finest hours salutes c.g. heroism

Countless films feature the heroics of fighter pilots, foot soldiers and navy sailors, but few focus on the selfless sacrifices of US Coast Guard rescue personnel, even though they are called upon to risk

their lives in times of both war and peace. But the January 29 release of Disney's new thriller *The Finest Hours* will take a step toward evening the score.

This high-energy drama portrays the true story of what is considered to be the most daring small-boat rescue in the Guard's 150-year history. Without revealing too much, we can tell you that the episode takes place off the Cape Cod

peninsula during the winter of 1952, when two tankers break in half during a monstrous nor'easter gale with 60-ft seas and 70-knot

continued on outside column of next sightings page

tales of whales

Chase and Captain George Pollard are portrayed in a Bligh-Christian relationship, whereas in reality, they had served amicably together before — on the *Essex's* successful previous whaling voyage, in fact — and were good friends. Sigh. Groan.

But overall, two harpoons up for *In the Heart of the Sea*. The story is well told; the CGI whales are incredible (no actual whales appear); hunk-du-jour Chris Hemsworth, who plays Chase, will appeal to the female demographic; and even kids will like this PG-13 flick, despite the fact that the ship does *not* turn into a giant mutant robot from another galaxy.

If the movie inspires you to find out more, or you are unfamiliar with the *Essex* tale, you will appreciate a new

WALT DISNEY STUDIOS



Needless to say, there's no shortage of heart-pounding action in *'The Finest Hours.'*

SPREAD & INSET JOHN TUMA



— continued

book published earlier this year. The large format *Wreck of the Whale Ship Essex* contains the Chase narrative, along with a dozen or more sidebars about the whaling life written by Melville, Richard Henry Dana, and several other maritime authors from the days of sail. Also reproduced is pretty much every piece of artwork ever created showing whales destroying whaleboats and sending whaling men flying into the air.

Combining that with a copy of Philbrick's *In the Heart of the Sea* will give you a good understanding of the 19th-century whaling industry; a renewed respect for the men who went to sea to hunt Leviathan; and — if you're like us — a deep thankfulness you were born too late to be one of them.

— jr

finest hours — continued

winds. When it is learned that the stern section of the 503-ft tanker *Pendleton* has drifted close to shore, Boatswain's Mate First Class Bernard Webber and a crew of three are sent out into the maelstrom aboard a wooden 36-ft Motor Lifeboat to search for survivors. Needless to say, it was close to a suicide mission, but Guardsmen then, as now, expected to be sent into harm's way.

Is there a happy ending? All we'll reveal is that the resolution of this gripping tale is bittersweet. You'll have to check it out for yourself to find out what we mean by that. And if you want to experience the action in as close to real life as possible, be aware that *The Finest Hours* will shown in both digital 3D and IMAX 3D. If you go see it, you might want to wear your PFD, just to be safe.

— andy



ORLEANS HISTORICAL SOC.

Today, 50 years after the 'Pendleton' rescue, the restored Motor Lifeboat #CG36500 is owned and operated by the Orleans (MA) Historical Society.



New housing developments are encroaching on slip space in many parts of the Bay, and there seems to be no stopping it.

THE FIVE KIALOAS —

It's funny the things that stick in your mind. Take last fall's Rolex Big Boat Series. Of all the great racing, tactics and talent in that event, the first thing that pops into our minds is a boat that finished fourth in its class. And that's followed by a pang of regret. Why? Because

Kilroy. It's hard to overestimate the influence 'Gentleman Jim' had, not only on sailing in general and the maxi class in particular, but on the emergence of SoCal as a leader in the aerospace industry; civic matters in and around L.A.; local and national politics; and L.A.'s (unsuccessful) bid to host the 1976 Olympics.

John Beresford Kilroy was born in Alaska in 1922 to a hard-working, hard-drinking Irish father and a strong-willed South Dakota mother. His two older siblings started calling him Jim early on and the nickname stuck. He still carries memories of his mother transporting the family by dogsled. His father left when Jim was 8, by which time the family had moved to Southern California.

Kilroy did well academically and graduated from high school just after his 17th birthday. To earn money (most of which went toward helping support his family), Jim mowed lawns, delivered newspapers and worked in a bicycle shop.

In 1940, with war looming, Kilroy quit his engineering studies at UC Santa Barbara to work at Douglas Aircraft, which built Navy dive bombers. Though not yet 20 years old, he proved himself smart, innovative and easy to work with, which helped him rise quickly through the company ranks. In 1944, he left to join the Army Air Corps and spent two years at Western Flying Training Command in Santa Ana, studying all facets of aerodynamics and airplane construction. He also learned to fly.

After the war, by then married and starting a family, Kilroy became a real

The first 'Kialoa' started life as the lovely S&S yawl 'Tasco II', which was built at Stone Boat Yard on San Francisco Bay.



WWW.KIALOA-US1.COM



WWW.KIALOA-US1.COM

'Kialoa II' on the way to Hobart, Tasmania. Her rudder has been repositioned from the back of the keel to the back of the boat.

estate agent, but he was looking at the bigger picture. Through his many relationships at Douglas and other aeronautics firms, he started brokering industrial properties. Then he formed his own construction company in order to modify existing structures to meet the needs of the growing aeronautics/aerospace industry. Next, he started buying, selling and revamping industrial sites himself, or designing and building them from the ground up. Kilroy might not have been the father of the modern industrial park, but he was certainly one of the most spirited uncles, especially in Southern California.

Kilroy's first exposure to sailing had occurred years before. At age 11, he'd won a contest selling newspaper subscriptions, and the prize was a trip to Balboa Island on the old Red Car line. The man who would later define an era of big boat sailing, and who co-founded the modern maxi class, took his first sail — with minimal instruction — on a 12-ft Snowbird in Newport Harbor. The thrill of it never left him.

As mentioned, Kilroy had learned to fly during the war years. Always athletic — he ran track and played varsity basketball in high school — he also surfed a bit, and played some golf. But when the business side of life finally allowed for some recreation time, the siren that really sang to him was sailing. There was certainly



RICHARD BENNETT / SYDNEY HOBART RACE



'Kialoa III' with everything up during the epic 1975 Sydney Hobart Race, when she set a new elapsed time record that stood for 21 years.

Kialoa III was once sailing royalty — the queen of the maxis. To this day, she remains one of the most successful racing yachts ever built. But in the present era of high-tech flyers with carbon-canting everything, she is hopelessly anachronistic. That said, she is still one of the most beautiful yachts ever built and on that merit alone, we think she deserves high respect.

Her appearance also brought back great memories of the days of old when knights so bold sailed huge boats with skyscraping rigs and what seemed like a square mile of sails. Our hearts pound just remembering the power and glory of a fleet of 80-ft IOR battlewagons beating upwind toward the Golden Gate with two dozen guys on each windward rail, or roaring downwind in a foamy bluster at speeds in the teens under upward of 4,000 square feet of straining sail.

Those scenes, and much of modern sailboat racing, might have been a lot different were it not for a Southern California entrepreneur, bon vivant and never-say-die sportsman named Jim

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the thrill, the challenge, the romance and the history. But as with many engineers who come to the sport, the science of it held perhaps the greatest appeal. "Fluid dynamics, aerodynamics and hydrodynamics — sailing has all three," he wrote in his 2012 autobiography *Kialoa US1 — Dare to Win*. "It's much more complicated than flying — and, as I was to learn, much more rewarding."

Kilroy's first big boat, bought in the early '50s, was a 46-ft Island Clipper named *Serena*, which he recalls was a fine cruising boat, a so-so racer, and a great learning platform. This was followed by *Tasco II* in 1956, a fractionally rigged S&S yawl (built at Stone Boat Yard on San Francisco Bay) that had already done pretty well in three previous Transpacs. After substantial weight-reduction surgery, he renamed her *Kialoa*, Hawaiian for "long white canoe."

His first Transpac in 1957, with a green crew — the longest race any of them had previously done was to Ensenada — turned out to be literally a baptism by fire (albeit briefly). An electrical relay shorted out in a shower of sparks. Later, the engine blew a manifold off when they tried to start it to charge

'Kialoa III' at the '79 SORC. The stern view is pretty much how most people who were on other boats remember her.

the batteries. Then a steering cable broke. All in all, it was a less-than-stellar performance. Or, as Kilroy thought of it, a great learning experience.

As he did in most aspects of his business and sailing life, Kilroy analyzed what went wrong, what went right, and how to fix it all before the next race. This included lengthy discussions with all crewmembers, as well as other skippers, engineers, sailmakers and anyone else he thought had valid input. Then he made decisions on how best to go forward. For the first *Kialoa*, that eventually included changing to a masthead configuration on the main, and a taller mizzen. After a few more years and a few more races, the mizzen was removed completely and the boat finished her ownership under Kilroy and crew as a sloop.

She finished second in class in the '59 Transpac, and again in '61, despite shredding five spinnakers in the last two days of the latter race. She did much better closer to home. Among other triumphs, she was first to finish in the 1960 Acapulco Race (with a broken rudder, no less), and scored class and fleet



Gentleman Jim Kilroy at the wheel of 'Kialoa IV' back in the day. His five 'Kialoas' hold a special place in American yachting history.

wins in the same race in 1962.

K*ialoa II* was designed by Sparkman and Stephens and launched as a full-keel sloop in 1963. (In later iterations, she would become a yawl and have her keel-hung rudder switched to a separate spade rudder.) A major decider on her size, 72 feet, was the maximum length allowable under the then-existing Bermuda Rule. The Newport-Bermuda Race was just one of many prestige races Kilroy wanted to do with the new boat. The boat was built of aluminium — the largest aluminum craft in San Pedro at the time. With proper metal forming so important, it will probably not come as a surprise that Kilroy formed the company, Yacht Dynamics, specifically to build this boat.

In the days before stripped-out racing machines, *K2* boasted a sumptuous interior of varnished teak, a full galley, three heads with two showers, a small workshop and even carpeting. Topsides, Kilroy gave a new company named Bari-ent the largest contract they'd had at that point to install the winches and grinders.

K2's first race was a return to Acapulco, where she was second to finish and second in class. Back in her home waters, the boat made a clean sweep of the Whitney series (Jim was a member of the hosting L.A. Yacht Club at the time), as well as a clean sweep of that year's Ensenada Race. In the '65 Transpac — which in those days was contested using celestial navigation, and with no electronics, no GPS, and no weather forecasts — *K2* was first to finish, first in class and fourth overall.

The boat and crew's first venture east was Block Island Race Week: first to finish. Then the Bermuda race: first to fin-



PHIL UHL / WWW.PHILUHL.COM

THE FIVE KIALOAS —

PHIL UHL / PHILUHL.COM



'K4' racing in Hawaii. The Ron Holland design was the only 'new' Kialoa built of a carbon-balsa matrix rather than aluminum.

ish. In 1968, Kilroy and his red-shirted crew made their first foray across the pond in the TransAtlantic Race, which finished in Travemunde, Germany, that year. As a harbinger of things to come, K2's biggest competitors were Huey Long's 57-ft *Ondine* (the second of an eventual seven boats to bear the name), Keez Bruynzeel's 73-ft plywood ketch *Stormvogel* and Ted Turner's modified 67-ft 12-Meter *American Eagle*. K2 was third over the line behind *Ondine* and *Stormy*, but corrected out to first.

The year 1969 brought, as Kilroy puts it, "a tremendous step forward toward the new IOR rule" in the form of a radical new Alan Gurney design named *Windward Passage*. Though similar in length to K2, *Passage* had 30% more beam, a bigger sailplan, a longer waterline, a fin keel, and about 30,000 pounds less displacement. And right from the get-go, she started in on a bad habit (to *Kialoans*, anyway) of winning races, including the '69 SORC and Jamaica Race.

There would be more races and more wins for the K2 team, of course,

Still looking sexy as ever, 'K5' slices through the blue Caribbean waters during the St. Maarten Heineken Regatta in 2011.

WWW.KIALOA-UST.COM



K2: a handicap. K2's last year of racing under Kilroy was 1971.

By the early '70s, with a decade and a half of racing under their belts, Kilroy and company had a good idea of what they wanted in the next *Kialoa*. Working with Dave Pedrick at S&S, they constructed a full-size mock deck to optimize sheet angles and leads. The end result was a stunningly beautiful 78-ft ketch christened *Kialoa III*. Along with all the other innovations incorporated into her creation, she became one of the first yachts to use a wind-based performance program, developed in part by crewman Pat Haggerty, who just happened to be the founder of Texas Instruments.

Fast right out of the blocks at the '75 SORC, and making a clean sweep — first to finish, first in class, first in fleet — at the Jamaica Race, it was obvious that the boat was destined for greatness. A tally of her victories (and yes, a few stumbles) over nine years would take pages to compile. So we'll highlight only two.

The first was the 1975 TransAtlantic Race, when — despite assurances otherwise from everyone at race headquarters — Hurricane Amy crossed the fleet's path. At one point the winds increased to 70 knots sustained. K3 was down to a tiny headsail and triple-reefed main. Suddenly, one of her 29-ft spinnaker poles was torn off its aluminum chocks on the

starboard side of the foredeck and flung into the ocean, taking most of the starboard-side stanchions with it. (They made do later with the port pole.) Not long after that, a terrific explosion of blinding light was heard and felt throughout the yacht. The lightning strike traveled down the mizzen, through the aft cabin and into the nav station, frying, well, who knew what? To the amazement of all but Kilroy, boat skipper Bruce Kendell calmly traced and identified the damage, unpacked a spare circuit board, soldered it in place — all in bucking-bronco conditions — and they soldiered on. Later in the race, the boat developed a severe leak, which necessitated running off for a time so the pumps could keep up until the loose thruhull hose was found and fixed. And they still finished first.

Later that same year, K3 would win the Sydney Hobart Race (encountering a Southerly Buster almost as strong as Amy) and in the process would shatter the former course record by 11 hours.



WWW.KIALOA-UST.COM

Evolution of high-level racing. L to R: Ted Turner's converted 12-Meter 'America Eagle', 'Kialoa II' and 'Windward Passage' in the late '60s.

Her 2-day, 14-hour, 26-minute mark would stand for 21 years. And even then, it took Hasso Plattner's canting-keel MaxZ86 *Morning Glory*, skippered by Russell Coutts, to beat it.

K3's victories between 1975 and '77 are unequaled in the racing world. She was awarded the honorary sail designation US-1, and with it the World Ocean Racing Championship for those years.

K*ialoa IV* was drawn by Ron Holland and built in Clearwater, Florida, of end-grain balsa sandwiched between laminates of carbon and S glass. Interestingly, her design was heavily influenced by Holland's phenomenally successful 40-footer *Imp*, which won the SORC, Admiral's Cup and just about everything else in 1979. At her 1981 launch, K4 also had a full interior. But a rule change later in the year said that a

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cruising interior was no longer required, so it was removed. *K4* thus became the race boat, while *K3* stayed in the family for another 25 years and cruised the Kilroy family and friends all over the world in speed and comfort.

It was also in 1981 that ICAYA — the International Class A Yacht Association — was formed. Kilroy was a key figure in the development of the maxis as a class. A circuit of four to five events — often run concurrently with various world events but scored separately — was created. Along with everything else, *K4* won the

'K3's victories between 1975 and '77 are unequaled in the racing world.

first four ICAYA World Championships (1981-1984); *K5* won in 1987.

Rule changes and technological developments were coming faster in the '80s, and by mid-decade, it was already time for a new *Kialoa*. Compared to *K4*, the German Frers-designed *Kialoa V* had a shorter waterline, bigger sailplan, and a bit less displacement. She was built in Spain. The newest *Kialoa* had her share of birthing pains, but the end result was a boat that could sail higher and faster upwind than any before her, and at deeper angles downwind.

In 1988, during practice off Hawaii for the Kenwood Cup (formerly the Pan-Am Clipper Cup, whose races *K2* and *K3* won several times), a rigging failure caused *K5's* 100-ft mast to snap off at the lower spreaders — the first time in more than 30 years that any of the *Kialoas* had dismasted. With the series over before it started, the spar was flown back to L.A. for repair, while the hull made a slower crossing on a barge.

The boat was back together in time for the '88 Big Boat Series, which turned out to be one of the most memorable of them all. It was the 25th anniversary of the event, the last real hurrah for IOR, and the last time many of the great maxi boats came to play on the Bay, including *Boomerang*, *Congere VI*, *Mataador*, *Ondine VII*, *Sorcery*, *Sovereign*, *Winterhawk* and *Kialoa's* new nemesis, *Windward Passage II*. In the end, it was Bay Area prodigal son Paul Cayard, driving Raul Gardini's *Il Moro di Venezia*, who schooled the fleet with straight bullets. *Passage II* was second and *K5* third.

After 33 years, five *Kialoas*, and

countless great memories and friends — and faced with the prospect of building yet another boat to stay competitive — in 1989 Kilroy came to the difficult decision that it was time to hang up his racing spurs. As mentioned before, he would spend another two decades cruising with family and friends aboard *K3*.

Jim Kilroy's story is not a typical one. His route to sailing success required deep pockets, and it's easy to dismiss him as just one more mega-rich guy trying to outspend the other mega-rich guys for little more than bragging rights. But as anyone who ever sailed with (or against) him will tell you, he was — and is — the real deal: A consummate sportsman and innovator, and one of few owner/skippers who really defined what that meant. Kilroy almost always drove his own boats during shorter races, and never shirked his turn at the wheel on long ones, no matter how gnarly it got.

Also unlike many top efforts, there were no mercenary crews and paid rockstar drivers on the *Kialoas*. The crews were almost all volunteer. (The only paid hand afloat was the boat captain.) And it wasn't easy to get a spot. In order to wear the coveted red *Kialoa* shirts, Kilroy's crews had to demonstrate not only the talent to do the job, and the same work ethic he had: go all-in or go home — they also had to show they had a 'real job' ashore, or were in school and headed toward one. It was not unusual for a college-student crew to learn he was changing headsails on a pitching deck at midnight with a captain of industry — or two of them.

To many of the hundreds of fiercely loyal crew, Kilroy was teacher, mentor, father figure, inspiration — or just the guy who gave them a big break and/or



'K2's interior featured her famous 10-seat main table and gimbaled galley shelf, seen in the background.

instilled a will to win. Among those was Dennis Conner, who credits the *Kialoa* programs as important models for his winning America's Cup campaigns.

These days, Kilroy Realty Corp. is in the capable hands of Jim's son, John Kilroy, Jr., who also carries on his father's avocation as a world-class buoy and offshore sailor in his own right. In fact, he is now shortlisted for US Sailing's 2015 Rolex Yachtsman of the Year.

Jim Kilroy is still alive and kickin'. He will turn 94 in May. He and wife Nelly split their time between homes in L.A. and Punta del Este, Uruguay.

Though Jim is out of the spotlight now, we hope sailors everywhere appreciate that, well, Kilroy was here. And that we are all the better for it.

