

Latitude 38

VOLUME 466 April 2016

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SHOW TIME!



The Strictly Sail Pacific Boat Show has moved to a new location at the Craneway Pavilion in Richmond and Pineapple Sails will be there!

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We'll be offering a 10% discount on Musto foul weather gear and accessories. Across the aisle, Spinlock will be showcasing the best lifejackets available, also at 10% off. And next to us, Dubarry will have the ultimate in sailing footwear.

If you can't make the show, Musto, Dubarry and Spinlock are always on display at our sail loft in Alameda – come visit!

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Cover:

Thanks to the 'March Miracle' rain that brought life to all Northern California vegetation, you might think that this is a photo of a catamaran anchored off Tiburon's Paradise Beach Park. But it's actually a photo of Scott Stolnitz's Marina del Rey-based Switch 51 *Beach House* anchored off Isla Catalina, which belongs to Colombia despite the fact that it's much closer to Nicaragua. Although they've sailed almost all the way around the world, Scott and his partner Nikki are now headed back across the Pacific to Australia instead of back home to L.A. Would you like to see yourself in a photo like this? Then you might want to stop by the Strictly Sail Pacific boat show (April 7-10) at Richmond's Marina Bay Yacht Harbor and Craneway Pavilion, and pick out the boat for you.

Photo by Joel Peñaloza.

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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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2008 • \$173,000



BENETEAU OCEANIS 34
2011 • \$127,000



BENETEAU FIRST 40.7
2000 • INQUIRE

SELECT BROKERAGE

BENETEAU BROKERAGE

BENETEAU 473, 2004	\$206,500
BENETEAU 37, 2013	\$165,000
BENETEAU 321, 2000	\$65,000
BENETEAU 321, 2000	\$62,000
OCEANIS 49, 2010	\$295,000
OCEANIS 41, 2015	\$269,450
OCEANIS 361, 1999	\$76,500
OCEANIS 37, 2013	\$159,000
OCEANIS 34, 2011	\$127,000
FIRST 40.7, 2000	\$129,500
FIRST 40.7, 2000	\$112,000
FIRST 36.7, 2006	\$99,900
FIRST 25, 2013	\$62,000
FIRST 20, 2013	\$39,000

SAIL BROKERAGE

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HUNTER 380, 2000	\$79,500
OLSON 34, 1988.....	\$34,900
CATALINA 34, 2008.....	\$119,500

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GRAN TURISMO GT44, 2013.....	\$397,500
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BAYLINER 3988, 2001	\$129,500
SEA RAY 340 EXPRESS, 2006....	\$139,000
BARRACUDA 9, 2013.....	\$132,000

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Latitude 38

"we go where the wind blows"

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CALENDAR

Non-Race

Apr. 1-18 — The tall ships *Lady Washington* and *Hawaiian Chieftain* will be at Sausalito's Bay Model 4/1-11 and Bodega Bay's Spud Point 4/13-18. Info, www.historicalseaport.org.

Apr. 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.

Apr. 2, 16 — Boating Clean & Green Dockwalker Training Program, 10 a.m.-12:45 p.m. 4/2: OC Sailing & Events Center, Dana Point; 4/16: Cabrillo Marina, San Pedro. Vivian, (415) 904-6905 or www.boatingcleanandgreen.com.

Apr. 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.

Apr. 3, May 1 — 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.

Apr. 3-24 — 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.

Apr. 6 — Wendy Hinman presents Tightwads on the Loose: a 7-Year Pacific Odyssey. Corinthian YC, Tiburon, 7 p.m. Free and open to the public, but RSVP to (415) 435-4771.

Apr. 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.

Apr. 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.

Apr. 7-10 — Strictly Sail Pacific moves to Richmond's Craneway Pavilion and Marina Bay Yacht Harbor. Info, www.strictlysailpacific.com.

Apr. 8 — *Latitude 38's* Baja Ha-Ha, Pacific Puddle Jump & Circumnavigators' Reunion. Booth #C1, Strictly Sail Pacific, Richmond, 6-8 p.m. Info, www.strictlysailpacific.com.

Apr. 9 — US Sailing Four-Hour Coastal Safety at Sea Seminar, Strictly Sail Pacific, Richmond, 9 a.m.-1 p.m. \$75 includes show admission. Info, www.strictlysailpacific.com.

Apr. 9 — Clipper Race recruitment presentation, South Beach YC, S.F., 7 p.m. Info, www.southbeachyachtclub.org.

Apr. 9 — Opening Day Parade & Blessing of the Fleet, Pittsburg YC, 11 a.m. Theme is Flags. Jan, (925) 783-0812. Followed by lunch, \$7; RSVP to Lynn, (925) 200-5307.

Apr. 9-10 — Bodega Bay Fisherman's Festival, Westside Park, 10 a.m.-5 p.m. Wooden Boat Challenge: 4/9, 10 a.m.; race, 2 p.m. Parade & blessing of the fleet: 4/10, 11:30 a.m.-1 p.m. \$10-\$12. Info, www.bbfishfest.org.

Apr. 10 — Opening Day on Pillar Point Bay, 11 a.m.-6 p.m. Boat parade; BBQ at HMBYC. Info, www.hmbyc.org or (650) 728-2120.

Apr. 13-14 — Golden State Waters action summit, San Francisco. Topics include climate change adaptation, marine debris, marine protected areas, new technology. \$60-\$100. Info, www.thebayinstitute.org.

Apr. 14, May 12 — 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.

Apr. 15-17 — South Bay Opening Day. Aloha theme. Meals at South Bay yacht clubs. Blessing of the fleet & boat parade on Saturday. Info, www.southbayopeningday.org.

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

Apr. 16 — Berkeley Bay Festival, Shorebird Park, 11 a.m.-4 p.m. Free. Info, www.ci.berkeley.ca.us/BayFestival.

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 42' Catalina 42, 3-cabin, 1997 **SOLD**
 37.7' Catalina 375, 2010 179,900
 36' Catalina 36, 2000 91,900
 34' Catalina 34 MkII, 2006 **NEW LISTING** 123,500
 32' Catalina 320, 2002 75,000
 31' Catalina 310, 2005 **NEW LISTING** 74,500

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50' Grand Soleil 50, 1997 **REDUCED** 260,000
 46' Liberty 458, 1983 **NEW LISTING** 136,500
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 43' C&C CUSTOM, 1973 **REDUCED** 190,000
 41' C&C, 1988 109,000
 38' C&C, 1978 **SOLD**
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 35' Fuji 35 Ketch, 1975 **SOLD**
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 21' Ranger Tug Classic, 1996 **SOLD**

New Powercats

27' Glacier Bay 2780, 2014 **REDUCED** 149,137

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 43' Stephens, 1930 125,900
 38' Chris Craft 36 Corsair, 2008 225,900
 28' Protector Targa, 2007 159,000
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PEARSON 36 MK II, '83 \$35,000



C&C 110, '00 \$99,500



HUNTER 38, '05 \$119,000

BROKERAGE

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X-YACHTS 43, '04.....\$275,000	CAL 35, '80.....REDUCED \$35,000
CC CHEN 37 KETCH, '70.....\$43,500	GULF 32 PH, '85.....\$48,000

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CALENDAR

Apr. 16-17 — Cruise-in of Singlehanded TransPac entries, Encinal YC, Alameda. SSS, www.sfbaysss.org/shtp2016.

Apr. 17 — Swap Meet & Open House, Berkeley YC. 6-10 a.m. Info, (510) 843-9292 or www.berkeleyyc.org.

Apr. 17 — Sail a Small Boat Day, Half Moon Bay YC, 10 a.m.-5 p.m. Free. Info, www.hmbyc.org or (650) 728-2120.

Apr. 17 — Junior Ranger Day, S.F. Maritime Park, 10 a.m.-4 p.m. For kids ages 5-12; free admission to vessels for all ages. Info, (415) 447-5000 or www.nps.gov/safr.

Apr. 17, May 15 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

Apr. 21 — Sail under the full moon on a Thursday.

Apr. 23 — Marine Gear Swap Meet, Marina del Rey Harbor, 8:30 a.m.-3 p.m. Reserve a free space at (310) 822-0316.

Apr. 23 — Laserpalooza, Alameda Community Sailing Center. Ryan, (510) 681-5815.