— latitude/jr

Jim Kilroy's book Kialoa US-1 – Dare To Win is available at all the usual outlets, and at www.kialoa-us1.com. We highly recommend the book for its fascinating insights into high-end racing in general and the Kialoa dynasty in particular. (All proceeds go to charity.) The website also contains bonus features, such as an entire crew list from all the Kialoas.

WHERE ARE THEY NOW?

Kialoa I (ex-*Tasco II*) was lost in the mid-'60s when she dragged anchor off Lahaina and was driven ashore.

Kialoa II was donated to the Coast Guard Academy in Connecticut in 1971. She was sailed in local and offshore races by midshipmen and officers until 1978, when she was sold to Martin Crowley, who returned her, via Panama, to the West Coast. In 1984, she was purchased by the Bay Area's Frank Robben, who did a complete restoration and sailed her to many far-flung ports of call. In 1999, she was sold to a Dutch owner. She is currently lying in Portugal where she is once again for sale.

Kialoa III — After she was retired from racing in 1980, *K3* stayed in the Kilroy family for the next 25 years. Based out of Kilroy's home in Punta del Este, Uruguay, with family and guests aboard,

she cruised all over the world. In 2006, the boat was donated to Orange Coast College and was part of their excellent program. She was recently purchased by a syndicate of three families from Monaco who restored her to her glory-years configuration and are revisiting many of her glory-years races — which is how she showed up at the Rolex Big Boat Series.

Kialoa IV — Now sporting a black hull and sumptuous interior, *K4* is berthed in La Rochelle, France, under an unknown owner.

Kialoa V was purchased by Fred and Eileen Mills of New York and berthed in Dover, Delaware. Now with a red hull, she participated in occasional races as late as 2011. In 2012, we read that a film company was attempting to sell the idea of a reality show called *Yacht Wars* featuring *K5* and the Mills family. We haven't heard anything since.

SEASON CHAMPIONS, PART III —

We wrap up our three-part seasonal tribute to the best of 2015 this month. Last month, we checked in with the YRA, BAMA and SSS; here we pick up where we left off in November, prying into the secret lives of Bay Area one-design classes.

The designs that we visit here are medium to small keelboats, plus a couple of the most popular dinghy classes. Due to the manageable size of the boats, all of these classes are trailerable, and most are accessible and affordable, thus appealing to a broad demographic. Some, including the J/24 and Cal 20 fleets, have, through the hard work of aficionados willing to step into leadership roles, enjoyed a resurgence in popularity after several years of dormancy in the Bay Area. Others, such as the Express 27 and Wylie Wabbit, endure as Northern California designs that have stood the test of time.

Express 27 Championship Series *Motorcycle Irene*

Will Paxton/Zachery Anderson, RYC

This is the third year in a row that Will, Zach, and their crew on *Motorcycle Irene* have won one or the other Express 27 series.

Paxton and his boat partner, Zachery Anderson, both serve on the Express 27 board, Anderson as class president and Paxton as measurer. "We're trying to grow the class. This culminated in a 23-boat Nationals regatta at Corinthian YC in October. We worked very hard to get a non-overlapping schedule." Paxton praised the quality of the competition, which was excellent in 2015.

Paxton's favorite race of the season was the Delta Ditch Run on June 6. "It was on my birthday. It was our mission to do better, and we did." The Cyclers won the Ditch Run's 12-boat Express 27 division. "Three Bridge Fiasco was fantastic. Those are longer races, but the majority of our racing in 2015 was around buoys inshore."

In 2016, they'll expand their program to include the canting-keel Schock 40 *Secret Squirrel* and more ocean racing. They're updating and modifying the Schock 40 now. Even though they'll personally be sailing the Express in fewer races, Paxton and Anderson plan to keep working in the class and building the fleet.

Motorcycle Irene scored .98 points in 31 races. Ten boats out of the 35-boat fleet qualified for the Championship Series by sailing in 16 or more races.

2) **Peaches**, John Rivlin, StFYC, .9 points; 3) **Wile E. Coyote**, Dan Pruzan, EYC, .77.

Express 27 Long Distance Series *El Raton*

Ray Lotto, StFYC

For three years in a row, 2010-2012, *El Raton* was the Express 27 champion. Owner Ray Lotto has been an Express 27 sailor for 30 years. "I have a crew, Steve Carroll, who's been with me for 21 years, doing all the doublehanded races like the Farallones and Three Bridge Fiasco. A lot of the Long Distance Series is doublehanded. Then there are the crewed races like the Lightship. We usually go with three on the Delta Ditch Run to Stockton. There's one race in our Nationals that's long distance.

"The most challenging race is the Doublehanded Farallones because it's 60-some miles as the crow flies. Steve and I have done probably 18 of them. Now they're making the restrictions pretty severe regarding safety equipment. I'm not sure how much participation we'll have next year because of the new requirements — because of the *Low Speed Chase* tragedy. We were right in front of that boat when it went on the rocks. That was terrible. They also require a weekend safety course, and a lot of people don't want to do that. I'm not sure how many Expresses will do it. I know a lot of the Moore 24s are not going to be doing it. And it's really a shame, because it's a great event, but we will be doing it."

In addition to Steve Carroll, Jordan, Emily and Morgan Paxhia crewed on *El Raton* in 2015. The Paxhias moved here from New York. Jordan has been on *El Raton* for seven years, and when her siblings moved to San Francisco they joined the boat. "One of our crew died two years ago after the Ditch Run," said Lotto, explaining his crew complement. "He drowned in Stockton. Noe Goodman. He was on our crew for six years. That was really a blow to our whole crew and to me. He was such a fine young man, and it was very, very sad. We now have a different crew. We have two girls who race on the boat now, which is really nice. I always like to have at least one, and now I've got two."



El Raton scored .91 points in the series' 10 regattas; 13 Expresses out of the fleet of 35 qualified by virtue of sailing in at least half the races.

2) **Dianne**, Steve Katzman, LTWYC, .82 points; 3) **Abigail Morgan**, Ron Kell, CYC, .8.

Melges 24 *Wilco*, Doug Wilhelm, SFYC

We have a sense of déjà vu while announcing *Wilco* as winner of the Melges 24 class — it seems as if we were just writing about *Wilco's* winning ways for our report on the Rolex Big Boat Series, which ran in the October 2015 issue of *Latitude 38*. That feeling of familiarity is reinforced when we look back and realize that *Wilco* also won the Melges 24 season in 2012 and 2013.

Skipper Doug Wilhelm cites the Melges 24 National Championship on the Columbia River up in Oregon as a particularly memorable regatta. "It was very competitive, and we fought hard to successfully achieve our goal of top five overall." The Columbia River Gorge Sailing Association hosted 38 Melgi from

ONE DESIGN APPEAL

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED



MARTHA BLANCHFIELD / RENEGADE SAILING

Spread: 'Motorcycle Irene' races out the Gate in the long-distance race at the Express 27 Nationals. **Inset:** Ray Lotto.

2) **Looper**, Duane Yoslov, CYC, 37 points; 3) **Posse**, Sallie Lang/Jan Crosbie-Taylor, TISC, 54. (11 boats)

three countries at the US Nationals in August. "We are planning to race in the

World Championship next year in Miami."



LATITUDE / CHRIS

Doug Wilhelm

Berkeley Riley, Frank Wooten, JB Cianciarulo and Will Mitchell."

Wilco scored 27 points in 10 regattas.

Wilhelm was quick to credit his crew. "Special thanks to my long-time friend and team leader Orlando Montalvan, and the extended Wilco team: Tyler Baeder,

J/24

Downtown Uproar Darren Cumming, BYC

Darren Cumming has been racing J/24s for 10 or 12 years. "Could be more — I have kind of lost track," he says.

Strong in other regions, the J/24 class has been making a comeback locally but didn't pop up on our radar as a fleet to profile in these pages until 2015. Cumming won the season in 2015 and 2014, as well as the district championships in 2014. "We also placed first for the season in 2012."

The J/24 Nationals were held in May on San Francisco Bay this year, drawing some very impressive sailors to the area. "Berkeley Yacht Club hosted and ran an excellent regatta in a mixed bag of challenging conditions," reports Cumming. "It was great fun to have nearly 30 J/24s on the start line."

Another of Cumming's favorite re-

gattas this year was the YRA 2nd Half Opener. "Even though it was not a season counter for the fleet, a couple of us J/24s did the 2nd Half Opener. Turned out to be a beautiful day to go out and around Point Bonita.

"We did the Jazz Cup as a fleet, and have recently been doing an informal rabbit-style race on the sail back to the Bay on Sunday. Splitting the trip up into a couple of legs is also a ton of fun. We definitely have a great fleet, full of fun people and competitive sailors."

The standings were very close this year. "There were opportunities for boats to move up and down all the way up to the last regatta of the year. It was important to fight for every race."

Cumming said that *Downtown Uproar* has been fortunate in attracting a large pool of very talented sailors over the years. "Though we rarely sail with the same crew configuration more than twice in a row, it is always a joy to compete with such fun and athletic sailors. First and foremost is my co-owner in the boat and most excellent foredeck Melissa Litwicki." Litwicki is also the fleet captain. "Melissa's contributions to our success as a boat and as a fleet are high. Loren Moore also made nearly every regatta with us this year. Loren is a strong and excellent trimmer, but also a versatile sailor, stepping into whatever position is needed. Michael Singer is of special note as well. Michael moved out of the Bay Area a few years back, but made the commute from Colorado a couple times this year to sail with us. Sean Andrews, Hayley Tobin and Daniel Slate are all



Melissa Litwicki & Darren Cumming

excellent racers who have sailed with us, helping out tremendously with tactics. Carol Klammer, Stefanie Badwey and Tim Roche have also been aboard this year. I attribute our success with *Downtown Uproar* directly to the quality of the

SEASON CHAMPIONS, PART III —

crew — they are the ones who make us go."

Downtown Up roar scored 93 points in 31 races with 6 throwouts.

2) **Feral Rooster**, Paul van Ravenswaay, Severn Sailing Assn., 109; 3) **Evil Octopus**, Jasper Van Vliet, RYC, 112. (10 boats)

Wylie Wabbit

Kwazy, Colin Moore, RYC

Colin Moore is a true fixture of the Wylie Wabbit fleet — he's been sailing Wabbits since 1984 and has owned *Kwazy* since 1990. He's won several season championships. "I've lost count," he said.

Among memorable moments in his season, Moore mentions, "Surviving the thrills and spills of the Delta Ditch Run," a windy-year edition of the 67-mile race from Richmond to Stockton on June 6, "and close, warm and sunny racing at Whiskeytown." The Whiskeytown Regatta is held on the lake of the same name west of Redding every Memorial Day Weekend.

As factors leading to a successful year, Moore lists "attendance and consistent-

ly reasonable results. There are few things in life I enjoy more than sailing a Wabbit, so I make a point of getting out there for the season."

Rachel Fogel and Bill Sisteck crewed on *Kwazy* this year. The Wabbiteers

scored 12 points in 8 regattas with 2 throwouts.

2) **Jombo**, Jon Stewart, SSC, 19; 3) **Weckless**, Tim Russell, SFYC, 20. (16 boats)

Open 5.70

Boaty, Ben & CJ Anderson, SSS

Brothers Ben and CJ Anderson won the Open 5.70 season championship sailing doublehanded. CJ lives in Los Angeles, and Ben lives in San Francisco. They've been racing in the fleet for just three years. "Three years ago, both cities had very active 5.70 fleets, so the 5.70 was a good fit for us to be able to race in both cities.

"We always love sailing in Santa Cruz and we had a great regatta at our Pacific Coast Championship there in July. An-

other memorable moment was the first regatta of the year at St. Francis YC, March's Spring One Design, where we had lot of neck-and-neck planing down the Cityfront next to Joe Wells on *The Rooster* — and the unpleasant memory of getting our keel bulb stuck on a mark."

The season championship consisted of 6 regattas. In the fleet's high-point scoring system, *Boaty* tallied 43.725.

2) **Frolic**, Marc Finot, SeqYC, 30.625 points; 3) **The Rooster**, Joe Wells, SSS, 28.375. (10 boats)

LATITUDE / CHRIS



CJ & Ben Anderson

Cal 20 Spinnaker Series Cal 20 Non-Spinnaker Series Can O'Whoopass

Richard vonEhrenkrook, SFYC

The Cal 20s slipped into the 21st century without organized fleet racing in Northern California. Richard vonEhrenkrook, enjoying great success with his own *Can O'Whoopass*, set out to change that. His efforts are paying off.

"Six boats, increasing to eight, seem to be all in. We had a few setbacks, as we didn't attend SFYC's Resin Regatta (they have asked us back for 2016), but there are solid reasons to be positive. We had seven boats for the RYC Great Pumpkin. We have eight for the Berkeley YC Midwinters, and we're looking at a possible 10 for the Corinthian Midwinters. We're the PICYA Admiral's Cup Fleet for 2016, having been the largest fleet attending for the last three years. Aside from being the best bang for the buck in sailing, we have an active mentoring program out of CYC, RYC and SFYC."

Can O'Whoopass scored 5 points in the 7 race/2 throwout Spinnaker Series, and 8 points in the 11 race/3 throwout Non-Spinnaker Series. The crew was diverse. "Paul Sutchek was on for the most races," said vonEhrenkrook, "but I was blessed to have Jennifer Hinkel, Steve Buckingham, Julia Smith, Marcus

Choy, Ozzie Graham, and three young kids from Petaluma — Manny (14), Isobel (12), and Gaby (9) — among others.

"The *Can* prevailed, but that is of no consequence. Cal 20s continued to rule in the SSS, with Marcus Choy's *Green Dragon* winning his doublehanded di-

vision, and the *Can* in third in singlehanded overall and second in division. Marcus also represented/destroyed in the Plastic Classic. We were one design in the Big Daddy, BYC Wheeler (Can was first on Saturday and third in the pursuit race Sunday). Fast forward, and the Jazz Cup PHRF division was won by one of our newbies, Todd Craig of RYC on *Magic Bullet*, leading three Cal 20s to Benicia. Dave



LATITUDE / CHRIS

Richard vonEhrenkrook

LATITUDE / CHRIS



Colin Moore

ONE DESIGN APPEAL



qualify from four to three and add more one-day events, so that the championship will be more about competition than participation. Also next year, we'll add a rig-swapping division, to be sponsored by Emilio's winery, Castelli Vineyards." Aguilar thinks a rig-swapping division would have resulted in more qualifiers. "A lot of guys sail a standard on the lakes and a Radial on the Bay because of the wind."

Racing in a 28-boat division, Aguilar scored 14 points.

**Laser Standard Rig
Seaweed Magnet
Emilio Castelli,
SRSC**

Sailing in the Svendsen's Grand Prix with a standard rig, Emilio Castelli repeated his win from last year.

"This season we basically could not do any racing on the in-

land lakes because of the drought," said Castelli. "So the number of events was lower and more 'Bay-centric'."

Castelli's most memorable moment was "my usual capsized at the Elvstrom Zellerbach regatta, this time caught on video!" (You can see it for yourself at www.youtube.com/watch?v=PTDgvxJFISQ.)

Spread: 'Wilco', #540, leads a pack of Melgi at StFYC's Rolex Big Boat Series in September. Inset: Doug Wilhelm

Gardner and Lori Dennis on *Coyote*, and Craig McDow and Chris Casell on *Baby Blue* also did Jazz Cup.

"The newbies include Dave Holscher (no slouch) with his 9-year-old daughter Boo at the helm of *First Rodeo*, aka *Fjording*. Peter Allen is turboing a Cal right this very minute! Look in your wallet. \$5,000 gets you a ticket to the party."

Jim Snow, who's been sailing a Cal 20 out of CYC since the last millennium, will take over as fleet captain in 2016.

SPINNAKER SERIES — 2) **Coyote**, David Gardner, SSS, 24 points; 3) **Green Dragon**, Marcus Choy, HMBYC, 28. (9 boats)

NON-SPINNAKER SERIES — 2) **Invader**, John Fox/Byron Jonk, RYC, 18 points; 3) **Green Dragon**, Marcus Choy, HMBYC, 19. (8 boats)

**Laser Radial Rig
My Little Wife/Happy
Stephen Aguilar, FLYC**

The Svendsen's Grand Prix for Lasers is a series that piggybacks on other regattas. This year's races included the Spring Dinghy and Elvstrom Regatta at StFYC, the Big Dinghy at RYC, the Laser

NorCals, the Monterey Bay Laser Championships, the Whiskeytown Regatta, Go for the Gold at Scotts Flat, the Lake Tahoe Laser Fleet Championships, RYC's Totally Dinghy, and finally back at StFYC for the Fall Dinghy.

Laser District 24 Secretary Stephen Aguilar was the sole qualifier sailing in the shorter-rigged Radial division of the series.

The widower had been grieving for his late wife, racing a boat named *My Little Wife* in her memory. "This year I took a turn," he said. Halfway through the year, his wife came to him in a dream and told him to go on with his life and be happy. So he went out and bought another Laser and named it *Happy*.

The low point of Aguilar's season was missing the StFYC Fall Dinghy Regatta on October 24 because he got stuck on Treasure Island due to the police activity that shut down the Bay Bridge.

"Being the District 24 secretary, I had to go to all the regattas, so that's how I qualified. I was third in the Elvstrom, my highest score of the year."

"We will change how the scoring works in the 2016 Grand Prix. We'll lower the number of events required to



Emilio Castelli & Stephen Aguilar

"Once again, the key factor to success was participating in more regattas than my competition. I wish more people

SEASON CHAMPIONS, PART III —

would participate in this." Of the 66 Lasers racing in various regattas on the list, only six qualified. Castelli scored 59 in the high-point system.

2) David Lapier, NoYC, 35 points; 3) Mike Bishop, StFYC/ACSC, 33.

El Toro Junior

Raging Bull, Trevor Foley, SCYC

Now 15, Trevor Foley started sailing El Toros at Stockton Sail Camp when he was 9. Sail Camp is run at Stockton Sailing Club with help from RYC and Santa Cruz YC. "SCYC also has a great program at Pinto Lake that I did during the school year," said Foley. "Then we started traveling to regattas at Richmond and Lake Merritt, and I also started sailing my El Toro out of Santa Cruz Harbor."

Foley placed second in the El Toro Junior Series in 2014, and, having scored 14 points, moved up to first in 2015. "Winning the West Coast El Toro Championship at Stockton was definitely the highlight of the season, as well as the West Marine Fun Regatta in July (out of Santa Cruz). The low point of the season was right before the Fun Regatta at the

El Toro Nationals. I was hoping to do better, having knowledge of the Santa Cruz area, but the Hawaiian juniors and their boats were better prepared for the unusually windy conditions (low to mid-20s). During the second day I broke the track off of my mast during a mark rounding (luckily the last race of the day), but with some Gorilla Glue and duct tape I was able to continue on the third day and received fourth overall."

Foley has also been having fun sailing a Laser and plans to join the Santa Cruz fleet next year. "I'm in an advanced junior sailing program at SCYC where we sail on a Melges, a Moore 24 and Lasers. It's like a whole different kind of sailing."

2) Chloe Long, SCYC, 31; 3) **Bull Shark**, Connell Phillipps, 46. (23 boats)



Trevor Foley

El Toro Senior Hippo, Fred Paxton, RYC

We'll wrap up this month's profiles the way we began, with a Paxton. Yes, Fred is related to Express 27 champion Will. He's Will's dad. In this case, the father sails a much smaller boat than does the son. Actually, Fred races the smallest boat we're featuring, the 8-ft El Toro.

"The Toros raced a road master series in 2015 that took us from our race across the Bay (the Bullship) to Santa Cruz, Clear Lake, Pinecrest, Redwood City, Foster City, and four other venues in the Bay Area," said Paxton, "We started in April and finished in October, and this time all the good breaks went in my favor. With a tie-breaker I managed to finish ahead of our perennial champion, Art Lange, and just a few points ahead of Vaughn Seifers, John Pacholski and Gordie Nash. We averaged around 16 boats each race over the 10-race series. A generous three throwouts allowed me to toss my miserable results from our

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Nationals at Santa Cruz this year, where the competitors from Hawaii gave us a sailing lesson or three."

"Fred Paxton is an honorable man," wrote class president Gordie Nash in the *Bull Session* newsletter, "ready to do what he says he will do, no matter what. He said he would be PRO for Richmond YC's Great Pumpkin planned for October 24. He said he would do it when the El Toro season's last race, the Corkscrew, was scheduled for October 17. Later the Sequoia YC's race date was changed to the 24th.

"For a number of years, Fred has followed Art Lange by just a little for the season championship. After winning the April Bullship Race, Fred was off to a great start to win the 2015 season. But Fred and Art traded the lead month after month. They were actually tied going into the last race that Fred would miss!

"So it looked like Art would win again. Another year would go by with Fred oh-so-very close in second place. Fred



LATITUDE / CHRIS

Fred Paxton

had no idea what was to happen. As it turned out Art finished third in the Corkscrew. Art and Fred tied in points for the season. Fred's three first-place finishes were one better than Art's two firsts, so Fred Paxton wins the 2015 El Toro Season Championship! By doing the 'right thing' Fred was rewarded."

Next year, Paxton and his wife, Jennifer McKenna, will race in the Pac Cup on Mark and Deb Lowry's Wauquiez Centurion 42 *Chance*. "The 2016 season will see the El Toro Nationals and 'Worlds' both at my favorite sailing venue, Pinecrest Lake, on August 2-7. I plan to finish the Pacific Cup, have a mai tai at Kaneohe YC, and fly home in

time to load the boat and drive to the mountains."

2) **Cygnus**, Art Lange, FSC/HPSC, 16 points; 3) **Out on a Lim**, Vaughn Seifers, RYC, 25. (51 boats)

ISLANDER 36 (8r, 2t) — 1) **Windwalker**, Richard Shoehair, SSS, 9 points; 2) **Zingara**, Steve & Jocelyn Swanson, SBYC, 15; 3) **Zenith**, Bill Nork, EYC, 18. (10 boats)

MERCURY TRAVEL TROPHY (8 regattas) — 1) **Fast Break**, Randy Smith, SFYC, 37 points; 2) **Axon**, Doug Baird, SFYC, 35; 3) **Space Invader**, Dave West, RYC, 24. (30 boats)

The new year begins now. Do you resolve to go out and race, maybe win, and maybe even capture a season championship in 2016? As you've learned from these profiles, Northern California has 25 or so one active design classes from which to choose, not to mention an untold number of PHRF monohulls and BAMA multihulls just waiting to whisk you around the racecourse.

— **latitude** / chris

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"And the race committee will strictly enforce Rule 55," the speaker announced sternly. "No exceptions."

There were groans from the people sitting in the row behind us.

"What's Rule 55?" I whispered to Lee.

Lee Helm was not sailing on my boat for this regatta. She had a better offer, and had signed on to call tactics on a much faster and much newer boat than mine. But she was sitting next to me at

"This is just enviro-tokenism. What am I supposed to do?"

the skippers' meeting, and I needed to find out what all the flap was about over this Rule 55.

"It means no trash can go overboard," she whispered back. "And, like, that includes rubber bands and yarn used for stopping the spinnaker."

"Really?" I said in surprise. "Even if it's biodegradable, like pure wool yarn?"

"No exceptions," she said. "It's right there in the rule book."

The people sitting behind us, evidently the afterguard on an even bigger boat than Lee's ride, were not amused.

"This is unsafe!" they protested loudly. "We can't set a spinnaker without putting it in stops."

"Sorry," said the principal race officer, repeating what Lee had just said to me. "It's right there in the rulebook."

"I'll go back to the loft tonight and see what I can put together for tomorrow," we

overheard one of the sailors behind us say in a reassuring tone. "You'll like what we've been doing with zippered socks." Apparently one of the crew was a local sailmaker, and the owner had the budget for an overnight adaptation to the new restrictions.

"Lee, my heavy-air spinnakers are all stopped in rubber bands," I complained, "and I don't have a sailmaker on call to make a new launching sock for each sail. This is just enviro-tokenism. What am I supposed to do?"

"Chill, Max. Sometimes tokens are important. And, like, even if it's not, you know, a substantive change in our litter footprint, it sets a good example."

"Fine, but how am I supposed to set my spinnakers if the wind is up tomorrow? They're predicting small-craft warnings."

"Quiet please!" scolded the principal race officer, who felt the need to repeat most of what was already spelled out in the sailing instructions. But he also announced a new award, the Clean and Green Trophy, apparently sponsored by the State Department of Boating. It was based primarily on how many recyclable containers we brought back to the dock and how much of our lunch garbage went into compost, with points off for single-use water bottles.

As soon as the talk was over, Lee had some suggestions for how I could solve my problem with Rule 55 compliance:

"There, are like, several approaches

to this," she explained. "First, you can build a sock with a zipper for each sail. I mean, not like a spinnaker snuffer with its own halyard and everything to pull it up and down. This is just a plain lightweight sailcloth tube with a big plastic zipper. It works just like a jib bag on a big boat: Zip it closed around the sail, and pull the zipper pull off to one tail of the zipper at the

bottom end. Then, when you set the sail, you break the zipper at the bottom, and the zipper and the sail open from bottom to top. It's, like, better than sail stops, 'cause it's really, really hard for the top of the sail to open before the bottom. Pretty much impossible, actually, and if you know for sure that the sail will open first at the bottom and last at the top, you don't even have to worry too much about twists inside the bag — they rotate out as the sail fills from bottom to top."

"You think that's what those high rollers sitting behind us are going to do?"

"Most likely. I don't think they have time to add the zippers directly to the sails, like on some of the maxis."

"Okay, but I don't have my own sail loft, and I don't have a sailmaker on my crew list. And besides, half my sailbags with zippers are sailbags with stuck zippers. So I'm not sure the zipper sock is really the way to go for an old low-budget operation like my boat. What can I do for tomorrow?"

"If not zippers, then Velcro," Lee stated as if she were quoting ancient scripture.

"You mean fuzz on one luff tape and hooks on the other?"

"Naw, that would just fold the sail in half. You need a tight wrap around the sail. You also need to simulate the stretch and breaking characteristics of the yarn or the rubber bands, but you need to keep the Velcro ties captive after they let go. Not hard, with a little experimentation."

"But Lee, the race is tomorrow! I don't have time to experiment."

"No prob, Max. I've already done the experiments, and here's what you need. Go to the office supply store and get a few packs of Velcro straps, the ones with the little cut-out opening at one end. Then go to the chandlery and get the thinnest Dyneema line they sell. Kite string works too. You'll also need some sail repair tape. And dig out your sailmaker's palm and a big needle."

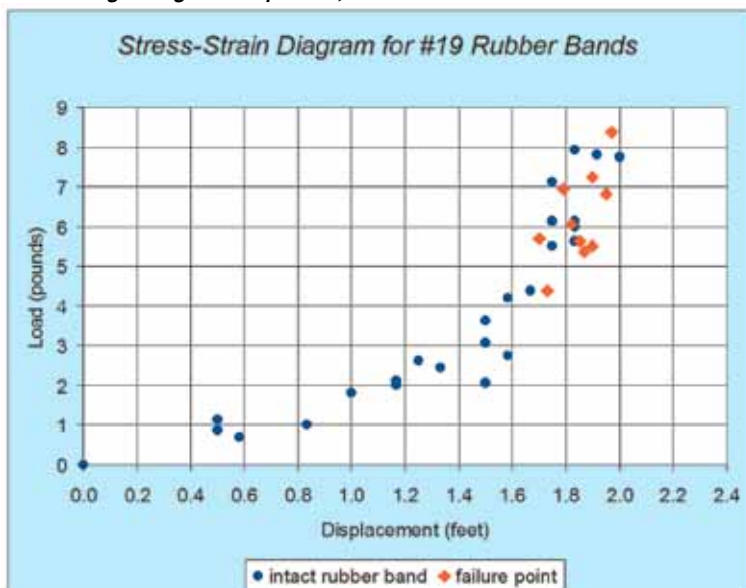
"Got the repair tape," I said. "I also have some pretty thin Dyneema. I think I see where this is going."

"Number 19 rubber bands have a breaking strength of, like, six pounds, plus or minus, when loaded as a loop."

"Do we set up the Velcro to peel apart, or to fail in shear?" I asked.

"Peel strength is way too low," Lee advised. "You need the Velcro to take the load in shear, but you'll be surprised how little contact area you need. That means you can cut the Velcro ties to be very, very short, tied to the ends of the

Elasticity and strength of #19 rubber bands, the most commonly used size for spinnaker stopping. There is a surprising amount of variation: Average breaking strength is 6.2 pounds, standard deviation is 1.15.





Captive spinnaker stops, using shortened Velcro strips. Total weight added to the sail for each stop is less than a tenth of an ounce.

Dyneema string. The Dyneema passes through the luff tape, which is why you need the sail repair tape for some local reinforcing."

"Wouldn't it be better to press a little grommet into the luff tape where each tie passes through?" I suggested.

"Sure, but there's no time for that. The sail needle works good. And you might want to move these ties around a little,

"When you look at all the junk floating in the Bay, a few scraps of wool yarn is nothing."

up and down the luff tape, after you see how they work."

"How much overlap do I need between the hooks and the fuzz for seven pounds of breakaway load?"

"Way less than a square inch," Lee said. "The Velcro ties are only a half inch wide, and the overlap only has to be about a half to an inch, for a shear failure area of only a quarter of a square inch to half a square inch. And, like, the great thing about these Velcro ties is that you can control the breakaway load by varying the amount of overlap

between the two ties. Also you can vary the loop size depending on where it's located on the sail. I can think of lots of spinnaker sets where the very top rubber band didn't break, because the full spinnaker didn't move the tapes far enough apart. But with a Velcro tab it's pre-adjusted to the position on the sail. So, like, you can make the top tie short but with a high breakout load, which is just what you want."

"Don't they start to wear out as they get old?" I asked.

"Oh yeah, you gotta change them out every so often. And vary the amount of overlap, and even vary how

hard you press the two parts of the Velcro together. It's still less work than messing with rubber bands, and each tie only adds a fraction of an ounce to the weight of the sail."

A few other skippers and crew had clustered around us to get Lee's advice on the same issue.

"I still think it's silly," said one of the big-boat foredeck crew. "When you look at all the junk floating in the Bay, a few scraps of wool yarn is nothing."

"It's the thought that counts," Lee said defensively.

"What's really silly," added another skipper, "is the Clean and Green Award. "Look at all the SUVs and trailers in the parking lot, and look at how far they've driven to bring their boats here from all up and down the coast. We like to think sailing is as environmentally pure as the driven snow, but this regatta has one heck of a carbon footprint."

"Sailing used to be centered around local fleets," I reminisced, thinking of the little club my grandparents belonged to on Long Island Sound. "Each harbor usually had its own local one-design class, and racing hardly ever involved driving anywhere. We certainly never had to schlep our boats overland, except to pull them out for the winter."

"Those days are long gone," said one of the tacticians. "But what burns me

up is the facilities that the Department of Boating builds all over the state to improve their concept of access. It's all based on cars! The typical project starts with a double-wide launching ramp out on some pristine lake; then they add a huge parking lot, bathrooms, and a protected monopoly to rent thrillcraft. One more lake ruined by the first Jet Ski that takes off. You could put a hundred kayaks or small sailboats on that same lake, and it would be a lot less annoying and disruptive."

"Yeah, but they get their money from marine fuel tax," noted another big-boat skipper, "so they have to spend it on facilities that serve the powered water toys. Or at least, that was their thinking up to a few years ago. They're finally coming out of that mindset, but it's taking time."

If the state agencies were really serious about making boating environmentally less damaging," Lee proposed, "they would concentrate more on on-site storage for small boats and less on launch ramps."

"But people would still drive to the storage site," the tactician pointed out. "Everyone still drives to the place where I windsurf, even if their gear is stored on-site." "Still a huge saving in miles driven," Lee countered. "I mean, consider that if you want to paddle or windsurf after work, you don't have to go home first to get your gear. And you don't need the van or SUV. So, like, even if people drive to where their boats are stored, there's still a huge drop in the carbon footprint associated with the activity."

"Okay, but we have to get our non-disposable sail stops ready for the race tomorrow," I reminded everyone. "The office supply store closes in 30 minutes, I have to go buy some Velcro..."

— max ebb

HOW STATE AGENCIES COULD REALLY MAKE BOATING CLEAN

1) At launch facilities, prioritize development of onsite storage, especially for kayaks, sailboards and small sailboats. Continue to subsidize dry storage for trailerable boats, and marina berths of all sizes.

2) Concentrate on urban waterfront access points instead of wilderness lakes or remote coastlines. The most important access points are close to population centers and do not require a lot of driving.

3) Recognize the fundamental difference in carbon and pollution footprint between power and sail. Possibly phase in emission controls on new large marine engines, especially big diesels.

— max ebb

THE RACING

Let's warm ourselves with some racing sustenance, shall we? On the menu this month are **Hot Rum** in San Diego, **Seaweed Soup** in San Francisco and **Warm Chili** in Sausalito. Thus fortified, we take a tour of **Sequoia YC's** Winter Series, **Berkeley YC's** Midwinters, **RegattaPRO's** Winter One Design, and the **Perry Cup** Midwinters. **Race Notes** are just the icing on the cake.

Hot Rum in San Diego

In the fall of 1957, Herbert Sinnhoffer decided to start a race for the purpose of tuning up for the offshore race to Acapulco. That first one brought 18-20 boats. *Dolphin* sailed into first place, giving Gerald R. Bill the honor of filling the silver samovar with hot rum for the remainder of the fleet. Today, the Hot Rum Series draws more than 130 boats, but the spirit remains the same. Sinnhoffer was remembered for saying that the point of the Hot Rum is to be "a fun race, to be able to meet afterwards and make friends."

The 2015 Hot Rum Series kicked off on November 7 with a picture-perfect San Diego day — sunny skies and winds around 7-10 knots with gusts to 15. A southeast breeze called for spinnakers at the start. Kites started off small with Catalina 30s and J/22s and grew to very large with a Kernan 70 and a J/65. All the boats eventually started the pursuit race and headed out to Point Loma and the first mark.

The wind increased as the racers conservatively dropped their chutes and

Rum race, held on November 21, would be just as pristine. The day began with lighter winds in the bay as the boats waited their turn to start. Most racers decided to go kite-up at the start as they had done before. After the majority of smaller boats had rounded the first mark, a wind gap left some of the bigger boats stuck momentarily. They crept along, and the wind picked back up in time for the large kites to come down. *Ohana*, Joe Markee's Swede 55, led the group back into the bay and across the line to be first overall. Behind *Ohana* was the Ranger 33.

With winds forecast to be light, the final race on December 5 took the sailors by surprise when they were greeted in the starting area by a steady 12-knot breeze. Smaller boats were able to use the wind for their start, but by the time the bigger boats got going, they found themselves in a hole off Ballast Point and the little boats shot ahead. The fleet sailed into big gusts off Point Loma as they headed back toward the finish.

Back on shore, sailors from all across Southern California regrouped in the pavilion near the SDYC pool for the awards party, which featured live music from The Lifted Tack featuring SDYC's junior sailing director John Fretwell on the mic.

Jim Madden dominated the series from beginning to end, finishing first, second and first overall. He sailed with a team of skilled SDYC members: Chuck Sinks, Andy La Dow, Al Pleskus, Chris Busch, Jon Gardner, Chris Snow, Bill Ruh and Max Hutcheson.

Madden said, "The conditions turned out to be very favorable for the boat. We were not sure at the start. She had some pace in light air and did well as the breeze built. It was challenging to avoid the wind holes in the course, but



BOTH PHOTOS CYNTHIA SINCLAIR / SD BOATWORKS

tacticians Chuck for Race 1 and 2, and Andy for Race 3, did great."

Karen Busch led the Ericson 35 MkII *Wani Racing* to second place overall. "This year we were treated to three Chamber of Commerce days of sailing on beautiful San Diego Bay! Our crew was made up of mostly family members (seven in all) from 11 to 82 years old, and we were also joined by the legendary Gary Weisman and Brad Rodi. The downwind sail out the bay presents the challenge of how to pass the boats that start ahead of us without losing any ground to the other competitors. This year, we had wind every time at the jibe mark, which added excitement for our crew especially when they executed the jibe peel to the asymmetrical spinnaker for the tight reach. After the final turn, sailing into the bay hoping we could hold off all the rapidly-approaching bigger boats until the finish line was the most stressful part of the race."

Pete Melvin, owner of the trimaran *Mama Tried*, who finished in the top two in Division 1 in all three races on his way to a class victory, sailed with a team consisting of coworkers and family from Morrelli & Melvin including Mark Peters, Ferdinand van West, Andrew Bloxom and son Luke Melvin. They enjoy spending time on the boats they design. Melvin described this first year of racing the

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Left to right: 'Raving Madness' crew Bill Ruh and Andy La Dow accept the Sinnhoffer trophy from SDYC's 2015 commodore John Laun.

rounded to head back to the bay. Jim Madden's Ranger 33 *Raving Madness*, in its inaugural race, was first to finish. Coronado Brewing Company and Mount Gay Rum greeted sailors with open arms back at the party at SDYC, and everyone said how fortunate they were to be out racing on such a beautiful day.

Little did they know, the second Hot



Hot Rum Series with *Mama Tried*: "The inverted start format is a lot of fun. We are one of the smallest but also fastest boats and had to pass about 130 boats in order to win against the fleet. Picking our way through the wind shadows of larger boats was critical."