Apr. 24 — Opening Day on the Bay. Theme: Heroes. Blessing of the Fleet: Raccoon Strait, 10:30 a.m. Parade: Cityfront, noon. Linda, (510) 851-4387 or www.picya.org.

Apr. 30 — Open House, Lake Washington Sailing Club, Port of West Sacramento, 10:30 a.m.-3:30 p.m. Free sailboat rides; food & refreshments. Info, www.lwsailing.org.

Apr. 30 — Youth Sailing Open House of Puget Sound, with 16 programs represented. Sail Sand Point, Seattle, 11 a.m.-3 p.m. Andrew, (206) 707-1266 or www.nwyouthsailing.org.

Apr. 30-May 1 — Wine & Cheese Open House, Oakland YC, Alameda, 1-4 p.m. Info, (510) 522-6868.

May 11 — Singlehanded TransPac Seminar: Provisioning & Medical Considerations. Oakland YC Regatta Room, 7:30 p.m. Everyone welcome; free. SSS, www.sfbaysss.org.

May 14 — Race Training/Seminar, 8 a.m. MPYC, www.mpyc.org.

May 14-15 — Safety at Sea Seminar, Encinal YC, Alameda. With Chuck Hawley & Bruce Brown. Second day is optional for ISAF certification and covers Lifesling, flare, storm sails, and rig cutting demos; hypothermia; firefighting; and in-the-pool liferaft training. \$155-\$250; discount before May 1. Pat, (925) 407-5507 or <https://pacificcup.org/16/sas-encinal>.

May 14-15 — Women's Sailing Seminar, Corinthian YC, Tiburon, 8 a.m. Morning classes, afternoon sailing. \$285. Info, (415) 435-4771 or www.race.cyc.org/2016wss.

Racing

Apr. 1-3 — Ficker Cup Grade 2 match racing regatta in Catalina 37s. Long Beach YC, www.lbyc.com.

Apr. 2 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 2 — America's Schooner Cup, Silver Gate YC, San Diego. Benefits Navy/Marine Corps Relief Society. Spectating from Shelter Island. Info, www.americasschoonercup.com.

Apr. 2 — Trans-Folsom Challenge. FLYC, www.flyc.org.

Apr. 2 — One Design Series #1. LWSC, www.lwsailing.org.

Apr. 2 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.

Apr. 2 — Horsfall-Vincent club race. CYC, www.cyc.org.

Apr. 2 — Champion of Champions. SCYC, www.scyc.org.

Apr. 2, May 7 — North Bay Series. VYC, www.vyc.org.

Apr. 2-3 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 2-3 — Resin Regatta for Etchells, Melges 24, Express 27, Cal 20, Open 5.70, Knarr, Folkboat, J/70 and J/88 classes. SFYC, www.sfyf.org.

Apr. 2-3 — St. Francis Interconference collegiate regatta. StFYC, www.stfyf.com.

Apr. 2-3 — Little Daddy Regatta. RYC, www.richmondyc.org.

Apr. 3, May 1 — Spring PHRF. MPYC, www.mpyc.org.

Apr. 3, 9, 24 — Spring Series. GCYC, www.gcyf.net.

Apr. 3, 17, 24 — Spring Series. SSC, www.stocktonsc.org.



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CALENDAR

Apr. 5-10 — Congressional Cup, a stage of the World Match Racing Tour, in Catalina 37s. Long Beach YC, www.lbyc.org.

Apr. 9 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 9 — Carmiggelt for Mercurys at EYC. Info, www.mercury-sail.com.

Apr. 9 — Summer #1, SeqYC. Info, www.sequoiayc.org.

Apr. 9 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 9, 23 — Frostbite Series, Moss Landing. Elkhorn YC, (831) 724-3875 or www.elkhornyc.org.

Apr. 9, May 14 — YRA Spring Series. YRA, www.yra.org.

Apr. 9, May 14 — South Bay Interclub Series. Info, www.jibeset.net.

Apr. 9, May 14 — Clear Lake Buoy Series. KBSC, www.kbsail.org.

Apr. 9-10 — Big Dinghy Regatta. RYC, www.richmondyc.org.

Apr. 9-10 — Opti Harken Regatta. SFYC, www.sfyf.org.

Apr. 10 — Stevenson Regatta. MPYC, www.mpyc.org.

Apr. 16 — OYRA Lightship. YRA, www.yra.org.

Apr. 16 — Wooden Boat Invitational for Knarrs, Folkboats, Birds and Bears. SYC, www.sausalitoyachtclub.org.

Apr. 16 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 16 — Intraclub Race #1. RYC, www.richmondyc.org.

Apr. 16 — Commodore's Cup. BVBC, www.bvbc.org.

Apr. 16 — Small Boat Race Series. EYC, www.encinal.org.

Apr. 16-17 — 50th Camellia Cup for centerboarders, keelboats and multihulls on Folsom Lake. FLYC, www.flyc.org.

Apr. 16-17 — J/Fest. StFYC, www.stfyf.com.

Apr. 16-17 — Rainier Cup. CGRA, www.cgra.org.

Apr. 17 — Spring Lake Winter Series. Santa Rosa SC, www.santarosasailingclub.org.

Apr. 17, May 15 — Baxter/Judson Series. PresYC, www.presidiyachtclub.org.

Apr. 17, May 15 — Spring One Design Series. MPYC, www.mpyc.org.

Apr. 19-22 — Contender Nationals. SCYC, www.scyc.org.

Apr. 19-22 — Opti Team Trials. SFYC, www.sfyf.org.

Apr. 22-24 — Newport to Ensenada Race, including a short course from San Diego. Info, www.newporttoensenada.com.

Apr. 23 — Anniversary Cup/Staff Commodore's Cup. SFYC, www.sfyf.org.

Apr. 23 — YRA CBRA (WBRA) #1 on the Berkeley Circle, run by RYC. YRA, www.yra.org.

Apr. 23 — Round the Rocks. SSS, www.sfbaysss.org.

Apr. 23 — Twin Island. SYC, www.sausalitoyachtclub.org.

Apr. 23 — Intraclub Regatta. StFYC, www.stfyf.com.

Apr. 23 — Cal Cup #1. BYC, www.berkeleyyc.org.

Apr. 23 — Singlehanded Long Distance Race. MPYC, www.mpyc.org.

Apr. 23 — Shields Race Clinic. MPYC, www.mpyc.org.

Apr. 23 — Konocti Cup. 26-mile Full Cup & 13-mile Half Cup. KBSC, www.kbsail.org/konocti-cup-regatta.html.

Apr. 23-24 — PCISA Silver PCCs. EYC, www.encinal.org.

Apr. 23-29 — Contender Worlds. SCYC, www.scyc.org.

Apr. 24 — SCORE #1. SCYC, www.scyc.org.

Apr. 30 — 29er Winter Series. RYC, www.richmondyc.org.

Apr. 30-May 1 — Great Vallejo Race, using downwind ratings on Saturday. YRA, www.yra.org.

Apr. 30-May 1 — Elvstrom Zellerbach Regatta. StFYC, www.stfyf.com.

Apr. 30-May 1 — Cinco de Mayo in Santa Barbara. SBSC, www.sailsbsc.org.

Apr. 30-May 1 — Moore 24 Regatta. SCYC, www.scyc.org.

Apr. 30-May 1 — Mayor's Cup. LBYC, www.lbyc.org.

Apr. 30-May 1 — Kyle C. McArthur Memorial Regatta at Coronado YC, San Diego. Info, www.challengedsailors.org.

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CALENDAR

May 7 — YRA CBRA (WBRA) #2 on the Knox course, run by SFYC. YRA, www.yra.org.

May 7 — Single/Doublehanded Race #2. SeqYC, www.sequoiayc.org.

May 7 — Long Distance #2. SSC, www.stocktonsc.org.

May 7 — Cinco de Mayo Regatta. TYC, www.tyc.org.

May 7 — Team Race Scrimmage. StFYC, www.stfyc.com.

May 7 — Club Laser Championships, Monterey. MPYC, www.mpyc.org.

May 7 — Championship Series #2. CYC, www.cyc.org.

May 7 — UC Davis Sailing Benefit Regatta. LWSC, www.lwsailing.org.

May 8 — Frank Ballentine Memorial Race. CPYC, www.cpyc.com.

May 11 — Butler Cup. LBYC, www.lbyc.org.

May 12-15 — 40th Oregon Offshore International Yacht Race. Astoria, OR, to Victoria, BC. Corinthian YC of Portland, www.oregonoffshore.org.