"The PHRF time-on-distance rating system generally favors the big fast boats when the wind is light, and when it's stronger it favors the smaller, slower boats," observed Dennis Case of the third-overall J/105 *Wings*. "This year the wind was just right. We were close-spinnaker-reaching to the second mark with the wind gusting to 18 knots and big swells rolling underneath. Close to broaching, we would surf the waves doing 14 knots boatspeed."

— *jared wohlgemuth*

SINNHOFFER HOT RUM SERIES, SDYC (3r, 0t)

DIV. 1 — 1) **Mama Tried**, Tetzlaff/Melvin 28 trimaran, Pete Melvin, 4 points; 2) **Velos**, Tanton 73, Kjeld Hestehave, 12; 3) **Elixir**, N/M 50, Chad & Kerrie Downey, 14; 4) **Resolute**, J/125, Tim Fuller, 15; 5) **Valkyrie**, Bolt 37, Andy Rasdal, 19. (21 boats)

DIV. 2 — 1) **Mile High Klub**, Flying Tiger 10, Chris Winnard, 14 points; 2) **El Sueño**, Beneteau First 47.7, Brad Alberts, 15; 3) **J Almighty**, J/120, Mike Hatch, 15; 4) **CC Rider**, J/120, Chuck Nichols, 18; 5) **Caper**, J/120, John Laun, 22. (31 boats)

Spread: The Santana 30/30 'Fired Up' takes a brody in Race 2 of the Hot Rum Series. Inset: a wave from the Howells' J/105 'Blink!'

DIV. 3 — 1) **Wings**, J/105, Dennis Case, 6 points; 2) **Sanity**, J/105, Rick Goebel, 7; 3) **Ohana**, Swede 55, Joe Markee, 12; 4) **Viggen**, J/105, Dag Fish, 12; 5) **Maleficent**, Beneteau First 42s7, Christopher Bennett, 14. (21 boats)

DIV. 4 — 1) **Jaswinder**, J/100, Tom Reilly, 10 points; 2) **Soggy Dollar**, J/70, Dave Viereg, 10; 3) **Nunuhunu**, J/70, Steve Wyman, 10; 4) **Paladin**, Olson 34, Van Hughes, 16; 5) **Hot Mess**, Etchells, Xavier Sheid, 19. (21 boats)

DIV. 5 — 1) **Raving Madness**, Ranger 33, Jim Madden, 3 points; 2) **Wani Racing**, Ericson 35 MkII, Karen Busch, 7; 3) **Casamar**, Catalina 30, David Baer, 12; 4) **Cimarron**, Ericson 35-2, David & Robin Basham, 13; 5) **Rendezvous**, Kettenburg 50, John Buser, 15. (38 boats)

DIV. 6 — 1) **Rocinante**, Alerion Express 38, Michael McGinty, 4 points; 2) **Last Call!**, Catalina 36, Rich Chambers, 5; 3) **Miss Lorelei**, Beneteau Oceanis 361, Michael Niggli, 11 (5 boats).

OVERALL — 1) **Raving Madness**; 2) **Wani Racing**; 3) **Wings**; 4) **Sanity**; 5) **Cimarron**; 6) **Rendezvous**; 7) **Mama Tried**; 8) **Viggen**; 9) **Ohana**; 10) **Casamar** (137 boats).

Full results at www.sdy.com

Seaweed Soup in San Francisco

It seems as though about once a year Golden Gate YC's Seaweed Soup midwinter series gets a west-to-east

start off the clubhouse race deck. Such was the case on Saturday, December 5, in a dying northerly. The unusual direction confused some people who weren't expecting it. The start could have gone either way and been a reach. The 'windward' mark was an inflatable buoy off Hyde Street Pier. The breeze actually did shift to windward shortly after the start, necessitating multiple tacks.

The faster divisions were given a six-mile double-sausage course. After a 20-minute postponement the slower were given a single sausage. Some of the boats in divisions that had yet to start ended up sailing down the Cityfront along with the boats that had already started, getting in their way, seemingly unclear about what was going on, and that they were possibly hemming in or stealing precious air from those who were already racing.

Most racers played (and prayed for) the current relief between the piers. When a wind line finally made its way to the racecourse it came from the north and parked between Alcatraz and the mark. It shifted the wind direction back toward the north again, and a few crews were actually able to carry spinnakers to the mark on a tight headstay reach.

The necessity to avoid the start-finish line made the first half of the second leg too tight for most to carry, though some were able to set closer to the so-called 'leeward' mark north of Crissy Field. No one had an actual downwind run all day, and none carried spinnakers for an entire leg.

Jean Ouellette, crewing on the Non-such 30 *Capo Gatto*, described their race in the PHRF 5 division: "We were just starting as the first three fleets were headed to Crissy. We were creeping up to the Hyde Street mark as they breezed in

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

December's racing stories included:

Bandaras Bay Blast/Pirates for Pupils
BYC & IYC Midwinters
RegattaPRO Winter One Design
Miami Winter Series
Trophée Jules Verne
America's Cup World Series
RORC Transatlantic Race
Franck Cammas Injury
Water Quality in Buenos Aires & Rio

Plus previews of the Antigua to Bermuda Race, the Rolex Sydney Hobart Race, January races, and more!

THE RACING



ALL PHOTOS WWW.NORCALSAILING.COM

GGYC Midwinters, this page, clockwise from top left: Bill Moore's Express 27 'Shenagigans' and Ron Burnett's Beneteau 36.7 'Allegro non Troppo' tack out for wind; the Farris 'Zamazaan', 'Twisted' and 'Wicked Sister' were among the first starters; staying focused aboard Hank Easom's 8-Meter 'Yucca'; lack of wind couldn't stifle these 'Twisted' grins.

for their second rounding on the freshening northwesterly. A gentleman was fishing at Fort Mason, and we passed him six times, three of them backward. We were hugging the shore for current relief, sailing by depthsounder. Several Knarrs had set lunch hooks, and we considered doing the same just before the wind piped up. In retrospect, we might have been better off coping with slightly greater current in mid-Bay and getting a bit more breeze." Those who did play that wind line between Alcatraz and the mark made out over those who instead chose to seek current relief.

In keeping with the theme of 'Seaweed Soup', the tricky race was prefaced and followed by hot food and lively conversation at the GGYC clubhouse.

The next race will be held on January 2 (not January 9 as published originally — that conflicts with the Berkeley Midwinters and RegattaPRO Winter One Design). See www.ggyc.org for info and standings.

— latitude/chris

Warm Chili in Sausalito

The question of 'wind or current' never came up at Sausalito YC's aborted Chili Midwinter race #2 on Sunday, December 6. The 'current' question was answered by the 3.0-knot ebb that peaked about 20 minutes after the scheduled start time. Swimming upstream, some boats were able to maintain their position near SYC's committee boat *Mercury*, but most weren't. There's not much relief from strong currents near SYC's traditional Little Harding start area, and anchoring in 60 feet of water isn't much of an option either.

The wind posed an unanswerable question, 'gusting' 2 or 3 knots then falling to 0 before 'gusting' back up to 2 knots. It 'blew' out of the south, then the north, followed by the northeast, then all over the clock again — when it was blowing at all. After the SYC race committee postponed with two shots, they held out the Answering Pennant so everyone could confirm the postponement with their own eyes. The postponement

continued for an hour and a half, but by that time more than half the boats that had come to the starting area had called in and were either home or headed in that direction.

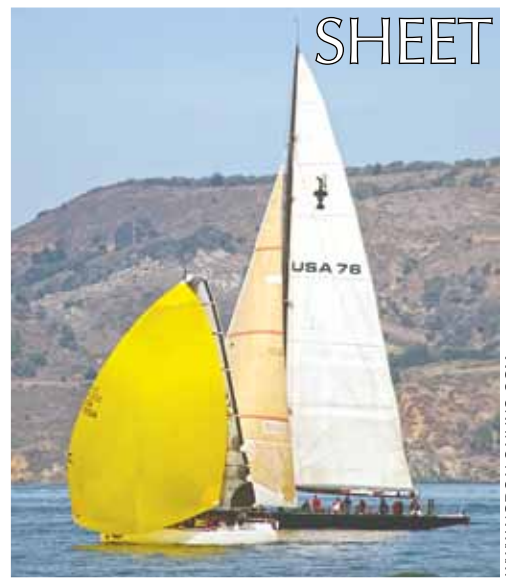
The good news was that the rain held off and only a light mist fell now and then during the postponement, dampening foul weather gear less than the lack of wind dampened racers' spirits. Back at the SYC clubhouse the complimentary chili warmed spirits, as did the 49ers' miraculous win over the Chicago Bears.

The next race will be on January 3. See www.sausalitoyachtclub.org.

— pat broderick

Sequoia YC Winter Series

Sequoia YC's Winter Series #2 on Saturday, December 5, suffered three delays until the wind picked up to barely discernible, setting the 14 racers off while the current was still ebbing. Winds ranged from 0 to 5 knots, testing boat handling and patience. Given the wind conditions, the course was short; 3 miles in total with just one mark rounding. The first boats around the windward mark enjoyed some wind and a flooding current. Later boats struggled, as they



fought to make it around the mark, with both the flood and a persistent wind hole.

The difference in finish times demonstrated the changing wind conditions; second place *Frequent Flyer* (Stan Phillips' Farr 30) finished four minutes behind the leader *Head Rush* (Anja Bog's Antrim 27); and third place *Friction Loss* (David Elliot's J/30) was 14 minutes back. The next three boats finished within a minute of each other but a full half hour after *Head Rush*. Clearly, no one was going hullspeed in this 3-mile race! Three boats lost wind, patience or both, and one was scored DNF because it sailed outside the course.

Although the conditions were challenging, it was a beautiful winter day and a true test of strategy and boat handling; the sailors enjoyed both the race and swapping stories at the club afterward.

After two races, *Head Rush* is unbeaten. Three races remain. With one throwout, several of the top places are still in contention. The next race will be on Saturday, January 9. For more info and standings, see www.sequoiayc.org.

— cathy moyer & kathy conte

GGYC Midwinters, top left: Buzz Blackett's Antrim Class 40 'California Condor' prepares to be boarded. Bottom row, left to right: Mike Mannix's Catalina 38 'Harp' will deliver errant 'Condor' crew Brent Draney; the critical moment. Top right: The rig on Jonathan Buser's IACC USA 76 dwarfs Alex Farell's 1D35 'Alpha Puppy'. The former America's Cup boat didn't sail to its -78 PHRF rating.

Berkeley YC Midwinters

On Saturday, December 12, we were greeted with zero wind at the scheduled start time. The 'cat-in-the-hat' postponement pennant was deployed. Zephyrs and wisps of wind toyed with us until we succumbed and sent the 51-boat fleet out on a 4-mile windward/leeward course after an hour-and-20-minute delay. The wind stayed light and the elapsed times ranged from a little over an hour to a little over two and a quarter hours. Three boats opted to drop out.

We got skunked on Sunday, December 13, with a gale and thus no race. Since I was hanging around the house instead of hanging out on race committee, I became curious about how often this had occurred. I was looking for some underlying truth about Saturdays versus Sundays. It turns out that on my hard drive I have the results for the last 31 Midwinter weekends and I decided to check out the statistics. I now have an accurate report. Total of scheduled races since February, 2008: 62. Canceled due

to gale-force winds: 2. Canceled due to no wind: 1. The no-wind cancellation was a Saturday. Both gale cancellations were Sundays.

And the conclusion? Not a clue. Just something to do on a rainy Sunday afternoon and a fun time with memories.

Full standings are available at www.berkeleyyc.org.

— bobbi tosse

RegattaPRO Winter One Design

When floating logs from a recent storm are moving faster than your race boat on San Francisco Bay it must be winter. It was December 12, date of the second monthly competition for RegattaPRO's Winter One Design west of the Berkeley Circle. Unfortunately, for the most part, the Bay water was as flat as could be.

By 1:30 p.m. the wind direction had settled in around 130° at the southern end of the course, vacillating between 1 and 4 knots. With turning marks dropped, the start line was made ready.

THE RACING

The J/120, J/105, Melges 24 and Moore 24 fleets were sent off. The J/70 fleet opted not to do a restart after a general recall, and instead continued sailing the course. Then Mother Nature took a breather — rather, she stopped exhaling just as the J/105s hit the spinnaker set point. Boat-to-boat conversations grew lively as the fleets bunched up while trying to navigate around the inflatable.

— martha blanchfield

Perry Cup Midwinters

On December 5, eight Mercurys showed up at Monterey Peninsula YC to race on a cool but sunny Saturday with very little wind. The fleet milled around the committee boat for a little over two hours before one abandoned start. The wind, about 5 knots, changed direction. The course was reset and



MARTHA BLANCHFIELD

Like watching paint dry — in a mirror: a mark rounding in the December's Winter One Design.

the first race, a twice-around sausage finishing downwind, began. Doug Baird with Kate Conway skippering *Axon*, and Steve Jeppesen with Ken Maring on *Gator* chose to go right from the start. It paid off big time, as they sailed into a nice lift after they tacked to starboard. Conway had a very big lead and kept it to the finish. Jeppesen could not hold his lead over Pax Davis with Dave Morris on *Pacer*. Davis passed Jeppesen on the

second weather leg to place second with Jeppesen third.

The fleet milled around again to wait for the start of the second race. It never happened. The wind faded to zero and then came up out of the south. The fleet had dispersed by then.

The nine-race series will continue on January 2. See www.mercury-sail.com.

— pax davis

Race Notes

When you open the pages of the 2016 Northern California Sailing Schedule and YRA Calendar, which was released with this issue of *Latitude 38*, take special note of a new offshore series that has been formed called the **California Offshore Race Week**. Encinal, San Francisco, Monterey Peninsula, Santa

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FRED FAGO



Barbara and San Diego YCs have banded together to create a connected series out of the Spinnaker Cup (May 27, San Francisco Bay to Monterey), the Coastal Cup (which will start in Monterey instead of S.F. on May 29), a Santa Barbara In-Port Race (June 1), and the SoCal 300 to San Diego (starting on June 3). For details, see www.offshoreraceweek.com.

San Franciscans Nicole Breault and John Kilroy have been named to the shortlist for the **2015 Rolex Yachtsman and Yachtswoman of the Year** awards. The year saw Breault atop the podium in several match-racing events, notably the US Women's Match Racing Championship. Kilroy's prowess in the Melges 20 class saw him repeat his world championship. Other nominees from the West Coast include J/70 world champion Bill Hardesty and 470 women's champion Briana Provancha of San Diego, and Farr 40 world champion John Demourkas of Santa Barbara.

Olson 25 spinnaker pole wrasslin' in Encinal YC's Jack Frost on November 21.

Lloyd Thornburg, who owns the record-breaking MOD70 *Phaedo3*, is a nominee too. For the complete list, see <http://rolex.ussailing.org>. The winners will be announced mid-January and honored on Thursday, February 25, at New York YC in Manhattan.

Royal Victoria YC in British Columbia has been awarded the **Melges 24 World**

Championships in 2018. "We would love to see lots of California Melges 24 sailors come up to the Pacific Northwest and can promise you great sailing and a *huuuuge* party," says the regatta chair, John Edwards. "The drinking age is 19, and as of today \$1 US converts to \$1.30 Canadian, so you have great purchasing power." Edwards can be reached at (250) 216-2478 or 2018melges24worlds@gmail.com. The Melges 24 Worlds will be held in Miami in 2016 and Helsinki, Finland, in 2017.

"What's in a name?" asked Juliet Capulet. On December 8, the International Sailing Federation (ISAF), the global sailing authority, officially announced its rebranding to **World Sailing** — A Sport for Life'. The new moniker has actually been in use for a few months, as required to get a trademark on such a generic name.

Closer to home, the YRA's Wooden Boat Racing Association (WBRA) will be renamed the **Classic Boat Racing Association** (CBRA) for 2016 and will expand to include a Cal 20 division!

— *latitude/chris*

British Virgin Islands Belize The Grenadines

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This month we'll take our annual look at the unbeatable **Cruising Grounds of the Pacific Northwest's Salish Sea.**

Pacific Northwest Chartering: Gloriously Clean and Green

There are a great number of reasons that we love chartering in the Pacific Northwest, not the least of which are that it's close to home, affordable and intensely beautiful. But the region's most appealing attribute may be that it's so wonderfully lush and green, as if laid out by Mother Nature as the ideal antidote to the modern urban/suburban lifestyles that most of us endure, surrounded by asphalt, concrete and steel. Every time we head north to charter, even before our arrival flight lands at Seattle or Vancouver, the vast carpet of greenery beneath us begins to melt away our stress and put smiles on our faces.

Ancient healers theorized that different colors contribute to our moods and emotions, and modern studies seem to confirm such centuries-old contentions. "Green is the color of Nature and the earth," say believers in chromotherapy (color therapy). "It is balance and harmony in essence, and possesses a soothing influence upon both mind and body." You may dismiss such declarations as pseudoscientific mumbo jumbo, but even the most cynical among us would probably concede that a walk in the woods will leave you more calm and refreshed than you were beforehand.

This is a long way of saying: Trust us, a week or two of chartering in the waterways of the Pacific Northwest will make you much happier and more refreshed than you were before you

Hikers never tire of exploring the pristine islands of the Salish Sea. Inland, you might find majestic waterfalls and swimmable lakes.



stepped aboard.

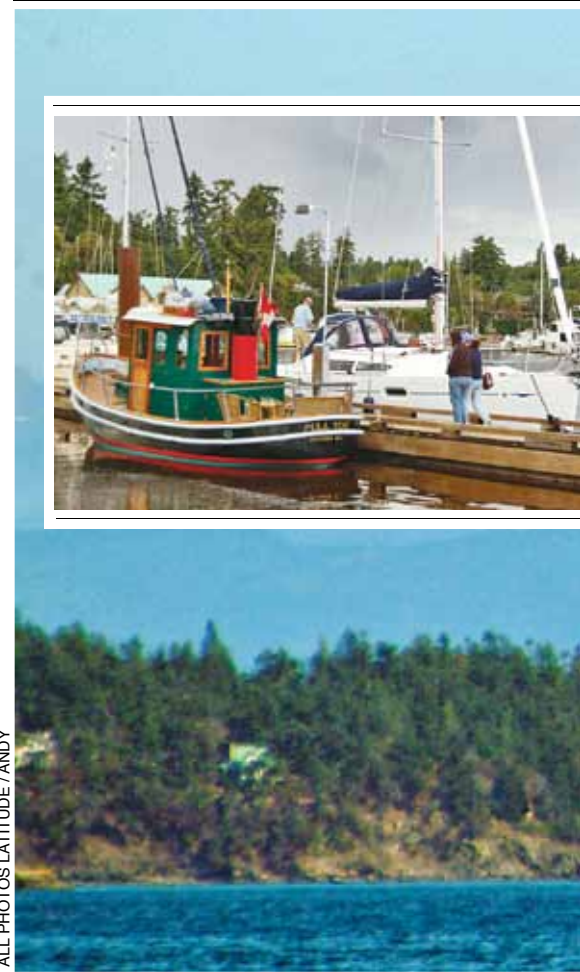
But why are we pitching a summer-only sailing destination in the middle of winter? Because in order to have a good range of boats to choose from, you need to make plans *right now*, and seal the deal with a deposit. Fleet sizes are not huge, as they are in the Caribbean and Med, and Northwest waters attract many repeat customers.