May 14 — Singlehanded Farallones Race. SSS, www.sfbaysss.org.

May 14 — Behrens Regatta. TYC, www.tyc.org.

May 14 — Homecoming Regatta for Mercurys at EYC. Info, www.mercury-sail.com.

May 14-15 — J/105 & J/111 Fleet Series Stop. StFYC, www.stfyc.com.

May 14-15 — Elite Keel Regatta. SFYC, www.sfyc.org.

May 14-15 — 5o5 Regatta. SCYC, www.scyc.org.

May 14-15 — Lake Yosemite Regatta, Merced. LYSA, www.lakeyosemitesailing.org.

May 15 — Multihull Racing Association Regatta on Clear Lake. KBSC, www.kbsail.org.

May 27-28 — Spinnaker Cup, S.F. Bay to Monterey, Race #1 of the new California Offshore Race Week. Info, www.offshoreraceweek.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 4/1, 4/15, 4/29, 5/13, 5/27, 7/8, 7/22, 8/5, 8/19, 9/2, 9/16. Info, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 4/18, 5/2, 5/16, 5/30, 6/13, 6/27 (make-up). Fall: 7/25, 8/8, 8/22, 8/29, 9/5, 9/19, 9/26 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YC — Thursday nights: 4/7-9/29. Joe, (707) 628-2914 or www.beniciaachtclub.com.

BERKELEY YC — Every Friday night: 4/1-9/30. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Every Friday night: 4/15-8/26. Don, (415) 435-4771, www.cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/13-10/12. (650) 347-6730, www.cpyc.com.

ENCINAL YC — Friday nights. Spring Twilight Series: 4/8, 4/22, 5/6, 5/20, 6/10. Summer Twilight Series: 7/8, 7/22, 8/5, 8/19, 9/9. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday Night Beer Cans: 5/4-8/31. Friday Night Summer Sunset Series: 5/13, 6/10, 7/22, 8/5. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Dennis, (510) 703-5779 or www.ggyc.org.

ISLAND YACHT CLUB — Friday nights. Spring Twilight Series: 4/15, 4/29, 5/13, 6/3, 6/17. Summer Twilight Series:

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7/15, 7/29, 8/12, 8/26, 9/16. John, (510) 521-2980 or www.ityc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night on South Lake Tahoe: 5/18-10/5. David, (530) 545-9155 or www.tahoewindjammers.com.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night: 5/12-8/25. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday night through 9/21. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night, First Half, 4/27-6/15; Second Half, 7/13-8/31. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 4/6, 4/20, 4/27, 5/4, 5/11, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — J/22 Spring Series, Wednesday nights: 4/6-4/20. Bluerush Thursday Night Kite Racing: 4/7, 4/21, 5/5, 5/12, 5/19, 6/2, 6/16, 6/30, 7/14, 7/28, 8/11, 9/8, 9/22, 10/6. Wednesday Evening Series: 4/27-6/29 & 8/3-8/24. Info, (415) 655-7756 or www.stfyc.com.

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

SANTA CRUZ YC — Every Wednesday night through 10/26. Info, (831) 425-0690, www.scyc.org.

SAUSALITO YC — Tuesday Nights. Spring Sunset Series: 4/26, 5/10, 5/24, 6/7, 6/21. Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/13-10/5. Rick, (650) 255-5766 or www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night: 5/3-8/30. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series south of the Bay Bridge: 4/15, 4/22, 4/29, 5/6, 5/20, 5/27, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Dan, (925) 209-3081 or www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night: 6/1-8/24. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Monday Night Laser Series: 5/30-8/29. Wednesday Night Beer Can Series: 6/1-8/31; on North Lake Tahoe. www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/20-8/19. Info, www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/6-9/28. Dave, (925) 580-1499, www.vyc.org.

In the Tropics

Mar. 26-Apr. 28 — Cruisers Rally to El Salvador. Info, www.elsabvadorrally.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. Seminars, workshops, parties, dinners, dances, games and sports; Dinghy Poker Run; Snorkel Fins Race; kids' activities. Club Cruceros de La Paz, www.clubcruceros.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. Barth YC, www.lesvoilesdesaintbarth.com.

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

CALENDAR

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.

May 6-7 — 20th Loreto Fest, Marina Fonatur, Puerto Escondido, Baja California Sur. Food vendors, bay clean-up, swap meet, jam sessions, arts & crafts, games, potlucks. Hidden Port YC, www.hiddenportyachtclub.com.

June 24-26 — Tahiti-Moorea Sailing Rendez-vous celebrates the Pacific Puddle Jump's arrival in French Polynesia. Info, www.tahiti-moorea-sailing-rdv.com.

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.

April Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/02Sat	0152/2.6	0743/5.0	1420/0.2	2133/4.7
4/03Sun	0249/2.2	0848/5.2	1510/0.0	2211/5.1
	HIGH	LOW	HIGH	LOW
4/09Sat	0119/6.4	0736/-0.8	1428/5.2	1941/1.3
4/10Sun	0202/6.3	0829/-0.9	1529/5.0	2033/1.8
	LOW	HIGH	LOW	HIGH
4/16Sat	0230/1.9	0819/4.7	1442/0.4	2144/5.2
4/17Sun	0324/1.5	0922/4.7	1529/0.6	2221/5.3
	HIGH	LOW	HIGH	LOW
4/23Sat	0038/5.5	0702/-0.1	1352/4.4	1854/2.0
4/24Sun	0107/5.4	0736/-0.2	1434/4.3	1928/2.3
	LOW	HIGH	LOW	HIGH
4/30Sat	0022/2.7	0558/4.6	1235/0.1	2000/4.7
5/01Sun	0131/2.3	0714/4.5	1334/0.2	2044/5.0

April Weekend Currents

date/day	slack	max	slack	max
4/02Sat	0817 2245	0051/2.0E 1230/2.9E	0408 1659	0623/1.2F 1938/2.3F
4/03Sun	0935 2320	0136/2.4E 1327/3.2E	0503 1738	0724/1.6F 2020/2.7F
4/09Sat	0206 1530	0531/4.5E 1823/3.0E	0942 2136	1234/3.2F
4/10Sun	1036 2226	0028/2.9F 1328/2.9F	0246 1629	0615/4.4E 1918/2.7E
4/16Sat	0913 2239	0057/2.5E 1304/2.9E	0429 1700	0632/1.5F 1941/2.4F
4/17Sun	1023 2320	0149/2.9E 1355/3.0E	0528 1744	0738/1.8F 2021/2.6F
4/23Sat	0130 1513	0509/3.5E 1801/2.4E	0940 2106	1214/2.4F 2348/2.1F
4/24Sun	0157 1559	0538/3.5E 1843/2.2E	1017 2144	1257/2.3F
4/30Sat	0239 1513	0449/1.0F 1803/2.1F	0629 2113	1042/2.7E
5/01Sun	0755 2154	0013/2.2E 1159/2.8E	0348 1604	0559/1.2F 1854/2.4F

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LETTERS

↑↓ YOU CAN'T BELIEVE ALL YOU READ, EVEN ON CHARTS

I was on my way to Clipper Cove in the lee of Treasure Island this past Sunday to enjoy a warm day on the hook

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A group of sailboats rafts up in Clipper Cove on New Year's Day, 2016.

with my family. Since I hadn't been there in a number of years, and because the tide was lower than normal, I pulled out my smartphone with the Navionics charts. I then noticed that what I assumed was an anchorage was labeled "Prohibited Area," with the addition of a number of "Cable Area" notices as well. What gives? Is Clipper Cove a beloved anchorage or a prohibited area?

Jesse Hollander
Splash, Jeanneau Sunfast 32
hollanderjesse@gmail.com

Jesse — Friends have anchored at Clipper Cove recently and report things are as they have always been. Which means if you anchor away from the "Cable Area," it remains a "beloved anchorage."

↑↓ NO PLACE TO GO WITHOUT ALAMEDA MARINA DRY STORAGE

I've been checking around for alternatives to mast-up boat storage in the event that Alameda Marina, where I currently keep my F-31, is no longer an option because of development.

I called Schoonmaker Yacht Harbor in Sausalito, and was told they currently have no dry storage openings. I was also told that the marina owners are considering discontinuing crane launching because of liability issues. The person at Schoonmaker suggested that I contact the people at Brickyard Cove in Richmond, as he thought they might have room in their dry storage and a crane.