As you begin to do your homework on this region, you'll undoubtedly come across the term Salish Sea. Although this moniker came into popular usage only a few years ago, it's a clever way of referring to the 200-mile cruising ground that extends from Seattle north to the narrows beyond Canada's Desolation Sound, and from Vancouver Island east to the mainland of Washington state and British Columbia (see illustration, right).

There are three principal chartering venues here: The American San Juan Islands, the Canadian Gulf Islands and the Desolation Sound region, a less-traveled venue with almost no shoreside development that lies toward the north end of the Salish Sea, along the BC mainland. It's not only possible, but easy, to charter within both the US and Canada during a one-week cruise, although a longer stint would be better. That said, though, as you sit down to make plans, your first consideration should be where to start and end your cruise. There are bareboat charter bases throughout the region: at American harbors including Seattle, Bellingham and Friday Harbor, and at the Canadian harbors of Sidney, Vancouver and Comox.

Although fleets are relatively small by international standards, the short May-to-September season inspires companies on both sides of the border to maintain their fleets at a high level. Most boats offered are monohulls, although there are some multihulls. (And yes, there are lots of powerboats to hire also, if you must go over to the 'dark side').

The reason we feel compelled to mention



ALL PHOTOS LATITUDE / ANDY

this — while seemingly a sacrilege for a sail-only magazine — is that winds tend to be light and variable throughout the Salish Sea, especially in mid-summer. But you won't find us poking around the Northwest in a stinkpot. Even if we have to motor once in a while, the sailing can be glorious in the tree-lined straits and fiords of the Salish Sea, especially under occasional cloud cover, where you often find a bit more breeze.

Navigating these waters is simple enough, especially because most rental boats are now equipped with chartplotters at the helm station, but every skipper does need to pay close attention to currents and tides when planning passages and choosing a spot to anchor for the night. Currents can run twice as strong as in the Bay Area, which can give you a wonderful boost if you factor them into your plans correctly, especially on days when your game plan dictates covering a lot of ground. Every boat is stocked with a highly detailed Tide Atlas that makes maximizing use of currents pretty simple.

Likewise, if you pay close attention to the tide tables when you anchor, you won't have any trouble. But if you're

OF CHARTERING



Spread: *Midsummer sailing within sight of Mt. Baker's snowy peaks is always inspirational. Inset:* *Guest docks abound in the islands.*

reckless, you could find yourself bouncing on the bottom before breakfast.

The only other thing that even comes close to being a negative here is that the water will be substantially colder than at other prime charter destinations where you may have sailed. So, while you'll probably have some chances to work on your tan while lounging on deck in the summer sun, you won't be snorkeling every time the anchor drops.

There are plenty of other worthwhile things to do, though. One of our favorites is hiking on the many well-groomed trails found on the mainland and in the islands. Some take you to clean, clear and very swimmable lakes and waterholes (with water temps of 70° or higher). Others take you to hilltops with eye-popping panoramic views of the region. As you've probably already figured out, the whole place is a nature photographer's paradise.

Throughout the region on both sides of the border there are many regional parks that offer overnight mooring balls for a reasonable fee. (Some charter boats

have prepaid seasonal mooring stickers, so charterers incur no additional costs for using moorings.) It's a fantastic system that makes overnighting dead simple, even for first-time charterers. In many harbors and bays there is additional space for anchoring also. Due to the region's northerly location, between latitudes 47° and 50°N, the sun doesn't set until 9 or 10 at night during the prime sailing season, so you'll have several more hours of 'playtime' than you would in a tropical sailing venue. That said, though, most boaters grab a spot for the night by late afternoon. Some regional parks have extensive facilities ashore, while others might only have walking trails and picnic tables.

The abundance of wildlife here is a big draw for many boaters. Ashore, in addition to all sorts of forest-dwelling critters, you'll find a great variety of birdlife — including bald eagles, which are commonly seen in the treetops. And while sailing you often see seals, dolphin and, with a little bit of luck, pods of spectacular orcas. (The most likely place to find them is in the broad Haro Strait between San Juan Island and the southern end of Vancouver Island.

The abundance of seafood is another big draw here, particularly salmon and crab. Some bareboats even come equipped with crab pots. But if you're unlucky — as we usually are — it's fun to buy dinner directly from fishermen at marinas or out in the anchorages.

You could easily spend your whole vacation in isolated anchorages surrounded by unspoiled nature. But if you choose to mix your itinerary, there are lots of waterside towns, villages and resorts that will welcome you. A few of our favorite city-stops are Friday Harbor, the friendly capital of the San Juans, on the east side of San Juan Island; the picturesque Gulf Islands' town of Ganges, on Salt Spring Island; and Victoria, which is BC's capital despite being located on the south end of Vancouver Island, along the famous Strait of Juan de Fuca. Not only is this port town squeaky clean and friendly, but it has wonderful pubs and restaurants, a fabulous museum, an IMAX theater, and a lively street scene with all sorts of artists and buskers, but you can get an affordable guest slip right in the heart of town, opposite the landmark Empress Hotel.

Clearance into and out of Canada, and back into the US, is as streamlined and efficient as you'll find anywhere. Another argument for spending time on the Canadian side of the Gulf and San Juan archipelago is that the American greenback now goes farther in the land of the maple leaf than it has in years.

Wherever your Salish Sea charter takes you, though, we can almost guarantee that you'll love it. In fact, we can hardly wait to get back there ourselves.

— andy



CHANGES

With reports this month on **Sea Loone** starting a fourth circumnavigation; from **El Gato** on great sailing in the ARC+ and in the Med; from **Nereida** in Mexico after three circumnavigations; from **Family Circus** on a surprising ly great sail from Fiji to New Zealand; from **Sea Level** on the inland waterway north of Bahia Santa Maria; from **Geja** on yet another summer in the Adriatic; and **Cruise Notes**.

Sea Loone — 33-ft Ferro sloop Roy Starkey Back Out Where He Belongs (Liverpool, England, and the World)

We first heard about Roy Starkey last year when he was looking for publicity for *Round and Round and Round*, the 500-page book he wrote about his 39 years of nearly nonstop sailing adventures.

SEA LOONE



Roy Starkey has completed three laps around the planet on 'Sea Loone'.

The good news, we suppose, is that he's taken off again on yet another circumnavigation. Starkey's story is so unusual and inspirational, we decided to republish the letter he sent to us last year: "My story starts in 1971, when at age 25, and with no money, no boatbuilding skills, and no sailing knowledge, I found a site in Liverpool where I could start building a 33-ft ferrocement sailboat. I launched *Sea Loone* in 1976, and set sail for the Caribbean. That cruise was not a great success, as I ran out of money, couldn't find work, got dismantled, and just before getting home was battered by the Fastnet Storm of 1979 that claimed the lives of 18 sailors. I was penniless when we got back to Liverpool.

"Despite that unsuccessful start, in the last 39 years I've completed three convoluted circumnavigations with the same humble boat. When I started

A valuable weapon in the frugal cruiser's arsenal is the humble pressure cooker, both for quick, nutritious meals and also for canning.

out, my boat had paraffin lights and I navigated using a vernier sextant and Norries tables — although I did have an unreliable SatNav, too. Now I've got GPS and AIS, the latter being a dream for the singlehanded sailor.

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

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

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

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

"It was — and still is — an interesting life that I've really enjoyed. Thinking some people might want to read about it, I wrote *Round and Round and Round* about my adventures. There are 70 color photos — including a few with tits and bums for the older sailors. Using my name and the title, you can find and buy the book at Amazon."

— latitude/rs 12/05/2015

El Gato — Catana 472 Annie Gardner and Eric Witte Eat Sail Love (San Diego)

"We effing killed it!" exclaimed Annie Gardner after *El Gato* crossed the ARC+ (Atlantic Rally for Cruisers) finish line in St. Lucia in late October,



fourth boat-for-boat in a fleet of 59 boats. The first boat was the X-612 *Nix*, which completed the 2,100-mile course in 10 days, 4 hours and 51 minutes. Second to finish by about an hour was the Gib Sea 51 *Adrienne II*. Third by another hour was the F/P Victoria 67 catamaran *Lir*, with *El Gato* just another hour back.

If the standings were based on a speed/least damage basis, *El Gato* would have been first. "We kept it safe," says Gardner, "so when the bigger yachts were barreling down the course with spinnakers up trying to dodge squalls, we took ours down. This allowed the two monohulls and *Lir*, a cat with 20 more feet of waterline than ours, to stretch their leads. But they had kites rip in half, poles snap, mainsails split (they carried a spare), genoas tear, blocks blow up and so forth. Our damage? Hmmm — oh yeah, the autopilot stopped functioning. We worked hard to prevent problems and it paid off."

"Ten days, 9 hours, 10 minutes to cross the Atlantic on our home on the

SEA LOONE



IN LATITUDES



CLAIRE PENGELLYWCC / EL GATO

Spared; Eric and Annie's luxury performance cat 'El Gato' as seen at the start of the ARC+ flying her big 'Tiger' gennaker. Insets left from bottom: Wrong boat! 'El Gato' didn't order a cart of beer for the Atlantic crossing. The 'El Gato' crew won the ARC+ costume contest. Annie at the helm.

water!" enthused Gardner. "It was fast and furious, as we had our first 200-mile day and then a bunch more. *El Gato's* top speed was 19.7 knots, not bad for a luxurious 47-ft cat. It took tons of preparation and a lot of hard work, of course, but it was totally worth it."

[Editor's note: *The 10 day, 9 hour time is a little confusing because that was for the 2,100 miles from the Cape Verdes, not the 2,700 miles from Gran Canaria. The source of the confusion will be explained shortly.*]

Gardner — who was the navigator for the 1995 Womens' America's Cup team, and who has won countless regattas and held countless world sailing titles, including a silver medal in the 1984 Olympics — and Eric, who has taught sailing for decades, picked the 'right' ARC to do this year. Let us explain.

Because the 225 ARC slots had been oversubscribed year after year, three

years ago World Cruising Ltd., which puts on the ARC and other cruising rallies, created an additional event to accommodate everyone. That event is the ARC+. The difference between ARC+ and the ARC is that the ARC+ started from Gran Canaria on November 8, and the fleet sailed south to the Cape Verdes and stopped for a few days. They then continued 2,100 miles across the Atlantic to St. Lucia in the Eastern Caribbean. The 'regular' ARC boats started from Gran Canaria on November 22 and sailed 2,700 nonstop miles to St. Lucia.

In theory, the boats from both fleets would arrive in St. Lucia in time for the December 9 hullabaloo of a combined party. Theory doesn't always work out in sailing, and there was different wind for the two events. The ARC+ had a

lot of wind while the ARC didn't. In fact, many of the ARC boats didn't make it to St. Lucia in time for their awards party.

Gardner and Witte did not do the ARC+ alone. For the first leg to the Cape Verdes, which they also 'killed', they had two other sailors along as crew: Lewie Wake and Betsy Crowfoot of Southern California. Work obligations prevented Crowfoot from doing the second leg. Fourth crewmember Niza Brown, who suffered bouts of food poisoning and seasickness, was a dedicated cook. That meant when the autopilot crapped out in the middle of the Atlantic, Annie, Eric and Lewie had to hand-steer eight hours a day each. You might not think it, but it was hardest on their feet.

"This journey will be one to share with each other for years to come, and a good tale to tell to the grandkids someday," reflected Gardner. "The nice thing is that we're now in the Caribbean, which is where we want to stay for as long as possible."

This 30th anniversary of the first ARC attracted a total of 254 entries, an all-time record. There were 12 entries from the United States, about half of them multihulls. About one third of the entries sailed the Canaries-Cape Verdes-St. Lucia ARC+ course. We suspect the percentage of boats taking that ARC+ route over the traditional ARC course will grow in coming years, as there tend to be more consistent trades farther south, and the boats get to stop instead of sailing nonstop. It is, however, a longer course.

Although Gardner is one of the most accomplished women sailors in the world, the ARC+ was her — and Witte's — first ocean crossing. The couple, married less than a year, purchased *El Gato* in France in December 2014 and cruised her as far east as Greece during the summer of 2015. Toward the end of summer,

While they didn't come up with the idea, Annie and Eric's decision to spend a summer cruising in the Med proved to be the right one.



EL GATO

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they made their way west across the Med and down to the Canaries for the start of the ARC+. Annie writes a great blog and takes terrific photos, so if you're curious about cruising in the Med and crossing the Atlantic, we recommend that you visit tradewindadventures.wordpress.com. Here are some snippets of the kind of info you'll find:

Red Tape and VAT: "We're not exactly cruising yet, as there is so much to do, so

much red tape, and the language barriers don't help. The latest issue is that our equipment shipment from West Marine is stuck in Paris. Officials want all kinds of proof that we own our boat, that we are leaving the country with the boat, and that we won't resell the goods in France.

If we can't prove this, we'll have to pay 20% VAT. The idea behind our buying stuff at West was to save money and know what we were buying. We were assured it would be easy breezy if West followed French instructions to a 'T', which they assured us they did. By the way, everything in France except food is hit with 20% VAT."

Paperwork: "Another problem is completing the paperwork needed to delete *El Pato* from French documentation and getting her documented as *El Gato* with the U.S. Officials tell us it's different here, and each day the friends who are helping us ask for more papers. We have no idea what's going on, so it's a mess, but someday it will be over. Meanwhile,

Annie is so proud of her 47-ft cruising cat, which has hit higher speeds — nearly 20 knots — than the 82-ft America's Cup boat she drove in 1996.



EL GATO

we have to register the VHF radios, EPIRBs, AIS and Iridium Go!"

The French way. "We're thankful we're at the Catana Yard, as anything and everything can and will be fixed. It's just hard to communicate, and the culture and pace of work are different. For example, nobody can work more than 35 hours a week, and they take such long lunch breaks that they actually go home to eat. The workmanship is great, but the work takes longer than we could have ever imagined. Since Eric is 'McGiver', we ultimately told Catana that we would just take off and finish the work ourselves."

Not the only ones new to cruising: "We've met couples from various countries who have bought boats to go cruising. Some are in their 60s and don't even know how to sail. For example, Michella and Patricio, a French couple, learned to sail last year, bought a Lagoon 380 cat, and now live aboard. Our Aussie friends, on the other hand, took a four-day — (!) — sailing class and then bought a very expensive 50-ft Saba cat. The stories we hear are amazing."

If novices can do it. "As we hoped, the cruising community is very friendly and helpful. Despite our decades of sailing experience, these novice sailors inspire us, for if they can do it, surely we can also."

A different kind of Christmas: "Eric and I spent Christmas 2014 working on *El Gato*, then rode our new fold-up bikes around the local towns. The bikes have seven speeds, lights front and back, racks in back, and fit down the forward hatches. We love them. The Catana factory is in a rural area with farms, vineyards and chateaus, and it's mostly flat and thus great for riding. The beach towns are desolate at this time of year."

No Christmas turkey: "Our Christmas dinner was duck. The Italian who previously owned and loved our cat had a real thing for ducks, which is why the boat is named *El Pato*. So Eric and I figure we should eat lots of duck before we change the boat's name."

How come we didn't think of that?! "When we bought our boat in December 2014, we thought we had a great cruising plan. We'd sail over to the Caribbean as soon as we got the boat ready. But life has a way of changing plans. With still no papers from Customs, our radar and chartplotter stuck in



Customs, and friends continually asking us when we'll arrive in the Caribbean so they can make plane reservations, we started listening to people who asked us why we were in such a rush to leave the Med."

"Have you thought about staying and cruising the Med for a season before crossing the Atlantic?" they asked us. We hadn't, but suddenly it made a lot of sense. Eric and I discussed it and then made the call — we'd spend a summer cruising the Med! And boy did it feel right. Suddenly there was no more stress about when the boat would be ready, when we would have everything together, and so forth. The lists are still long, but the pressure is off."

Where to? "We're buying all the cruising publications and charts for the Med. How cool is that? We're hoping to be able to sail to Spain in a few weeks, as even a few degrees warmer would be nicer than it is here in France. And who would guess

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from the America's Cup to cruising the Med and the Atlantic, you can contact them at tradewindadventures.wordpress.com.

— annie / latitude 12/05/2015

Nereida — Najad 380
Jeanne Socrates
Loving Mexico
(Vancouver, B.C.)

I thought you might enjoy an update on my whereabouts, since it's been a long time since I reported in with you! I left British Columbia for San Francisco in September 2013 so I could enjoy ambling down the coast of California. I reached Ensenada by the end of 2013, continued down the coast of Baja, and made my way up to San Carlos in the Sea of Cortez by late February 2014. Then I had a heavy travel schedule — visits to Austin, New York City for the Cruising Club of America's Blue Water Medal, London for the OCC's Barton Cup and the Royal Cruising Club's Seamanship Medal, Maine and New Hampshire, and Phoenix.

All that traveling was a bit hectic, but I finally got back to *Nereida* in April last year. I planned to do a lot of work on the boat, but breaking my collarbone put paid to that. Three times around in the Southern Ocean in four years takes a toll on a boat, and I had lots to replace or mend, in addition to a long list of the normal maintenance jobs. Plus, I wanted to make a few additions for the future cruising I have in mind. The big new thing was having a fiberglass hardtop made to replace the canvas awning.

Anyway, after several months on the hard, it was finally time to get underway again and sail down to La Cruz on Banderas Bay. It was a typical cruiser set-up — meeting old friends and making new ones while enjoying the lovely, friendly Mexican village, working on my Spanish,

While in London, the irrepressible Jeanne toyed with a faster, albeit more dangerous, mode of transportation than her boat.

ALL PHOTOS COURTESY EL GATO



Cruising the Med is not like cruising in California. Spread; There are many more and greener anchorages. Counterclockwise; The food is healthier. The water is clearer. OK, California has more urchins than Lipari. Even animals go to the beach naked. There is more of an 'amore' ambience.

that we'd want less wind, not more, than we've been having. The other day it gusted to 51 knots at the Catana yard. Later we'll sail back up through France, then over to Corsica, Sardinia, mainland Italy, Greece, Croatia and Turkey. Wow, are we psyched!"

Pink and blue jobs. "Eric and I conquer tasks by dividing them up. There are pink jobs and blue jobs, and all sorts of jobs that overlap. Eric is Chief Engineer, I am the Communicator. Eric makes sure all things are running smoothly, while I cook. I drive when we anchor or dock, and he climbs out on the spinnaker pole to lower the last bit of anchor chain or throws lines around the cleats. I navigate. He teaches me new tricks on our B&G systems."