When I called Brickyard Cove, I was informed that while they do have dry storage and a crane, they are not interested in having multihulls in their facility.

I got on the Bay Area Multihull Association (BAMA) bulletin board and asked for help. I got the following information from a fellow trimaran sailor:

"Unfortunately, Alameda Marina is the only facility with a crane tall enough to launch an F-31C such as yours. Schoonmaker, Brickyard Cove, Encinal YC and the Richmond YC's cranes are all too short. And, as you've discovered, Brickyard Cove will not accept multihulls, and Richmond YC has a waiting list more than a year long. This is why it's imperative that the Alameda Marina dry storage tenants do everything they can to educate the Alameda City Council as to the importance of access to the water provided by the three-ton crane facility at the Alameda Marina."

This issue has forced my decision to sell my boat. It's currently listed with Gary Helms.

Ken Kukrall
Chubasco, Corsair F-31
Alameda Marina

↑↓ THE TRAFFIC IS THE KEY

Readers concerned about the proposed development at the Alameda Marina site need to know that the Achilles heel of all developments in California is the document known as the Environmental Impact Report (EIR). If there are any adverse



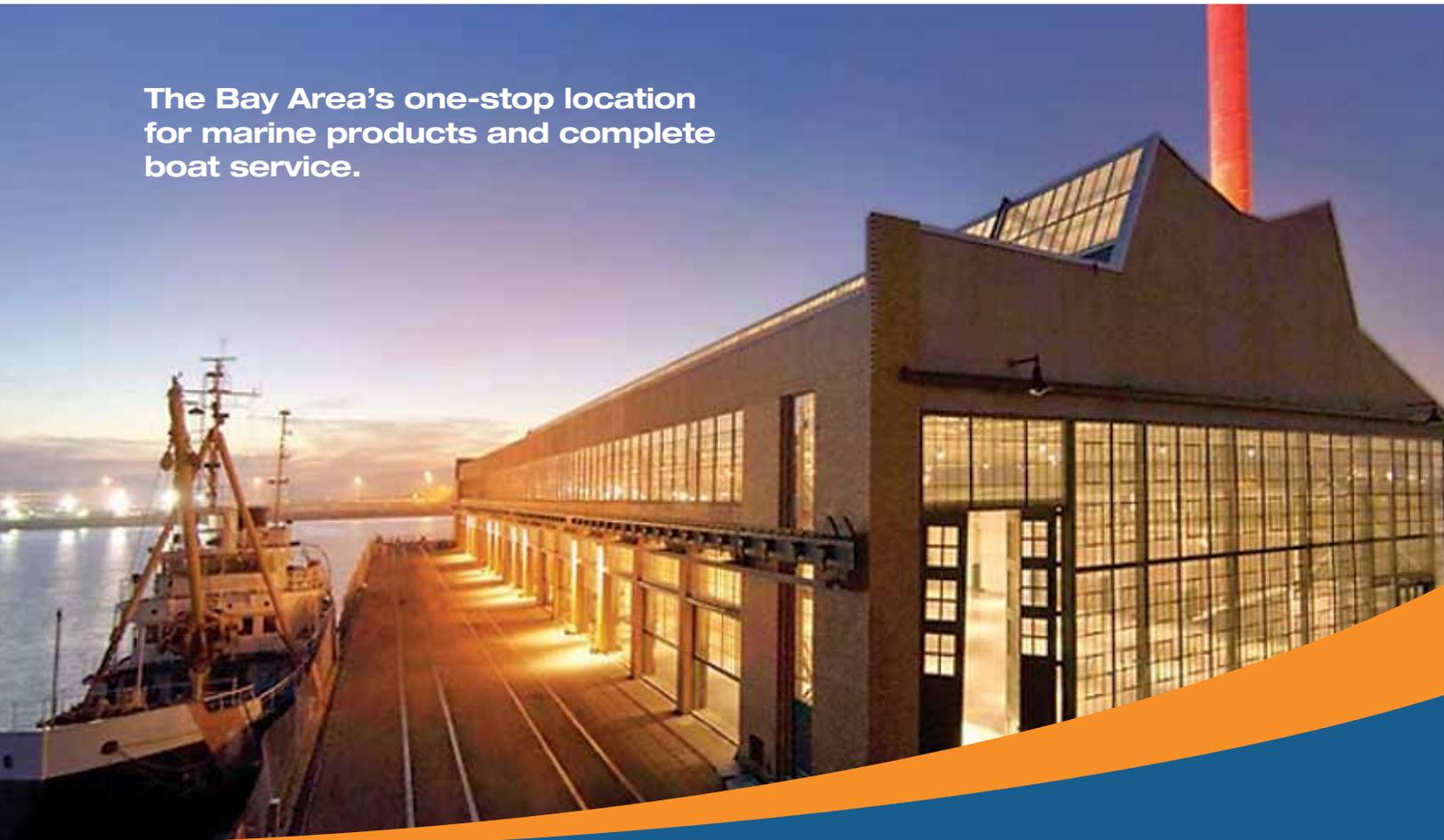
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affects of a development noted in the EIR, and there is no feasible way to mitigate those adverse effects, the project dies.

Alameda has an automobile access and egress problem, and many proposed developments have been prevented because of it. There is a large development currently being planned on the north end of the island, and if one combines the increase in traffic from that with the probable increased traffic from the Alameda Marina development, I would venture to guess the resultant traffic congestion couldn't be adequately mitigated.

The takeaway for *Latitude* readers concerned about the Alameda Marina development is to stay connected and focused on the EIR, and make sure to focus comments on issues like traffic that will be hard to mitigate. People need to flood the environmental consultant with hundreds of organized and thoughtful comments regarding the impact of increased traffic.

Increased traffic is not a phony problem in Alameda. The morning congestion in the Posey Tube is horrific. And try riding your bike through the tunnel, as the walkway is only about 24 inches wide. Then there are the fumes and the noise, which are almost bad enough to kill you on the spot. So the only real way off the island is either by car or boat — or by bike over the southern bridges, which are about as dangerous as the Posey Tube.

About 15 years ago a developer proposed gondola transportation across the Estuary to mitigate increased traffic that would have been generated by his proposed development. The gondola idea didn't strike people as adequate mitigation.

If there is a genuine traffic problem that would be created by the proposed development of the Alameda Marina, the system should work and concerned citizens should prevail.

Name Withheld by Request
Northern California

NWBR — Your letter made a lot of sense until the last paragraph. Excuse our cynicism, but how often has the 'system' been 'worked' by any number of special-interest groups to the detriment of the majority of citizens with legitimate concerns? We think the most glaring current example would be Governor Brown's High-Speed (LOL) Rail project, which has already violated just about every provision guaranteed voters when they approved it years ago.

Even if the Alameda Marina project is denied, maybe what Alameda needs is a 'transporter bridge'.

After all, the first one, the 500-ft Vizcaya Bridge that accommodates passengers and vehicle traffic between the Portuguese towns of Portugalete and Getxo, without disrupting the maritime traffic to the busy Port of Bilbao, has been going strong for 122 years. As ancient as it is, it has a gondola that can transport six cars and 24 passengers from one shore to the other in just 90 seconds.

Imagine how much more efficient such a bridge could be using technological improvements of the last hundred years. As it is, the ancient Vizcaya Bridge carries four million passengers and more than half a million vehicles a year.

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The 122-year-old 500-ft Vizcaya Bridge carries a transport gondola.

↑↓ A MAN CAN'T HAVE TOO MANY SAILBOATS

In the March 14 edition of *Lectronic*, you mentioned the



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NEW LISTING!
51' Bakewell-White Custom 2002
\$398,000 Contact: Alameda



FULL REFIT 2015
48' J Boats J/145 2001
\$579,000 Contact: San Diego



PRICE REDUCED
47' Beneteau 473 2002
\$204,900 Contact: Alameda

ADDITIONAL USED SAIL...

- 1995 56' Bob Perry Custom \$595k
- 2014 50' Hanse 505 PENDING
- 2007 49' Chuck Burns \$635k
- 1990 42' Endeavor CC \$120k
- 2006 41' J/124 \$239k
- 2001 40' J/120 \$164.9k
- 1999 40' Sabre 402 \$120,000
- 1998 40' J/120 \$159k
- 1988 36' Freedom \$55k
- 2001 36' Beneteau 361 \$119,750
- 2007 35' J/109 SOLD
- 1999 35' J/105 w/Slip \$75k
- 1998 35' J/105 \$66.5k
- 1985 34' Islander 34-2 \$45,245
- 2006 30' J/92s \$69k
- 1996 30' Farr \$58k
- 2014 29' J/88 \$149.5k
- 1996 28' Alerion \$72.5k
- 2014 23' J/70 \$47k



NEW LISTING!
46' Hylas 46 2002
\$325,000 Contact: San Diego



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



41' J/Boats J/124 2006
\$239,000 Contact: Newport Beach

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- 2002 85' Azimut \$1,499m
- 2005 40' Raider Cabin RIB \$215k
- 2002 38' Palm Beach \$275k
- 2000 36' Sabreline Exp. MkII \$145k



40 J/Boats J/120 2001
\$164,900 Contact: Newport Beach



NEW LISTING!
40' Sabre 402 1997
\$155,000 Contact: Alameda



PRICE REDUCED
Sabre 386 2006
\$233,900 Contact: Alameda



NEW LISTING!
38' Sabre 386 2004
\$237,900 Contact: San Diego



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\$187,000 Contact: Alameda



36' Sabre Spirit 2007
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BEST VALUE ON THE BAY

LETTERS

'competition' between Jim Clark and Tom Siebel for the title of Owner of the Longest Cumulative Total Feet of Epic Sailing Yachts (OLCTFESY). But you missed one of Tom's boats.

In addition to his 45-ft day cat, his MOD70 *Orion*, his Swan 60, his Swan 115 to be launched later this year, and his 143-ft J Class yacht to be launched later this year, Siebel also has a J/125 that was totally tricked out by Zan Drejes and the boys. The boat even has a carbon grinder in the cockpit for super-fast kite takedowns through the forward hatch. The J/125 is Tom's 'Friday Night Boat', and he sails with the likes of Craig Healy and other all-stars.

Mike Dias
Richmond

Mike — Sorry about the omission. We don't know about the rest of you, but we admire a guy with a powerful love for sailboats.

↑↓ CAN THIS CAT BE SALVAGED?

The saga of *Rainmaker*, hull #1 of the Gunboat 55s, has



What's left of *Rainmaker* may not be the desired foundation of a new cat.

me curious. Readers will remember that she was abandoned in stormy conditions off the East Coast on January 31, 2015, spotted several times since, and finally towed in to Bermuda after being spotted recently by some of the Oracle America's Cup team who were out fishing. I'm curious

about whether the catamaran can be salvaged. Not just for insurance purposes, but for the possibility of re-using her hull.

From the photos I've seen of *Rainmaker*, she could be stripped and reconstituted. I'm curious what an 'expert' would have to say about the viability of her hull at this point, given that she is clearly intact and 'floating'. Does the composite nature of her hull build lend itself to such a refit? If not, why not?

I'm a lifelong reader of *Latitude* and currently own the Catalina 42 *Moonshadow*. I sailed to the Marquesas on my uncle's boat at age 14, and have sailed all over the West Coast, to Hawaii and New Zealand.

Stephen Balcomb
Moonshadow, Catalina 42
San Diego

Stephen — Peter Johnstone, who was the visionary behind Gunboats for 15 years, responded to our inquiry as follows: "I would love to see *Rainmaker* stripped and redone."

However, Peter confirmed our guess that the hull of a Gunboat 55 represents only about one-third of the cost of an all-up boat. The big question mark in our mind is if somebody with enough money for the other two-thirds of a Gunboat 55 — maybe \$1.5 million — would be satisfied with a hull that had been awash for so long.

↑↓ STILL HOT STUFF AFTER 50 YEARS ON THE BAY

This year marks a major milestone for our Ericson 35 Mk1 *Escape*, as she was launched in 1966 and thus turns 50 this year. She still regularly sails the Bay, and remains in such good shape that she gets numerous compliments both at the dock and when underway.



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Fifty years ago sailboats were a bit more basic than they are today, but that's one reason we love *Escape*. She has all of the necessities for a great sail, but none of the complex systems that are prone to failure.

This letter, however, is about more than just a well-maintained classic sailboat. *Escape* was bought by a group of sailors as a partnership in 1966, and is still a partnership to this day! I've been told that the original partners had previously been partners on a Baltic 29, which would push the age of the partnership back even further. The number of partners has varied over the years, but the current number is five. At 50+ years, our partnership must be one of the longest-running ones on the Bay.

I bought in as a partner in the late 1980s when I was just learning to sail. Unfortunately, I never got to spend much time with any of the original partners, but several of our senior partners did, and have passed down a great oral history of our boat.

In the last 25 years I've sailed *Escape* with my partners and friends, and have even done a lot of singlehanded sailing. We've been to Tomales Bay, Drake's Bay, the Farallones, Half Moon Bay, San Pablo Bay, Suisun Bay, the Delta, and all over the North and



ESCAPE

The Ericson 35 'Escape' sailing the waters of San Francisco Bay.

South Bays. The stories are too numerous to tell here, but the good memories are endless. I'm not sure how a partnership that contained so many people over the years has managed to stay together for so long, but I'd like to believe it's because *Escape* is such a great boat.

Last week my boat partners — past and present — and I had a Friday afternoon sail followed by a dinner at the Richmond YC to honor the old girl. As one of the partners said, "*Escape* is a lot like us. Hot stuff in 1966, and an aging classic in 2016."

Bob Adams
Escape, Ericson 35 Mk1
 Richmond YC

Readers — We mentioned the 50-year partnership in 'Electronic on March 4 and asked readers about partnership experiences. The following are some of the responses.

↑↓ A SHARED PASSION HELPS MAKE IT WORK

I have been in a boat partnership with the same person since 2001 that has worked very well for both of us, as it has helped keep our beloved Challenger 35 *Voluspa* in very good condition. My partner and I look forward to many more years of sailing and working together. We share all maintenance and related financial responsibilities, and we are both *very* passionate about sailing.

Gary Hall
Voluspa, Challenger 35
 Alameda

↑↓ A LAWYER WITHOUT A WRITTEN AGREEMENT

I have owned an Alerion Express 28 with a partner since we bought her new in 1998. She has always been used as a daysailer on the Columbia River. The only significant issue we have ever had is his current interest in selling his share.

In spite of the fact that I am a lawyer, we have never had



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LETTERS

a written agreement. Years ago we agreed that one of us has even days with the boat, the other has the odd days. But there has never been a problem with accommodating the other partner on days that weren't scheduled to be his. We split the moorage, insurance and boatyard charges 50-50. We do not keep very careful track of minor expenses.

Patrick Simpson
Decision, Alerion Express 28
Portland, OR

⇕ **BOATS DON'T LEND THEMSELVES TO SHARING**

I once met a very successful businessman who was involved in several high-dollar business partnerships. "How," I asked him, "do you pick a person to be in a partnership with?" His answer was interesting, and would likely work in a boat partnership.

"First," he said, "I want my partner to be older than I am. Next, I want my partner to have more money than I do. Third, I want my partner to know more about the venture than I do."

I got involved in a boat partnership once, but never again. Boats are very special, and in many ways are private things. They don't lend themselves to sharing. At least that's the way I see it.

Fred Waters
Adirondack Guide Boat
McArthur

Fred — For someone who sees boat partnerships in an entirely different light, read the following letter.

⇕ **OUR BOAT PARTNERSHIP WAS ONE OF THE BEST PARTS OF MY LIFE**

From 1990 to 1997, my wife Charlotte and I were boat partners with Bill and Annie, another couple. Our partnership lasted until Bill passed away.

We started out pretty formally, allocating weekends and carefully tracking expenses. Our first boat was the Jeanneau 32 *Attalia*, an agile and forgiving boat that was great to start out on. We sailed Long Island Sound out of Stamford. I can remember our excitement the first time we exited the Sound at Watch Hill and headed toward Block Island. Wow, we were in the Atlantic Ocean!

As time went on, we got an Ericson 38, a larger and more demanding boat. Neither my wife Charlotte nor Annie was comfortable handling the boat alone, and Bill, who was a bit older than me, needed more than Annie as crew. As a result we started sailing together more often, and eventually the Ericson became a two-couple boat in operation as well as ownership.