It's not all cocktails at sunset: "Despite the idea that we're 'cruising', there is

actually a lot of work to be done. We're generally up at 7 a.m. and not done until 9 p.m. It's good the summer days are long, but then we realize it's almost 10 p.m. and we haven't eaten yet! But we love it, as the jobs are rewarding."

Two drifters off to see the world. "Eric and I are a good team. We respect each other and our strengths are complementary. We are learning who does what, when and how, and it's working very well."

[Editor's note: We'll have a second installment of El Gato in the Med next month. Meanwhile, Annie and Eric are starting to do crewed charters in the Caribbean. If you are interested in sailing with a couple who have a wealth of sailing experience,



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enjoying the live music everywhere. I enjoyed it so much that I stayed several months before returning to San Carlos by way of Mazatlan. Mazatlan proved to be another great place full of history and friendly people.



Jeanne is living testament to the fact that age and gender don't limit one's sailing possibilities.

I love Mexico and the people of Mexico — but how frustrating it can be trying to get any work done in a reasonable time-frame! Two lessons I learned: 1) They go out of their way not to say 'no'; and 2) 'Mañana' does *not* mean 'tomorrow', it simply means 'not today!'

I spent a hot August in the Sea of Cortez, which is a wild and beautiful place. I anchored in deserted coves; I enjoyed vivid sunsets highlighting the rose-pink rocks and mountains and contrasting with the blue water; I gazed up at clear starlit night skies as the Space Station passed overhead; I reathed sighs of relief when chubascos kept at a safe distance; I snorkeled among beautiful big and little fish, many of them beautifully marked, each day. Rays jumping out of the water were a daily sight, dolphins came close, and whales were frequently close by. Thirsty bees came searching for fresh water, so I soon learned that taking a shower or running any water on board before sunset brings a swarm of them!

I returned to the Sea in October, hoping to explore new places before the Northerners set in, but got away rather late in the month. Ensenada Julio Villa

Somewhat unusually, 'Nereida's new dodger is merely a hard version of Jeanne's previous soft dodger.

turned out to be not such a good spot for a boat of *Nereida's* size when a Norther blew. It's too small and too shallow to be able to get an anchor to set well with enough chain for a big blow.

In the pitch dark soon after sunset, the wind suddenly started to blow at 30 knots from the northwest. My boat was dragged onto the rocks by the entrance to the cove. I was lucky, for after what seemed like an eternity of not moving, I eventually succeeded in powering off the rocks and away from the cove. I ultimately was able to retrieve my chain and anchor in the safety of deep water, but in very rough conditions. It's good to have a sturdily-built boat, as the damage to the rudder proved to be limited to the very lowest section, leaving most of it undamaged and usable. Thank God! By 3 a.m. I had made my way back to San Carlos.

Back on the hard in late November in San Carlos, we had even more work to do. Oh well, it was time for the annual haulout anyway. Another learning curve — how to reconstruct a rudder using closed-cell foam. It's easy to forget just how sociable the work yard can be, as you meet friends, lend and borrow tools, discuss the best ways to do a particular job, occasionally go out in the evenings to relax before early bed, and so forth. I'm pleased to say that I 'splashed' last Saturday with a lovely-looking rudder. The Mexicans are excellent workers in fiberglass, and they've done a good job.

If it's any consolation to you people in the Bay Area, the weather here in the Sea turned quite cold by November, especially at night. I need to move south soon to get into warmer climes.

— *jeanne 12/04/2015*

Family Circus — Lagoon 470 The Tzortzis Family Fiji to New Zealand

(San Francisco)

Thanks to the reports of other cruisers and the weather history of the route, we were more anxious about our pending 1,150-mile passage from Fiji to New Zealand than any other since we left Sausalito. We decided to stay longer in Fiji than planned, as we hadn't gotten around to the eastern side. We're thankful that we did stay, as the snorkeling/diving and waterfalls were spec-



tacular. Most boats leave the tropics for New Zealand by late October to avoid the chance of tropical cyclones, so we were one of the last.

We took on fuel like an oil tanker so we'd be able to motor 90% of the way, if needed. Then we waited for a weather window. We were in our 16th month of cruising since leaving San Francisco, but we still rely on weather routers for the long passages. We are still learning about meteorology, and know enough to know that we don't know anything at all. In the big scheme of things the weather routing — about \$65 for this crossing — is dirt cheap. In addition, getting professional routing advice promotes marital harmony and absolves blame if things go wrong.

Bob McDavitt, our weather guy, gave us the green light on November 22. So after checking out of Levuka, the old capital of Fiji on the eastern side, we headed out into some bumpy seas and moderate breeze. We were double-reefed and were flying a jib, as we knew the first



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Counterclockwise from above right; The Tzortzis family, Maia, Chris, Lexi, Tristan and Heather. Free-diving Lexi about to take a hit from Chris' tank. The crew wants money! All ocean roads lead to Fiji. Finding high-speed Internet for schoolwork was a constant problem. Tristan meditates with manta rays. The lovely, in so many ways, Heather. Testing to see if an egg will cook in a hot springs. Heather teaching the locals. The super slippery slide in Fiji.

few days would be a bit rough. They were, but it also meant we really moved along.

All seven of us — we had a friend's 17-year-old son, George, on as 'super crew' — took bets on when we would arrive. Aline, our seven-year-old, came up with 6 days, 8 hours, the shortest time.

After 48 hours of fast sailing, the winds and seas eased a little bit and the wind went forward of the beam. I was worried about the seas on the beam and the wind angle, but everything spaced out far enough so that we had an unbelievably fast ride for our 'house'. *Family Circus* generated enough apparent wind in the 12-16 knots of breeze that we were doing 8s and 9s — with a smooth ride. The fun lasted for two and a half days until the wind went aft and died down. We finally had to motor the last 180 miles.

We pulled in to Opua, Bay of Islands in just under six days — 5 days, 22

hours, to be exact. That was even faster than Aline's guess. We averaged 8.05 knots for the 1,150-mile trip. As folks in the 2014 Ha-Ha probably saw, *Family Circus* is heavily laden with school books, cruising swag, toys and other stuff. Nonetheless, I was still amazed at how well our 12-year-old cruising cat performs.

For comparison, on our Puddle Jump from La Cruz to the Marquesas, we only averaged seven knots.

After all that pre-trip anxiety, Fiji to New Zealand was probably our best passage to date. Oddly enough, we had our strongest winds and biggest seas just two days out of San Francisco as we rounded Point Conception. We were surfing

downwind in 30-ish knots of wind. It was then that we set our all-time boat speed record of 19.4 knots.

We will stay in New Zealand over the cyclone season and do some land cruising. ***The Lagoon 470 'Family Circus' has been a great home for the Tzortzis family since they took off from Sausalito 16 months ago.***



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ing, as well as making short visits to Australia and back to the U.S. We only have eight short months left on our two-year cruising agenda, and thus will put our cat up for sale before too long.

But it's been an amazing family experience so far. Thanks again to the publisher of *Latitude 38*, as the stories and photos are what got us started on this idea and got us off the dock.

—chris and heather 12/05/2015

Sea Level — Schionning 49 Jim and Kent Milski Up The Waterway from BSM (Lake City, Colorado)

Seven times we have bypassed Mag Bay and its estuaries when traveling up or down the Baja Peninsula. This year, after completing our fourth wonderful Ha-Ha, we decided that we wanted to explore that area more. We were joined by three old friends, and headed back up to Mag Bay with the intent of exploration and good times.

We got lucky on the 125-mile way back up from Cabo, as we caught a northeasterly, which allowed us to beat our way up to the southern entrance to Bahia Almejas (Bay of Clams). The sail wasn't too bad, as we stayed close to shore, which limited the fetch and also gave us some relief from the southbound current.

We arrived outside the bay at 0700, two hours before high tide. We had good light and the swell was small, so the entrance wasn't too difficult to see. We proceeded with caution and never saw less than nine feet of water. We anchored just inside the entrance to go beachcombing and enjoy the first day of our mini adventure.

This was the second time we'd crossed this entrance into the bay, the first time being four years ago. The first thing we noticed this time was the increased

If you want to get away from people and civilization, go north from Magdalena Bay on the inland route. But stay in the channel.

number of *pangas*. This area is teeming with aquatic life, so we'd also known it would just be a matter of time before it would be exploited. Fish camps have greatly increased in number.

To give you an idea of the size of the three-bay combination of Magdalena Bay, Bahia Almejas and Bahia Santa Maria, think of San Francisco Bay from San Jose to Vallejo. Mag Bay has an inland waterway that continues 60 miles north from the Bahia Almejas entrance, often just a short distance in from the Pacific. Transiting this was our main goal, as we've heard stories about the waterway for years. We wanted to know if it was navigable, and whether it was possible to exit back into the Pacific at the northern end.

The second day we traveled to Man O' War Cove, and checked in with the harbormaster. It's a nice little fishing village. If you are in need of fuel, it can be arranged, as someone will make a quick run over to San Carlos with fuel jugs.

Early the next morning we headed up the estuary to Lopez Mateos. We thought we would be able to 'read' the water using the variations in color. We soon discovered this was impossible because of cloudy water and the ripples created by the wind. So we employed what Captain Ron recommended: We asked every fisherman we saw for directions.

One fisherman offered to guide us north, but he got bored when he realized how slowly we travel. Most of the fishermen we saw were drag-netting for shrimp. They have developed an ingenious way of attaching dragnets to their *pangas* using a couple of outriggers, either fore and aft or port and starboard, and drifting with the current or motoring slowly. The waterway is too shallow for the big shrimp boats, so if they don't over-fish or pollute the waters, they have an efficient industry.

We proceeded slowly up the waterway, mostly favoring the ocean side. Some-

times it was a bit confusing and, of course, one person was constantly monitoring the depthsounder. The bottom is all mud or sand so it's wasn't like when we were in the South Pacific and had to worry because striking the coral bottom could be disastrous. We never did hit bottom, although we came very close. With the boards up, our 49-ft cat only draws about two feet, so we're not sure deeper draft boats would



have done as well.

After a day of going up this fascinating waterway, we came upon the Devil's Elbow. It is marked, but we didn't understand how. We finally figured it out using common sense, and managed to get back on course.

We decided to drop anchor here and do a bit of exploring. We had a constant breeze, so no-see-ums were not a problem. But if it had been a calm and damp night, I think screens would have been needed. We hiked the dunes and saw shell mounds were almost everywhere we looked. I have no idea how many people lived here in the past, but based on what we saw, it must have been a considerable number.

From our vantage point atop one of the dunes, we could see for miles and miles. It was nothing but beautiful wilderness, one of our best anchorages ever. While having afternoon cocktails and patting ourselves on the back for

SEA LEVEL



IN LATITUDES



ALL PHOTOS COURTESY SEA LEVEL



Spread; 'Sea Level' on the hook near Devil's Elbow. Unfortunately for the photo, it was an unusually gray day. Insets, counterclockwise from left: Big shrimpers had no problem, even at low tide. A map gives an idea of the area. Birds were everywhere. Seeing an owl on arid Baja was a hoot.

making it up this 'dangerous' waterway, and thinking we were like Humphrey and Hepburn in Africa, along came not one, but two big sardine boats, steaming along at eight knots. They passed by close to us and we whistled — not realizing how this shattered their Latino egos — and waved.

I thought that shrimpers might only make the journey to Lopez Mateos, where there is a sardine processing station, at high tide. Lo and behold, another one came up the waterway at low tide, telling us that the waterway is wide and deep — if you know where to go.

The next morning we continued on to Lopez Mateos, a pleasant little town with all services. It's a popular base for whale watching. Bob Hoyt of Mag Bay Outfitters was on the dock when we arrived, and I caught up with him early the next

day to get a little more information about the estuary and the history.

Bob runs several services in the area, and can be contacted easily by going to his website at www.magbayoutfitters.com. A Southern Californian, he told me he's been down in Lopez Mateos for 12 years, so he knows the people and the area really well. Bob also gave us information on how to exit Boca de Soledad, which is about five miles north of Lopez Mateos, to get back into the Pacific.

We spent a couple of days in Lopez Mateos bird-watching and meeting some of the locals. We were also waiting for the surf to subside a little for our exit into the Pacific. Bob kept us informed

about the surf at the end. Boats go out there into the Pacific all the time, but it was a little frightening for us because it's hard to figure where the deepest channel is.

I got a little off course by trying to cross the bar a little early, and got in some really shallow water. Again fortune was with us, and we managed to get back into the channel quickly. We proceeded with caution, and waited for a lull in the sets of waves. Except during my little blunder, we never saw less than 16 feet of water. But this passage is much harder to read than the entrance to Bahia Almejas. Once through the pass, we set sail to Bahia Santa Maria, which is one of our favorite anchorages on the west coast of Mexico.

If your boat is too deep for the inland waterway, you could still enjoy the beautiful experience by anchoring in Man O' War Cove and going up by dinghy. It would be a long ride — 40 miles — and you'd want to carry extra fuel, but it would be well worth the effort.

— jim and kent 12/15/2015

Geja — Islander 36

Andrew Vik

A Scorching Summer in The Med (San Francisco)

I had another fantastic cruise in the Med last summer, my eighth in a row since buying *Geja* through the pages of *Latitude 38* back in 2008. I was underway for seven fun-filled weeks, joined as usual by friends — and friends of friends — for weeklong legs.

Not one to mind crowds and late, loud music from shoreside bars and clubs, I sail during the peak of the peak season, namely mid-July to late August. This summer's cruise took me on a party-filled adventure from *Geja's* winter home near Split, Croatia, to the southern end of Montenegro, and back.

Looking a bit like an outtake from a boy-band photo shoot, Andrew, far right, and some of his crew, were always proud to wave the flag.



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With seven seasons under my belt, I've become accustomed to the Mediterranean cruising experience — crowded anchorages, tricky Med-mooring, inexperienced charter skippers, surly government officials (in the east), expensive marinas, inexpensive food and drinks (in the east), the summer party vibe, fun-loving locals and tourists, and more. Nonetheless, there were still plenty of 'firsts' for me this year.

— A super-strong dollar compared to the euro. For the first summer since I purchased *Geja*, a euro cost less than \$1.20 U.S. Typically it's been at about \$1.35, but this summer it hovered right around \$1.10. I'll take the 20% discount, thank you.

— In the Pakleni Islands near Hvar, Remi was the first crewmate to ever swim back from shore with a precious bag of ice in one hand — and a gin & tonic in the other!

— Croatia is no stranger to wildfires, but this was the first time that one threatened a town near where we were anchored. A horribly hot night wind fanned massive visible flames on the ridges above the village of Brna on the island of Korcula. The town's annual festival was canceled, as all local men were summoned to fight the fire. Brna was spared, but the fire raged until dawn, when three water-scooping airplanes arrived, skimming seawater from the bay just 100 yards from *Geja*.

— This and other devastating wildfires afflicted Croatia this summer, and for the first time we woke up to decks covered in ash from distant fires.

— It was a scorching-hot summer! As a result, for the first time ever my crews and I sought out air-conditioned indoor spots for coffee, ice cream, meals — and even lodging. It was so hot that I spent two nights in hotels just to escape the heat. Usually air temperatures are around 90° — plenty warm, in my opinion — but this summer we had 95°-100° for weeks in a row. Sea temperatures,

Crewmember Remi established an important 'Geja' first this summer by swimming back to the boat with ice and a cocktail.

usually around 80°, remained pleasantly above 85° for most of the summer.

— In Cavtat, Croatia's southernmost port of entry/exit, it was the first time that I was ever charged for "line handling." The customs dock there is a chaotic joke, with 150-foot megayachts and private sailboats trying to med-moor, usually in crosswinds, to a very short and specific section of quay. (Don't even think of 'borrowing' the adjacent overnight berths while getting your exit paperwork processed.)

The 'official' who catches your stern lines is really a concessionaire who charges 13 euros (!) for the favor. At nearly every other customs dock in Croatia, you may tie up alongside on your own. In Cavtat, "it is forbidden to jump from the vessel until it is securely moored." Therefore the concessionaire is 'needed'.

— Noonsite advises the few yachts that visit mysterious Albania to expect local kids to treat your anchored boat like a diving platform. Ulcinj, a town in the south of Montenegro, is ethnically more Albanian than Montenegrin, and it was in Ulcinj that I watched from shore as two grown men climbed *Geja's* anchor chain and lounged around on the foredeck. I quickly summoned a jet ski to race me out to confront the pair. One hopped off right away, while the other assured me that he hadn't 'nicked' anything — despite living in London and being a thief. Then he hopped off. *Geja* had never been boarded like this before. Anywhere north of there, I wouldn't even hesitate to leave the swim ladder down while away from the boat. In this case, the ladder had been up and the companionway locked.

— Ever been anchored out at night in a wild thunderstorm while a call to prayer was broadcast from a nearby mosque? It was a surreal first for me this summer, again in Ulcinj. Montenegro is primarily an Orthodox Christian country, but the south is dominated by muslims of Albanian affiliation.

— A stomach bug ravaged *Geja* this summer. A Swedish crewmate brought the bug with him and managed to infect me on my birthday! Two weeks later three new crewmates all caught a similar bug in consecutive days. Prior to this summer, food illness had been mostly nonexistent during my voyages.

— My crew usually turns over each weekend, and it's never difficult to get them to a spot within a ferry



or bus ride from a town with an airport. From the town of Jelsa, my final crew was supposed to take an early-morning ferry to Split on the mainland. But a seaplane joined us on our approach to Jelsa, and a quick search online revealed it had 11-minute scheduled flights to Split. The next day I joined my crew on their flight to Split, splurging on an 85-euro round-trip excursion, my first-ever seaplane ride.

— I did a week of singlehanded for the first time. No friends seemed interested in my final leg, not that I pushed very hard to get it filled. I'd planned to be pretty close to 'home' by that time anyway, so I didn't have much distance to cover. It was a great feeling of independence to wander about at whichever pace I felt like, wearing as little as I wished. I managed to get several nagging boat projects done. With tools and parts scattered about on deck, I must have resembled some kind of derelict hippie boat while anchored for three days in

GEJA



IN LATITUDES



ALL PHOTOS COURTESY GEJA

to boil an egg. Yay, science experiment! They learned how thermal water is created, and by placing eggs in the water, learned firsthand that it could indeed boil an egg. Five minutes for soft, 10 minutes for hard. They also learned that the water was hotter than 220 degrees, as that's as high as our meat thermometer would read. Going for extra credit, daughter Alina made a dam to stop the water that ran out of the puddle — and learned that such hot water will burn you if you touch it. "I'm OK, I'm OK," she shouted, "but wow, it's really hot!"

In a later discussion of which was better, **home schooling or regular schooling**, Heather, the mother of three, said that based on her experience, they both had their advantages.

When Mike and Deanna Ruel of the Delaware-based Manta 42 **R Sea Kat** reported that the saildrive transmission on their starboard engine had failed — no forward or reverse — when leaving Richard's Bay, South Africa for Durban, the Wanderer wrote to tell them it wasn't that hard to fix the somewhat common problem on the Yanmar saildrives. But it turned out that they have Volvo saildrives. And it wasn't a cone clutch issue as on many Yanmars, but a failed damper, a damper being the rubber piece that goes between the flywheel and the transmission to absorb the torque shock when shifting gears. Mike was able to get a new damper the next day as well as have the flywheel fixed at a machine shop. He then not only repaired the problem, he replaced the difficult-to-get-at rear engine seals, too.

On a roll, the Ruels decided they would replace the propeller seals, which required they be out of the water. Since there is no haulout facility at Durban, they had to let *R Sea Kat* rest on her

Deanna Ruel was thrilled at how the Manta 42 rests on her keellets. Alas, the water level didn't drop far enough to expose the propellers.

Counterclockwise from bottom right, scenes from Andrew's eighth summer in the Med: Beautiful Hvar. Makarska, Croatia. A firefighting plane. Three shots proving that Andrew loves people and parties. 'Geja' being lifted. Sweet sailing. A lifelike-looking PFD. Good food was inexpensive. Near Hvar.

front of the upscale Laganini Beach Club near the island of Hvar. While I do prefer to have friends around, I may arrange more 'days off' in the future.

[Editor's Note: Part Two will appear in the February issue.]

— andrew 12/12/2015

Cruise Notes:

As mentioned earlier in this issue, the Grand Poobah has made a change in the **starting date of the 2016 Baja Ha-Ha**. Normally this year's cruisers' rally from San Diego to Cabo San Lucas would have started on October 23. But because of what are likely to be continuing elevated ocean temperatures, which are conducive to later-season tropical storms, the Poobah has moved the starting date back to October 31 — which just happens to be Halloween. A second consideration was that there will likely be many more

slips available in the marina at Cabo because there won't be a fishing tournament at the same time. The later date is not a good thing for the Poobah trying to make the deadline for the December issue of *Latitude*, but that's near the bottom of the priority list and he doesn't expect any sympathy.

When cruising, 'school' is often where you find it. Heather Tsortzis of the Lafayette-based Lagoon 470 **Family Circus** cited one such example:

"My husband Chris was out walking around with the girls at Savu Savu, Fiji and they found a geothermal puddle near the water's edge. The girls wondered if the water was hot enough



R SEA KAT

CHANGES

keels on a ramp as the tide went out. Because of the tides, they had to get to and onto the grid at 3 a.m. Alas, the low tide wasn't low enough by two silly centimeters! We believe they were successful a few days later.

"Captain Ramos of the Port Captain's Office in **Mazatlan** has decreed that skippers on vessels in Mazatlan, Isla Mazatlan, Fonatur and El Cid marinas can use VHF 72," reports Mike Wilson of the Mazatlan-based S&S 44 **Tortue**. "This change is due to the constant interference on Channel 22. Naturally, Channel 16 remains the hailing channel in case of an emergency."

"Latitude reported that I'd dived down 30 feet to free *Kailani's* anchor in Turtle Bay during the Ha-Ha," writes 74-year-old Tom Carr of the Santa Cruz-based Mirror 10 **Blue Bird**. "My hookah was a sort of last-minute addition, as for several weeks I'd been trying to adapt a firefighters' emergency composite 72 cfm air bottle, which only weighs 11 pounds, to scuba gear. The bottle fittings were different, so finding an adapter was challenging. I finally had my partner/friend fabricate one out of a 1½" stain-



LATITUDE / RICHARD

An aerial view of Mazatlan Marina, where VHF channel 72 is now widely used as a hailing channel.

less steel prop shaft from the 'archives'. That, in addition to my standard two-stage regulator, and a 'Kayak Hookah' kit purchased online, made up my dive gear. I stowed it unassembled and untried on *Blue Bird* prior to leaving home. In the moment of need, the final assembly took all of 10 minutes. I just had to replace the intermediate pressure hose with the

extended 40-foot 'kayak hose' kit. In addition to its being a dive apparatus, I was going to use this to quickly inflate my rubber boat in the case of an emergency.

"I also want to apologize for not specifying which **Kailani I** meant — as there were two in the Ha-Ha — when referring to our 'buddy boat'. She's the F-31 trimaran of Santa Cruz owned by Brian and Patti Martin."

"On December 4, almost exactly one month after the end of the Baja Ha-Ha, we dropped our hook at La Raza Cove, Espiritu Santo Island, not far from La Paz," report Lesley Johnstone and Hartley Gardner of the Phoenix-based Tayana 48DS **Atsa**. "After enjoying a fantastic star-studded sky that night, the next day we went on a group hike with John and Julie King of the Long Beach-based Moody 44 **MyLa**, Bill Schmid of the Everett-based Corbin 39 **Anakina**, and Jason and Vicki Hite of the Long Beach-based Herreshoff Caribbean 50 **Volaré**, all of whom also did the 2015 Ha-Ha. We saw other boats in the cove, but we homed in on those with Ha-Ha flags because we



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had a shared experience.

"Perry and Patty Chrisler of the Scottsdale-based Beneteau 46 **C'est Si Bon** were also there, but opted out of the hike because they'd been kayaking all morning. But that evening the couple hosted a cocktail hour on their boat to watch the sun set over the beautiful cove. We all had a great time talking about our past adventures and contemplated future ones. If we had not been part of the Ha-Ha, we might have all just sat there by ourselves and spent the evening wondering who the people on the other boats in the anchorage were and if they'd like to get together for a hike or cocktails. Doing the Ha-Ha just made it easier, so thanks for helping us make lifelong friends."

"Well, she's all ours," report Jeff and Judy Wahl of Yankton, South Dakota. By 'she' they are referring to the 1995 Sundeer 60 that was known as **Dutch Torch** during a recent circumnavigation. For better or worse, they have rechristened her **Just Passing Wind**. They were planning to head south to Mexico

at the end of December. Two-boat owners, they report that their Wellington 47 **Island Mistress** is seriously for sale.

With all due respect to our dear friends Jeff and Judy, some folks wonder if their boat's new name will make other cruisers hesitant to hail them. As in "*Just Passing Wind, Just Passing Wind, Just Passing Wind*, this is *Dreamtime*."

"The battle against barnacles never ends," reports Vicki Westphal, who contributed the photo at right. "The 'knights' preparing to do battle against them at El Mero Marina in Guaymas are, on the left, Mike Westphal of **Rhiannon** and Lucas of **Neeltje**. Not in the photo, but also ready to do battle was Sylvia of **Delirio**."

The fact that the 'knights' are outfitted in wetsuit 'armor' on November 23 is indicative of just how quickly the water cools that far north in the Sea.



Underwater 'knights' Mike of 'Rhiannon' and Lucas of 'Neeltje' have donned their 'armor' and are about to do battle with barnacles.

"We made the 1,000 miles from Puerto Vallarta to Ensenada in six days," reports Mark McNulty, crew aboard **Wahoo!**, Bill Gibb's Ventura-based Schionning G Force 1400 catamaran. "We had mostly good weather with a lot of offshore winds, and thus only had about 10 total hours of true Bashing. We didn't catch any fish until the day before Ensenada, when we caught a 25-pound yellowtail — more than we could eat." It's been a long trip

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CHANGES

from South Africa for *Wahoo!*, which is almost home.

Many boat buyers are under the impression that if they buy a boat outside of California and keep her outside the state for more than 12 months, they won't have to pay state use/sales tax. That's not quite correct. The state says that you have to be "using" the boat outside of the state for 12 months, not just owning it. So keep records.

Various sources report that **Tenacatita Beach**, a small bay on the northwest corner of cruiser favorite Tenacatita Bay, was reopened to the public on November 21, as Aristotle Sandoval, governor of the state of Jalisco, followed through with one of his campaign promises. The land at the beach, long popular with Mexicans and Americans, has been in dispute for decades. Three years ago a judge ruled in favor of the Rodenas Corporation, which immediately tore down the many beachfront *palapas*, fenced the area off, and brought in security guards.

The reopened section, which is known to cruisers as 'The Aquarium', is just one small part of Tenacatita Bay. The majority of cruisers anchor at the next bay to



ANDREW VIK

Are you offended by this kind of bathing attire? If so, the US State Department warns you to avoid the beaches and boats of the Med.

the east, known as Blue Bay. Whatever you call it, this seems like good news.

Robert and Virginia Gleser, Mayor and First Lady of Tenacatita Bay, of the Alameda-based Freeport 41 **Harmony**,

confirm that Tenacatita Beach is once again open. "There aren't any beachfront *palapas* selling food, but much of the 'jungle ride' through the mangroves is open again," they report.

Who are you calling 'motor mouth'? In an unrelated matter, Robert recently received the coveted 'Green T-shirt' from Geary Ritchie, the Concepcion Bay-based weatherman for the Sonrisa Net. The Green T-shirt, which has "Help, I've started talking and can't shut up" written across the front, is indicative of being a radio 'motor mouth'.

"Lucky me," says Robert, "as this year my call sign was the newest addition to a short but illustrious list on the shirt. The tradition began with a group of hamsters in Tenacatita in 1995, and has been going on ever since. The **Sonrisa Net** has actually been around since 1984, and is a service to the cruising community that features excellent weather reports (usually) and a relaxed forum to connect with your buddies. It starts at 7:30 a.m. Baja Sur time on 3.968 LSB."

Mark Schneider aboard the Portland-based Norseman 447 **Wendaway**, cur-

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rently in Cabo San Lucas, reports that the Southbound has been fired up again.

"As many will recall, the '**SB Net**' was the only regular evening net covering coastal and offshore waters from San Diego to the Gulf of Tehuantepec. Let's get it going again. We're going to start a series of test calls at 8.122 MHz at 0000. For those in the central Sea of Cortez south to Cabo and east to Mazatlan, local time will be 5 p.m. From Vallarta south to Tehuantepec, it should be 6 p.m."

Speaking of **Tenacatita Bay**, it is also home to the village of La Manzanilla, not to be confused with the nearby big city of Manzanillo. The eye of October's extremely powerful hurricane **Patricia** came within 10 miles of La Manzanilla, and while the damage wasn't anywhere near what people expected, there was some. So the Grand Poobah bought **288 hot dogs and buns** to give away during the Ha-Ha's Turtle Bay Beach Party in hopes of collecting donations for hurricane relief. Thanks to many contributors, in particular Paul Hofer of the Delaware-based Jeanneau Sun Odyssey 509 **Scarlet Fever**, nearly \$1,500

was raised.

When the Poobah got to the mainland, he contacted **Ronnie Tea Lady** to find out how to best distribute the money. Ronnie contacted three relief agencies in the La Manzanilla area. Two didn't reply and the third said that the Mexican Army had done a great job providing everybody with everything they needed! We didn't expect that. As a result, the Grand Poobah is looking for another good charity on the Mexican mainland.

Over the last year we've raved about how much we like the hardtop that we had put on **Profligate** about a year ago. Made in the shade, baby. We've also made a second major improvement to the 63-ft cat that's almost as delightful — a new dinghy lift. Most cats are easily fitted with dinghy davits, but that wouldn't work with *Profligate*, as she's got a big 'back porch' that precludes



Chris White aboard his Atlantic 57 'Javelin'. His dinghy launch and retrieve concept just made the Wanderer's life a lot easier.

them. So for 18 years we've lifted and lowered the dinghy using a complicated system that involved a beam sliding out of the back of the boom, a topping lift, a spinnaker halyard, the main halyard, a screwdriver, sometimes a jar of peanut butter — and lots of running around. It's the same basic system they use on the big Voyager catamarans from South Africa. It worked, but it took at least 15 minutes to get the dinghy up or down.



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We were stumped on how to improve on this until we noticed that Chris White's Atlantic 55/57s have a similar back porch. We met up with Chris while his 55 **Javelin** was hauled out at the La Cruz Shipyard, and he showed us how easily the clever system works on his and other big Atlantic cats. It's hard to describe, but our modified version utilizes a nearly beam-wide 'flattened arch' made of 3-inch diameter aluminum that rotates on the aft beam. You lower this arch until it's almost parallel with the water, then using blocks attached to the bottom of the arch, lift the dinghy a couple of feet out of the water. Then, using an electric winch, you pull the entire arch up — with the dinghy below it — until the dinghy is right above the back porch. They you use blocks to lower it. To launch the dinghy, you do the reverse. Very clever that Chris White.

"We have completed our crossing of the Indian Ocean and are now tucked safely into Tuzi Gazi marina in Richard's Bay, South Africa," report Jim Fair and Linda Powers of the Berkeley-based Outbound 46 **Chesapeake**. "It was a good trip except for a front with winds in excess of 50 knots and 13-foot seas

— normal stuff for an Indian Ocean crossing. Much thanks to Bob Walden for helping us on the last leg, as he made life much more enjoyable."

Zihua SailFest, by far the most successful cruiser charity event in Mexico, now in its 15th year, runs from February 8 to February 14th. If you're on the coast of mainland Mexico, it's really worth the effort to make it to this terrific six-day festival that mixes "fun and games, heart-felt volunteerism, and an outpouring of international friendship." Volunteers are always needed. If you fit the bill, contact Carol Romain at carolromain@gmail.com. You'll be glad you did.

The Ha-Ha isn't the only West Coast cruising event that is going to start later this year. "Entries are now open for the **7th Annual Cruisers Rally to El Salvador**," report organizers Bill Yeargen and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. "A number of cruisers requested that we make the start date later in March so they could enjoy Z-Fest without having to then rush down the coast to El Salvador, so we delayed the opening 10 days to March 28." The El Salvador Rally is a destination event, so

participants get there at their own pace, then enjoy countless free or low-cost activities from March 28 until April 27. For details, visit elsalvadorrally.com.

We don't mean to sound like a broken record, but thanks to the increasing strength of the **U.S. dollar** and the weakening of the **Mexican peso**, Mexico is getting even less expensive for cruisers. The peso is now 17.4 to the dollar, 4% less to the dollar than it was just one month ago!

During a recent visit back to the States, the Wanderer joined a friend for breakfast at the corner coffee shop in Mill Valley. A two-egg breakfast, an extra order of toast, and one coffee came to \$21 before the tip. That's about four times as much as it would have cost in Mexico. Dinner, sans cocktail but with one glass of wine, at Bungalow 44 in Mill Valley came to about \$60 before the tip.

Last night we enjoyed a delicious mahi dinner at **El Coral** restaurant at Punta Mita in front of the 'Mexican Malibu' surf spot and the Punta Mita anchorage. It cost \$7.50. Margaritas were \$2.80. The spectacular view at sunset and perfect temperature were free. It's all right, you can eat your heart out.

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25 TO 28 FEET



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20-FT CAL, 1968. Alameda Marina. on a trailer. Hull #710. 5hp Tohatsu outboard. Pineapple sails, radio. New current registration. Needs work. Please make a reasonable offer. Call (650) 291-4356.



27-FT CHOATE SLOOP, 1978. San Diego. \$6,500. Racing or cruising condition. Good sail inventory. Border Run winner twice in a row! New bottom paint, rod rigging, roller furl. Roomy. Clean boat. Contact sinistersmile5@yahoo.com or (619) 955-0845.

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29 TO 31 FEET



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30-FT WYLIECAT, 2004. Alameda. \$99,950. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pine-apple carbon main, Santa Cruz Dacron main, Yanmar 1GM10, cockpit cushions, shorepower. Contact (510) 366-1476 or J_tuma@comcast.net.



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.

30-FT CAPE DORY, 1982. Marina San Carlos, MX. \$25,000. Upgraded rigging, gel batteries, full batten main, Furlex, wheel, Lewmar ST30s, dodger, Autohelm, QCR, propane stove, solar panel, dinghy, EPIRB and more. Documented, custom trailer, US delivery possible. Contact (575) 758-8366 or jmac@laplaza.org.



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.



31-FT SENORITA HELSMAN, 1977. Alameda, CA. \$24,000. Rare Swedish fiberglass sloop in remarkable condition! Repowered and new rigging in 2010. Quality sail inventory. She is ready to sail away! See website for complete specs and photos: <http://sailingr901.wix.com/svsiduri>. Then call (510) 501-2225.



30-FT WYLIECAT, 2004. Richmond. \$48,000. 50% equity interest (1/2 expenses), 100% fun. Hull 16, Yanmar, Raymarine instruments, new wishbone '08. New bottom 2014. Shorthander's dream. Well maintained and cared for. Contact tracyslottatude@gmail.com.



30-FT KNARR, 1961. San Francisco West Harbor. \$42,500/obo. US 103 *Sophia* is a beautiful 1961 Borresson Knarr with a wooden hull. *Sophia* has been perfectly restored, including cabin top, cabin sides, toe rails, plywood/glass deck, keel bolts, garboards, cockpit seats and cockpit. She also has a new full cover, new aluminum rig and recent haulout. *Sophia* has won multiple season championships and is ready to race/sail. She is located in the S.F. West Harbor slip which can go with her subject to harbor regulations. Information at (510) 812-5939 or (415) 789-1903 or dwtntsr@aol.com.



30-FT IRWIN, 1975. Alameda. \$9,500. Universal diesel M3-20B, 270 hrs. 3 jibs, 2 spinnakers and main. Same owner since 12/77. Sailed on Bay and Delta. Please call for more information. (510) 236-5394.

32 TO 35 FEET

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. Contact (626) 410-5918 or ngolifear@gmail.com.



34-FT CATALINA 34, 1988. Sausalito. \$42,500. Very nice boat, lightly used and well maintained. Diesel, furler. New: North sails, electronics, nav pod, radar, autopilot, port light lenses, heat exchanger. Bottom cleaned quarterly. Teak refinished. Info at samturner@me.com or (707) 974-1890.



CREALOCK 34, 1988. Woodley Island, Eureka CA. \$57,900. This well-built, extremely seaworthy bluewater boat is a veteran North and South Pacific voyager. Since 2008 I have kept it in La Paz, BCS, sailing in the Gulf and stored on the hard during the hurricane season. Well maintained. Returned to Eureka in spring 2014 and berthed there now. Increasing age (mine) and physical issues force sale. Survey, equipment list, details and photos on website: <http://bit.ly/1Kb5kJo> or via email at donaldesnyder1@gmail.com or call (541) 890-4168.

JASON 35, 1979. Ted Brewer design, Grenada. \$25,000. Around the world cruiser, good sails, Yanmar diesel, wind-vane, solar panels, watermaker electric windlass, Zodiac and 2 outboards, kayak. A great boat, ready to cruise the Caribbean. For more information contact svsalacia@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 hrs, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

32-FT CATALINA, 2000. Santa Cruz Yacht Harbor, Slip C17. \$69,000. 386 hrs on Yanmar 27hp diesel. New prop and bottom paint. Factory installed Raytheon NavPod electronics, Schaefer roller furling jib and canvas dodger. Refrigeration. Well maintained. More info at (831) 818-7683 or judithscollon@rocketmail.com.