We later moved our base from Stamford to Pilot's Point, and ultimately to Oyster Bay to get better access to the eastern end of the Sound. The sailing seems to be better there, and destinations such as Newport were more accessible. It also gave us a better start for our annual trip to Maine.

We had many wonderful adventures, including doing the Caribbean 1500 in weather that would have terrified Neptune himself, gunkholing along the New England coast one summer, crewing on the *Ocean Star* from Bermuda to Tortola, and taking our new boat from Alameda to Ensenada after we moved to California.

In the process of doing all this, the four of us became life-long friends. Bill and I were closer than brothers, and he truly fell in love with my wife Charlotte. Annie was taken away by dementia, and we all cared for her to the end.

Bill is gone now and I still grieve, for we were the best of

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LETTERS

friends. His family still holds Charlotte and me as part of their family, and we still make an annual sailing trip with one of Bill's sons and his son. Our partnership was one of the best parts of my life. The highs were far better than the lows, and I am a better sailor and human being for it.

Bob Schilling
 Tuckernuck, Cherubini 44
 Long Beach

Readers — We'll have more letters on boat partnerships in next month's issue.

⇕ BOWS ON MODERN CATS

When I look at the bows on Seattle's Greg Slyngstad's Caribbean-based Bieker 53 catamaran *Fujin*, and to the lesser degree the America's Cup cats, they appear to me to be designed to plow under in flat water and decent waves. To my mind that's all wrong. Please set me straight on this.

David Neufeld
 Kelowna, BC

Dave — We'll let Bieker, who worked on the design team for the victorious Oracle cat in the America's Cup and designed Fujin, set you straight.

"The thinking behind the bows on Fujin was actually to decrease the amount that the bows 'plow' into the water. Most multihulls are much more stable side to side than fore and aft, so that they end up sailing with bow-down trim when they are pressed hard. The Fujin bows have a fair amount of extra volume above the waterline, and they have chines oriented to give a lot of lift even when stuck into the back of a wave. Reports from the boat are that she goes through the waves nicely.



BIEKER BOATS

This rendering shows the unusual bows on 'Fujin'.

"The America's Cup hulls are a whole different deal. They are as much about takeoff and crashing as they are about floating."

Last year the Wanderer spent about an hour trying to keep up with the MOD70 Phaedo3 as she was screaming around the Caribbean in the high 20s and low 30s, and it was very interesting to watch her bows. If the wind wasn't too strong, her leeward hull would act like a wave-piercer. Given just a little bit more wind, the only part of the boat that would be in the water was the aft 30 or so feet of the leeward hull. It was really cool to see how the shape of the leeward hull transformed from a wave-piercer to a 'lifter' as the wind increased or decreased. We were mesmerized by it.

⇕ I BOUGHT A BOAT SIGHT UNSEEN FROM THE FEDS

The following is how I bought a Cal 40 sight unseen at a bargain price. I was surfing the Web late one night about five years ago when I came across an auction site for property that had been seized by the Feds. They had all kinds of stuff for sale — jewelry, electronics, cars, airplanes — and boats. I perused the site for a bit and then started looking at the boats. The majority were powerboats in Florida, and there were only a couple of sailboats.

The sailboat located on the West Coast — Dana Point, to be specific — that caught my eye was described as a "Jensen Marine 40." It didn't take me long to figure out that the design



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LETTERS

was better known as a Cal 40, one of the most legendary of fiberglass production boats. The boat was pretty well equipped, too — GPS, radar, liferaft, new electrical panel, Signet sailing instruments, tiller pilot, Avon dinghy, 6hp outboard, water heater, pressurized water and so forth.

Having been boatless for more than 20 years, I thought she looked like she might be a pretty good deal for me. After all, the starting bid was just \$100, with no reserve and no minimum. As the design is so highly respected — Stan Honey and his wife Sally Lindsay cruise one — I thought it was worth a bid or two.

The auction was online. You registered and you bid. Bid increments were \$100 or more, and anytime someone bid, the auction was extended for three minutes to give others a chance to counterbid. At no time did the other bidders see your maximum bid.

On the day of the auction I was waiting with bated breath. Then off it went. I figured out pretty quickly that there were just three of us bidding on the boat. Bidder #3 dropped out at \$5,000, so there were just two of us going back and forth. I would increase my bid \$500, and the other bidder would bid up in \$100 increments until he was the top bidder. I started bumping my bids by \$1,000, and he kept nibbling away at my bids.

When he bid \$12,000, I thought 'screw it', and went with my near-maximum bid of \$14,000. I walked away from the computer, not wanting to get emotional about possibly losing out. But when I came back 10 minutes later, I found out that I'd been the top bidder!

So Cal 40 #18, built in 1963, and in pretty good condition, was mine. I did some research and found out some of her former names, one of them being *Concubine*. It turns out that *Concubine* was one of six boats that had been dismantled in the 1977 Transpac. In the past year I've met two former crewmembers, including one who had done the 1977 Transpac on her.

I took the boat on the SoCal Ta-Ta last year and had a blast. I was planning on doing the Singlehanded TransPac this year, but in February my daughter called and said she wanted to doublehand the Pacific Cup with me in the boat. I'm facing a pretty big dilemma as to which event I should do. Not really, as my daughter and I will doublehand in the Pacific Cup — if there is an entry slot for us.

Vance Sprock
Seazed Asset, Cal 40 #18
Moss Landing

Readers — The Lapworth-designed Cal 40 dominated the Transpac in the 1960s, and Montgomery Street, then nearly a quarter century old, finished first overall in a fleet of 65 boats in 1985.

↑↓ INTERESTED IN THE DAUGHTER, WE GAVE CHASE

I remember *Serenade*, the 62-ft Nick Potter-designed N Class boat, very well. She was in Newport Beach off and on for quite awhile. And about 10 years ago I saw her in Maine getting a total rebuild.

I remember one Sunday afternoon long ago when *Serenade* left the Isthmus at Catalina bound for L.A. Harbor. We had been anchored nearby on my dad's 62-ft (LOD) schooner *Kelpie*, and noted that those aboard *Serenade* seemed to be the owner, his gorgeous daughter, and the Mexican skipper. We, the Minney brothers, were very much interested in the daughter. So we set sail from the Isthmus at the same time as *Serenade*.

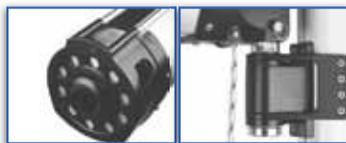


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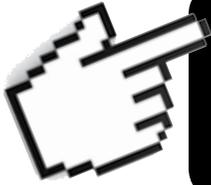
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LETTERS

We then sailed side by side in a stiff westerly breeze. *Serenade's* owner ignored us, but we



SERENADE

'Serenade' reaching home in the Catalina Channel with a charter party onboard in about 1963.

seemed to get a lot of attention from the daughter. The owner had his paid hand constantly adjusting the sails in an attempt to pull away from us, but they couldn't, so *Serenade* and *Kelpie* were neck and neck all the way to the L.A. Light.

Once we got to the L.A. Light, we Minney brothers waved goodbye to the pretty young lady. She came to the stern of *Serenade* and threw kisses to us while hanging on the backstay. After that we tacked and sailed back to Catalina.

Ernie Minney
Minney's Yacht Surplus
Costa Mesa

Readers — Kelpie, designed by Francis Sweigsuth, who also designed the Star, was built at the Gamage Shipyard in Bristol, Maine in 1929. She was owned for something like 30 years by the Minney family of Newport Beach, and earned the reputation for being "the fastest schooner in the West." Dennis Conner even chartered her once for a shot at the schooner record in the Ensenada Race.

KELPIE OF FALMOUTH



Having gotten a fabulous refit in England, 'Kelpie of Falmouth' is living large in the Med.

Kelpie disappeared from the West Coast in 2012, as the year before she'd been spotted by Charlie Wroe, captain of the great 138-ft (LOA) Herreshoff schooner Mariette of 1915, which was based out of the south of England. Some readers may remember Mariette as being owned and heavily campaigned in the Atlantic and the

Med by Tom Perkins of Belvedere before he commissioned the 289-ft Maltese Falcon.

Wroe's owner wanted Kelpie not to replace Mariette, but to be a 79-ft (OA) 'racing tender' to the bigger schooner. So Kelpie of Falmouth, as she was renamed, was brought 9,000 miles on her bottom to the Gweek Quay Boatyard on the Helford River in the UK. There she received an extensive 18-month refit that Yachting World deemed one of the finest they'd ever seen. Kelpie has been racing in the Med circuit, and Classic Yacht TV did a three-part series covering the 'discovery' and restoration of Kelpie.

Fans of Mariette need not worry that she's been neglected, for her schooner-loving owner was having her refit every other year at Pendennis Shipyard.

MEMBERS OF THE CLASS OF 2000 STILL CRUISING

In about June last year, the editor asked if anyone from the Baja Ha-Ha Class of 2000 was still out cruising. We saw several replies in print, but not ours, so we figured the editor might have misplaced it. We're resending our report from Guanaja, Honduras, where the crew of *Avanga* — our new boat — is getting ready to head north for Cuba to see both President Obama and the Rolling Stones.

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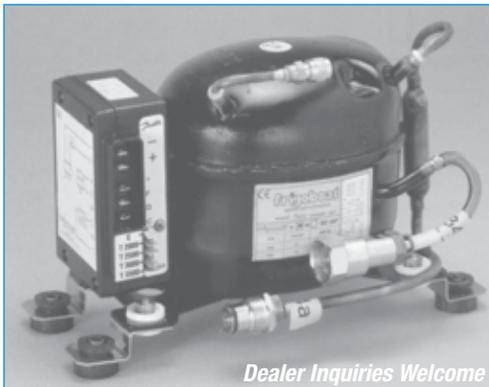
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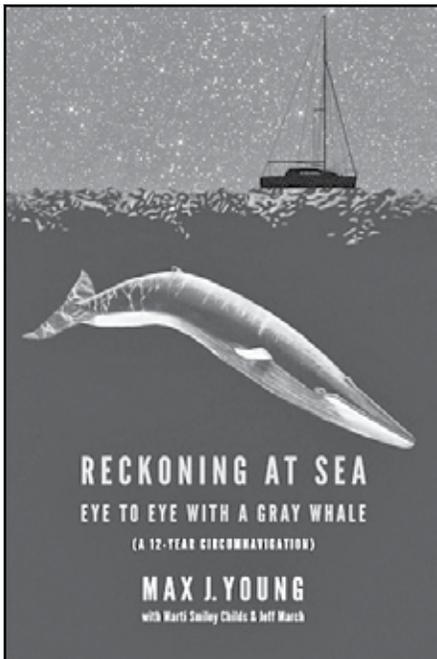
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Reckoning at Sea: Eye to Eye With a Gray Whale is a true story about a man living his dream of circumnavigating the world, and his harrowing rescue just 490 miles short of his final destination. As Max Young sailed alone on a dark, moonless night about 60 miles off the coast of Mexico, his life was about to change forever. On June 12, 2012, a gray whale breached and hit the portside stern of his 50-ft sailboat, *Reflections*.

LETTERS

To remind the Wanderer/Grand Poobah, we did the 2000 Ha-Ha with the Vancouver-based Cartwright 44 *Kinship* and the 2007 Ha-Ha aboard the Waterline 50 *Tin Soldier*.

Reading the June 2015 responses from others who did the 2000 Ha-Ha brought back many fond memories of what a great experience and fun time we had. The 2000 Ha-Ha was our shakedown cruise to see if the cruising lifestyle would work for our family. Our son, Jaryd, then 4 years old, was the youngest Ha-Ha'er that year.

Obviously cruising worked for us, as following that one-year cruise down to Mexico and our return via Hawaii, we began planning to do the 2007 Ha-Ha with *Tin Soldier*. After our second Ha-Ha, we continued on for another four years and 20,000 miles, across the Pacific and up to Thailand. Our plan had been to continue on up to the Med, but the pirate activity in the Arabian Sea during 2011 caused us to delay our departure and subsequently sell *Tin Soldier* in Malaysia.

Nonetheless, cruising seems to be hard-wired in us, as we now spend six months a year cruising the Caribbean aboard our Lagoon 420 *Avanga*, an ex-charter boat we bought in Belize.

Our Ha-Ha experiences were great for all kinds of reasons, not the least of which was the good energy the Grand Poobah devoted to make it a fun and safe time for the cruising kids. He probably won't recall it, but during the 2000 beach party at Turtle Bay our little Jaryd went missing. Upon being told, the Wanderer immediately hit the 'party pause' button and organized search parties. Jaryd was soon located. It turned out that he had followed some older kids up one of the many ravines and couldn't keep up. But the short time we lost track of him remains one of the scariest periods of our lives. We remain indebted to the Wanderer for jumping into action to ensure his safe return.

The kid activities during the 2007 Ha-Ha were also memorable, including the infamous water balloon contest.



TIN SOLDIER

Jaryd, Glen and Marilyn Middleton aboard 'Tin Soldier' after the 2007 Baja Ha-Ha.

Following a fierce and wet one-on-one exchange between the Grand Poobah and Jaryd, who was then 11 years old, the Wanderer left Jaryd with the dire mock warning that he should forever watch his back, for at some point down the road the Wanderer would, without warning, exact revenge.

I can report that while roaming the Pacific for years afterwards, Jaryd continued to occasionally cast glances over his shoulder — just in case the Wanderer was there with a water balloon.

Our plans are to follow the seasons and slowly work our way east across the Caribbean and beyond. We hope to share an anchorage with the Wanderer again at some point.

Glen, Marilyn and Jaryd Middleton
Avanga, Lagoon 420
 Currently in Honduras

Glen, Marilyn and Jaryd — Thanks for re-sending the letter we obviously misplaced. We vividly and fondly remember both those incidents with Jaryd. We're sure to cross paths again, this time in the Caribbean. And when we do, Jaryd is in for it, as water balloon technology is much better than it used to be.

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LETTERS

↑↓ MORE IN DISCOUNTS THAN THE COST OF ENTRY

I had a great winter of sailing, doing another Baja Ha-Ha, and then sailing to La Paz, Mazatlan, La Cruz and Puerto Vallarta before bashing home.

Entering the Ha-Ha got me more in discounts than the cost of the entry fee. Last year I was I was the sixth skipper to sign up. When entries open in May, I plan to be the first!

Paul Hofer
 Scarlet Fever, Jeanneau 509
 Wilmington, DE

Paul — We're regret to report that due to some minor character defects in the Grand Poobah, he's already promised the first four slots. Realizing the error of his well-intentioned ways, he's not promising any more. Just be ready to sign up for the next Ha-Ha in early May and you'll be high on the list.

As for Ha-Ha discounts, in the past some cruisers have signed up for the Ha-Ha, even though they wouldn't be ready in time for the event, just to take advantage of the offers.

This is a good time to remind everyone that we've pushed the Ha-Ha start back one week from its traditional starting day, meaning the start of the 23rd annual Ha-Ha will be on October 31, Halloween.

↑↓ HA-HA TALE AND TIPS FOR PROSPECTIVE CREW

Two weeks before the Ha-Ha last year I got itchy feet and decided to see if I could get on a boat. I got some good leads from the Latitude 38 Crew List and eventually ended up on the Islander Freeport 41 *Jammin'*.

What a blast it was! We had two sax players aboard who jammed with the Mexican band at Bahia Santa Maria. And we had daily performances in the main cabin. My contribution was teaching the owner and crew how to fish. To their surprise, our first catch was at the Coronado Islands shortly after the start, with lots more to follow.

The most humorous incident happened when we lost our stash of beer overboard at the Bahia Santa Maria anchorage. We'd all been looking forward to a cold beer when we arrived. Unfortunately, the batteries, generator and engine had not been able to keep the full-size fridge cold during the passage south. So when we got to Bahia Santa Maria, one of our crew decided to lower the beer overboard to let it cool down for a while. A few minutes later he showed us the bitter end of the line he'd used to secure a mesh bag with the beer.

The beer was gone. We first thought he was pulling our leg, but soon realized that it was serious. Needless to say, we tried everything we could think of to retrieve the beer from the sandy bottom. But to no avail. As a last resort, we got on the VHF and offered half our beer to the person who could retrieve it from the bottom, figuring that there would be some cruiser happy to put their scuba gear to good use.

Within a few minutes, Ray from the Pacific Seacraft 37 *Knob Kerrie* showed up. He put on a snorkel and fins, and dove down. To our surprise he came up with the full bag intact. He left an hour later, after drinking his share of the catch, a friend for life. As far as I'm concerned, helping others and making friends for life is what the Ha-Ha is all about.