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33-FT CAPE DORY 330, 1986. Built in East Hampton MA. Ko'olina Harbor, Honolulu, HI. \$50,000. 9 GT, length 33-ft. beam, 10.2; depth, 7.9. Fiberglass. Diesel 35hp, New sails, Ham & VHF radio, radar. Info at (808) 281-7852 or (808) 205-1884 or milekav@msn.com.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$49,000/obo. *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. For more info contact dickwr8@gmail.com or (510) 654-7704 or (510) 604-7704.



37-FT PACIFIC SEACRAFT, 1992. Puerto Vallarta, MX. \$119,000. Freshwater boat until 3 years ago! Low engine hrs (1300) and tons of spares. Ready to go in the Bay or around the world. More info at <http://pacificseacraftforsale.com>. Contact (563) 552-8077 or thecreativetack@gmail.com.



39-FT CAL, 1971. San Diego Harbor, CA. \$12,000/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.



33-FT YORKTOWN, 1975. Brickyard Cove. \$22,500. 1975/2007 Mexico veteran. Great Bay/liveboard boat. Exceptionally roomy and comfortable below. Diesel heat, 3-burner oven/stove. Isuzu 27hp. Many good sails and gear. Health forces sale. Information at (707) 495-3636 or Barbaradhayes@aol.com.

36 TO 39 FEET



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.



36-FT PACIFIC SEACRAFT, 1986. Napa. \$118,000. 1986. Diesel, wheel drive, 1000 hrs. Classic. Present owner of 25 years. Serious inquiries only.



32-FT JIM TAYLOR RACE SAILBOAT, 1998. Santa Barbara, CA. \$59,500/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.

37-FT TAYANA PILOTHOUSE, 1981. San Diego. \$79,000. A proven offshore cruiser. New bottom paint. Aluminum mast. No teak deck. Cruise-equipped/liveboard-ready. Numerous upgrades. For detailed portfolio and photos go to website: www.tayana37ph.com/ and then contact mail@tayana37ph.com.



37-FT PACIFIC SEACRAFT, 1989. Marina Bay, Richmond. \$118,000. A gorgeous boat with tons of recent upgrades - standing rigging, electronics & diesel. Sailed the PacCup in 2014 and the Ha-Ha in 2009. More information at www.sailboatlistings.com/view/54134. Call (925) 639-1185 or svkierrie@gmail.com.



38-FT MORGAN 382, 1978. Brisbane Marina. \$42,000. This boat is both sea kindly and comfortable underway. She has a large well protected cockpit, and is rigged for doublehanding. This Morgan is well sought after because her 3-bladed prop is protected by a skeg. Her teak interior is both beautiful and comfortable. Original Yanmar 3QM, has just 500 hours. A very successful Ted Brewer design and an excellent Bay and offshore boat. Full list of equipment and photos available. Please contact bh.hackel@gmail.com or (650) 722-4546.



36-FT HUNTER, 1981. Moss Landing. \$39,000. Cherubini design. New bottom paint, custom Tempurpedic V-berth mattress. Great slip at Moss Landing. Kevlar main. New spinnaker. Custom Parrot interior fabric. Great sailing boat and great looking! Contact (209) 988-2012 or wajwriter@aol.com.



38-FT AERODYNE, 2003. Richmond. \$149,500. Reduced Price! The ultimate performance cruising boat. Leisure Furl boom, SSB, Pactor modem, Yanmar saildrive, electric windlass, diesel heater, anti-corrosion system, Awlgrip, great interior, radar, TV, retractable sprit. Electric windlass. Two boat owner. Info at (415) 385-3600 or hspotter@aol.com.

32-FT FUJI, 1976. Marina Seca, Guaymas, MX. \$15,000. This circumnavigator needs a refit and some TLC. Owner needs a new back. Yanmar 40, roller furling h/s, davits, solar/wind, hydrovane s/s, s-sideband, radar, storm anchor, etc. Contact iniscott@yahoo.com.



37-FT CSY CUTTER, 1978. Discovery Bay. \$37,000. Two staterooms, two heads with showers. Perkins 4-108, runs strong. Large cockpit with bimini and cockpit table. Full batten main. Huge refrigerator, freezer. Caribbean and Mexico vet. This boat truly sleeps six in comfort. Photos available on request. Call (530) 219-1566 or sailorboyone@gmail.com.



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38-FT CATALINA, 1987. La Paz, BCS. \$51,000. Sparkman & Stephens-designed sloop. Fast, comfortable cruiser. Beautiful blue hull professionally done. 2015 Ha-Ha vet. Rebuilt motor and transmission. Refit 2015. Many new items and extras. Lying in La Paz. Delivery negotiable. Please contact Samarasteve525@gmail.com.

40 TO 50 FEET



43-FT CAPE NORTH 43, 1978. Pt. Richmond. \$49,500. Ted Brewer center-cockpit cutter based on *Black Velvet* design. Circumnavigated. Second owners. Refitted for 2010 Ha-Ha. Harken furler, Frigoboat fridge/freezer, Autohelm, and others. Cruise-ready. Info at <http://tinyurl.com/sail43>. Contact (916) 642-6383 or craigmoyle@gmail.com.

42-FT PASSPORT, 1988. Portland, OR. \$146,500/ask. Proven passagemaker. 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 and contact at <http://gfdm.net/passport42forsale>.

43-FT HANS CHRISTIAN 43T, 1987. Emery Cove Yacht Harbor. \$160,000. Cruise ready, spinnaker, new elect. head. New inverter, new radar, dinghy and motor, autopilot, bottom just completed, GPS, life jackets. Please call (530) 644-7734 or (916) 698-3260 or contact aldiv@aol.com.



47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$229,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine Digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furler genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Excellent condition. Original owner. Please call for additional equipment (916) 969-8077 or curtis@surewest.net.



42-FT BENETEAU 423, 2005. San Pedro, CA. \$185,000. Two cabins, deep keel, classic rig. This Mexico veteran is completely outfitted and ready to go cruising. For info visit our website: <http://finisterraspecifications.blogspot.com>. Contact (949) 491-3521 or (949) 500-4364 or yatdesign@aol.com.

46-FT MORGAN 462 KETCH, 1980. Mazatlan, MX. \$130,000. Extensively refurbished, teak interior, hull insulated, marble countertops, 2 Vitrifrigo AC/DC reefers & freezer. New Raymarine MFD, autopilot, Spectra 200 T, solar, wind gen, Kubota genset, Honda 15 w/starter, 9.5-ft. Caribe, chaps, davits, new epoxy hull. 105 lb. CQR w/300-ft. of chain, 65lb. CQR w/200-ft. of chain, 2 stern anchors. Spares and much more. More information at http://chapelsculpturestudio.com/pages/chapel_home.html. Contact (510) 593-4290 or chapel48@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.



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.



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.



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 hrs 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-30s sailboat. (805) 235-4046 or tackorjibe@gmail.com.

44-FT CATALINA MORGAN, 2007. Oak Harbor, WA. \$260,950. A real deck salon light and airy with a settee you can sit at and enjoy the outdoors. Both forward and aft cabins have queen berths with head and showers. Just serviced 75hp Yanmar with 870 hrs. Newer batteries and two 85-watt solar panels. Cruising spinnaker, power winches, hydronic heat. Raymarine L120 radar, chartplotter autopilot, bow thruster. New dodger and glass. Leisure Furl boom. May consider trade. Please contact (408) 666-3261 or jerryfsaia@aol.com.

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



40-FT 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.



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.



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 Awlgriped 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.

46-FT CAL, 1974. Guatemala. \$79,000. Custom interior, dodger, furling mainsail, new rigging, spinnaker, davits, Furuno radar, plotter, autopilot, solar panels, generator, watermaker, VacuFlush, bow thruster, refrigeration, windlass. 11.5-ft. RIB 15hp dinghy, epoxy bottom, 85hp Perkins. More info at (949) 548-1050 or bobonparadise@hotmail.com.



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45-FT TED BREWER 3C'S, 1977. Emeryville. \$35,000. Full-keel bluewater boat. A joy to sail and well balanced. This boat can take you anywhere in the world. She's in excellent condition. Excellent teak interior. Great cruiser and liveaboard. She's more boat than we need. The time has come for us to let her go. Last surveyed at \$75,000. We are very motivated to sell her. You couldn't find a nicer yacht for the money.

SOLD



47-FT OLYMPIC ADVENTURE KETCH. 1978. Marina Riviera Nayarit, La Cruz, MX. \$120,000. Ted Brewer design, large center cockpit, 2 staterooms, 2 heads, beautiful teak interior, great headroom, equipped for cruising. Dodger, lots of storage, Onan generator, AIS, radar, VHF, autopilot, windlass, EPIRB, refrigeration, 6-person life raft, many sails including asymmetrical. Avon inflatable dinghy, Nissan 8hp, extensive ground tackle, much more. More information at (322) 889-2694 or r156415@gmail.com.



47-FT GULFSTAR SAILMASTER, 1979. Richmond. \$130,000. If your dream is to go cruising or live aboard on the Bay, this well equipped and well maintained cruising sloop is ready to set sail. Please take your time reviewing the extensive details on the website. I'm sure it'll become clear that this listing offers tremendous value when considering both the bones of the vessel as well as the many accessories desirable for the boating lifestyle. See more at: www.svwish.com. Contact captwish@gmail.com or (559) 269-6930 or (925) 461-1822.



51-FT JEANNEAU SUN ODYSSEY. 1994. Brisbane, CA. Negotiable. 4-cabin cruiser; add your electronic package and go. Many extras. 401k and college costs force sale. Please contact (408) 687-0677 or bluheronmex@yahoo.com.

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43-FT BENETEAU 423, 1987. South Beach, SF. \$109,950/obo. Reduced price! 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>. Contact beneteauforsale@gmail.com or (510) 253-5883.



40-FT CATALINA, 1996. San Carlos, Sonora, MX. \$120,000/obo. New Beta Marine engine. New full batten mainsail with reef and Dutchman flaking. New standing rigging. Twin pedestal steering wheels with compasses. Fore and aft cabins. 2 heads; roomy galley; beautiful salon with table that converts to additional sleeping quarters. Loaded with "extras" such as watermaker, new navigation system, sea water cooling for reefer, etc. Includes dinghy with 2 motors, Honda generator, extra goodies/spare parts. (970) 276-3361 or terry.doherty@gmail.com.

51 FEET & OVER



30-FT BIRD BOAT, 1924. San Francisco. \$7,500/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.

43-FT SWAN, 1969. San Francisco. \$85,000. S&S-design. Palmer Johnson import. Great boat. AP, radar, chartplotter, dodger, awning. Teak/koto interior. Functioning trim tab. Perkins 4-108. Extensive sail inventory. Information at (415) 606-4716 or pibbs1@aol.com.



42-FT CATALINA 42, 2001. Newport Beach, CA. \$174,500. Full Raymarine elec. Inverter, windlass with remote, DVD, dodger, new bottom paint, 56 Yanmar low hours. Roller furling. 2 cabin elect fridge This boat is turnkey. Contact (714) 376-7688 or (949) 548-3874 or ginka_62@yahoo.com.

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.



38-FT STEPHENS BROS, 1940. Farallon Clipper. Marina del Rey. \$47,500. Hull No. 3, *Fade Away*. Ready to race or cruise. Just out of the yard; no structural issues. Low-hour BMW D35. Autopilot, reefer, more, including historical documents. A beautiful boat and a noble cause. Info: (310) 804-4837 or rcalvinmilam@aol.com.



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.



68-FT DEREKTOR, 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. More info at www.apolloduck.com/feature.phtml?id=267073. Contact (415) 663-8776 or lorcarosman@gmail.com.



38-FT NAUTILGAL, 1938. Point Richmond. \$20,000. Myron Spaulding-designed. Anderson and Christophany-built, Fir on oak with teak trim. Historical to S.F. Bay. Beautiful classic that sails like a witch. Good shape, sails. 26-year owner. Ask me anything. (925) 787-6741 or cjefstokes@msn.com.



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43-FT NEREIA KETCH, 1983. Poulsbo, WA. \$45,000. *C'est La Vie* is a fully equipped cruiser looking for her next captain to continue her adventuring life. Comfortable liveaboard, refrigeration/freezer, watermaker, solar/wind generation, ample storage, world charts. Fiberglass hull, full keel/rudder, Yanmar 20hp engine. Sleeps 2-3. She has traveled to Alaska, Mexico and across the Pacific Ocean three times. Where will you take her next? Contact rocketbw20@gmail.com or (206) 992-1450. More information/photos here: <http://neriaketch.weebly.com/>.

MULTIHULLS



33-FT SEAWIND 1000, 1998. Alameda. \$125,000/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. \$74,000. 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.



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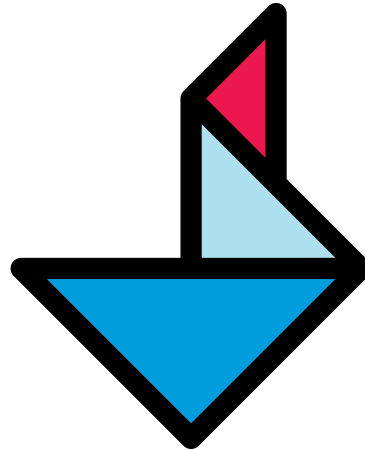


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35' ERICSON, 1987 Final iteration of this Bruce King-designed classic. Updated electronics, engine serviced and bottom painted, lying potentially transferable downtown Sausalito slip. **\$47,000**

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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**

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36' ISLANDER FREEPORT, 1979
Repowered in 2002, and this is the preferred Plan B layout with Pullman berth! **\$34,900**

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30' HUNTER LEGEND, 1990
Very clean boat! New sails, rigging and interior. **\$29,000**

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EXCELLENT!

38' PANDA by Ta Shing (generally considered the best shipyard in Asia) in beautiful condition. Bluewater cruiser with good performance, just hauled & ready to go! Stoutly built, seaworthy, insulated, heat, full galley w/ reefer, stall shower, wheel, S-1 winches, lavish Burma teak, radar, offshore canister & more! Asking **\$89,950**



WORLD CRUISER

40' SWIFT Center Cockpit Ketch by Sparkman & Stephens. Aft double & forward strms w/heads & showers, 50 hp BMW dsl, RF, dodger, beautiful tropical hardwood inter., teak & holly sole, skeg-protected rudder, wheel, salon, settee, galley & MORE! Asking **\$44,950**



COMFORTABLE

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, ++. Now **\$49,900 Ask!**



OUTSTANDING!

36' PEARSON 367 Slip/Ctr. Well found & in exc. cond. Extensive recent professional upgrades, ready to cruise. Dsl, new sails, rigging, dodger, radar, solar, GPS invert., heater, full galley w/ refrig & Force 10 range, furling, wheel, new upholstery, just hauled & MUCH MORE! Asking **\$49,750**



CRUISE NOW!

41' Cutter-rig MOTORSAILER by Alexander. Center PH, wheel, RF jib, self-tending staysail AP, GPS/plot, VHF + handheld, SSB, inverter, port gen, ST winches, heater, head & shower, full galley, ship's table/settee, aft master stateroom & MORE! Asking **\$39,900**



SET A COURSE TO A GREAT LIFE!

120' EXPEDITION/12-PASSENGER CHARTER/RESEARCH VESSEL, ROBERT GRAY, classic steel beauty equipped for pleasure or research vessel charter service. 12 paying passengers plus crew, V-12 CAT, aux diesel generators, seaworthiness, comfort, great accommodations, crane, helipad, ++. Ideal for Alaska. Well found. **\$290,000/offers**



MAKE OFFER!

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 **\$26,300**



GREAT BOAT!

37' PEARSON Sloop. Outstanding performance cruiser. Diesel, furling, wheel, dodger, full galley, shower, spinnaker and good sail inventory. Near new inflatable and outboard, autopilot, vang, adjustable backstay, dual course lifelines with bow and stern pulpits. Comfort, seaworthiness and MORE! Asking **\$45,500**



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**



REDUCED!

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 **\$32,500**



STEEL!

37' STEEL Sloop: Frans Mass "SABRINA" design built by Holland's Standfast 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**



AWESOME!

175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Dept. of the Interior. STEEL, twin dsl-powered small ship, fully operational & in great condition. Beautiful, comfortable interior, great accommodations & more. Asking **\$250,000/offers**



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**



43' TRAWLER by Kha Shing 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**



WOW!!!

47 SCHOONER w/ PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, port-side prt strm, full galley, end. head & shower, radar & full electronics, ship's table, salon, MORE! Estate boat: Some def. maint. Very salty & beautiful. Great opportunity. Asking **\$19,950**



37' TAYANA Cutter Exc. cond. High quality traditional FG double-ender. Perkins dsl, wheel, warm teak paneled inter., recently replaced (Hood) main & stays' l, new Force 10/3-burner range, more. Hauled 11/20/15. Sea-kindly passagemaker beauty & ready to sail. Asking **\$49,900**



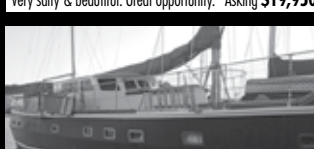
NICE!

40' PIED À MER Weekend Retreat on the water in Marin. Great views of bridges, islands, North Bay, etc. Full kitchen, bathroom, living room, decks, etc. Watch the ships pass by. Offered as a vacation cabin; could be made to cruise. Pos. liveboard berth & more! Now **\$16,950/offers**



BARGAIN!

35' ISLAND PACKET Lightly used on San Francisco Bay so she's super clean/ready to cruise. Huge, comfortable cockpit w/ room for everyone. Massive, well equipped galley & fantastic layout below w/ roomy aft & forward cabins. Built to high standards to sail safely. Asking **\$98,500**



65' STEEL Ketch Go anywhere bluewater cruiser. Pilothouse & outside helms, Cummins 150 hp diesel. Built to go to sea & stay there. \$30k upgrades reported just completed. Full galley, 2 heads w/ showers, radar, GPS, SSB, washer/dryer, 3 strms & MORE! Asking **\$185,000**



38' CHEOY LEE Offshore Sloop. 40 hp dsl just professionally rebuilt. New main, RF jib + genoa, windlass, 3 anchors, head/shower, wheel steering, dbl course lifelines, bow/stern pulpits, galley, 4 single bunks/1 dbl, teak appointments; teak & holly sole. Asking **\$26,950**



CLEAN!

36' ISLANDER Sloop. Pretty much the most popular sailboat ever designed; this is a very nice one. Dsl, RF dodger, self-tailers, 2-course lifelines w/ pulpits. Beautiful tropical hardwood interior, cruise equipped, +. Asking **\$37,500**

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Bottom Painting

Uh oh, it looks like someone neglected to give the boat above her regularly scheduled bottom paint job. Notice how the bottom paint has deteriorated, exposing the gelcoat. This can allow hard, calcified growth to develop, which can degrade the performance of the vessel, and in time, damage the hull.

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