My tips for folks looking to crew on the Baja Ha-Ha this year:

1) Start your search early. Once you find a boat, try to go out for a sail a couple of times so you get to know the boat and the rest of the crew.

2) Contact skippers as soon as you see an opportunity. Crew positions go fast.

3) Prepare a sailing résumé that you can hand out at the

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LETTERS

Ha-Ha Crew List Party and elsewhere.

4) Don't think that every skipper is looking for experienced crew. Some skippers prefer a mix of experience and novice crew to prevent the 'too many cooks' (skippers) aboard syndrome.

If all goes well, I will be on a catamaran heading for Hawaii next month, again courtesy of the *Latitude 38* Crew List.

Rudi Boekamp
Pangaea, Pacific Seacraft 37
Honolulu, HI

Readers — Sign-ups for the 2016 Ha-Ha will begin in early May. The event itself will start from San Diego on October 31, one week later than it has in the past.

↑↓ A GOOD SELECTION FOR THE HA-HA

We think this year might be the one in which we do the Baja Ha-Ha. We are considering purchasing an Irwin 43 or the 52, and are wondering if either one is a good selection for the Ha-Ha.

Josh Rosenthal
Los Angeles

Josh — Irwins have enjoyed a generally good reputation over the years. So as long as the particular Irwin you like was in good condition, we think she'd be fine for the Ha-Ha. Irwins tend to be a little more oriented toward comfort than performance than some boats, but that's not a bad thing.

↑↓ SHE DROVE ON THE BEACH 55 YEARS AGO

Latitude asked which of the Lapworth 36s ran aground just north of Bahia Santa Maria during a race to Mexico many years ago. Here's the story:

It happened in April 1961, 55 years ago, during the first-ever Los Angeles to Mazatlan Race. There were nine entries, including Dick Lerner's S&S 38 *Gamin* from Newport Beach. It was actually *Gamin*, not a Lapworth 36, that went on the beach. Naturally none of the boats had electronic navigation back then, and *Gamin's* last visual fix before disaster was near Cedros Island.

On the fourth night of the race, *Gamin* was running under spinnaker on port jibe, steering 135 degrees, thinking they were well offshore. But in the darkness they ran aground nine miles north of Cabo San Lazaro. As many now know, there is a strong onshore current set in this vicinity, and the coast is low, sandy, and difficult to distinguish from the water.

Crewmember Dick Fenton described what happened when *Gamin* hit the beach:

"Then all hell broke loose. We heard a roaring behind us at what seemed terrific speed and high over our hull. A crewmember shouted, "My God, we're on a reef!" Then we hit! Two quick jolts and *Gamin* was free. "Thank God," we thought, "we've bounced over the reef and back into deep water." But then she hit again with a tremendous crash. One huge wave picked her up, held her high in the air for a moment, then threw her violently into the hard bottom. Another breaker did the same. Then another. The noise was terrific.

"*Gamin* began to come apart. The mast came down with a crunch, and huge pieces swung through the darkness on wire shrouds. The main billowed into the water, then was flung back into the boat with a mad fury. Breakers came incessantly, high overhead, and filled our throats with water, twisting us from side to side in the narrow cockpit and wrenching our arms."

At dawn the shipwrecked crew struggled ashore and identi-



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LETTERS

fied the rugged mountain rising from the beach to the south as Cabo San Lazaro. While trying to salvage useful things from the wreck, and setting up a camp behind a nearby dune, crewmember Nacho Lazano, the only Spanish speaker in the crew, walked down the beach and over the dunes to Bahia Santa Maria. He found some local fishermen there who assisted him in getting to the naval base at Puerto Alcatraz 16 miles south at the southern end of Magdalena Bay. The Mexican Navy was able to contact the US Coast Guard, and five days later the cutter *Alert* rescued the shipwrecked crew of *Gamin*.

As for the Lapworth 36 you mention in that race, she would have been *Holiday*, skippered by my father, Bob Allan. *Holiday* was well offshore and unaware of *Gamin*'s misadventure. Eventually *Holiday* and the new K-40 *Windspun* finished overlapped at Mazatlan, with *Windspun* winning on handicap. It was an epic early ocean race, when Mazatlan was still a small town and visiting yachts were practically unknown.

Skip Allan
Wildflower, FrogCat 22
Capitola

Skip — You won't believe it, but despite the incident's happening 55 years ago, we also received a letter from Stuart Newcomb, one of Gamin's crew. We're saving his somewhat more detailed and humorous account of the incident for the next issue.

We don't know about you, but we love those tales from the old days of sailing, long before the advent of electronic navigation and modern long-distance communication. We dead-reckoned on our first race to Mexico in 1981, and as we're sure you know, it's an entirely different experience without GPS, EPIRBs and satphones.

↑↓ I DIDN'T WANT MY SON TO HAVE ALL THE FUN

It was a beautiful mid-February day on the Bay, but with fog down the Slot and 15-knot winds. Since we had a newbie to sailing, we avoided the Slot and headed downwind and down-current through Raccoon Strait to have lunch in the lee of Angel Island. Since the wind died abeam Ayala Cove, we had lunch while drifting through the Strait on a flood.

When lunch was over and there was still no wind, and we were drifting toward the shipping channel, we fired up the engine and started to motor west. Shortly thereafter, the engine started to make a strange noise and there was thumping on the hull. We had apparently picked up something on the prop.

"What now?" asked our newbie crew.

I explained that we were on a sailboat and thus would sail home.

"But there's no wind," responded the rest of the crew.

As a couple powerboats zipped by, my next thought was of the recent letters in *Latitude 38* about whether we should hail a tow when out of wind. Since we had hours until dark, I decided that we'd wait. Despite waiting, very little wind came up, certainly not enough to battle the flood that was pushing us into the shipping lane.

At that point my son had the bright idea of putting his GoPro camera on a selfie stick to get a video of the prop to see what the problem was. As you can see from the photo, we'd picked up the line from a crab pot. It was a neat trick, and I might have to get one of those cameras to survey the bottom of the boat.

Seeing what the problem was wasn't the same as solving it. As we were now on the edge of the shipping channel, it



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LETTERS



KINSPIRIT II

Curses! Foiled by a crab pot line.

was time to take a dip in the cold waters of the Bay and get the line out of the prop. Unfortunately, I hadn't packed my wetsuit or mask in my sailing bag, as I keep meaning to do. So in I went into the water with knife in hand, but no mask or wetsuit. My son and I took turns at cutting the line loose,

and we were eventually successful.

Although I'd never ask my crew to do anything I'm not willing to do, I later asked why I'd gone over the side, as my son is a veteran submariner and Navy diver. I guess I didn't want him to have all the fun.

We motored out of the shipping channel and back into Raccoon Strait. Shortly thereafter the wind came back and we tacked our way up to the bridge and then ran back home, with a little something to talk about at work the next week other than yep, just another beautiful sail on the bay.

Dana Dupar
Kinspirit II, Lancer 30
Sausalito

Dana — That reminds us of a time about 30 years ago when we were alone on .38 Special, Latitude's Bertram 25 photoboat. Proving that no good deed goes unpunished, in the process of saving someone's drifting fender in the lee of Angel Island, we got the fender's line caught in a prop. Before long, two ships were headed directly at us from the North Bay. We didn't really want to go for a swim in the Bay, let alone a swim without someone else on the boat, but we didn't have much of a choice. We're not sure how we managed to climb back aboard, but apparently we did.

↑↓ DIRTY HARRY WELCOMES YOU TO KEEHI LAGOON

I have read *Latitude* for many years and love it, so it always saddens me to hear that you and others were disappointed with how you were treated when you sailed to or visited the Hawaiian Islands. When sailors report they were not welcomed and not wanted, I am disappointed, too — even if they have good reason. And I can tell you negative stories beyond any that you have reported or even heard.

I know those who sailed here in the past may have trouble believing me — especially with what I am about to tell you — but I was just a sailor when I arrived in the Islands. I'm now the security agent for La Mariana Sailing Club in Keehi Lagoon on the Island of Oahu. Our marina is a safe place because Clint Eastwood's *Dirty Harry* has nothing on me.

As commodore of our club, I personally welcome sailors with true hearts. If you are a scammer or a cheap, selfish, drunken asshole, go away. I have locals behind me, so you don't have a chance. That said, our marina can accept smaller cruising boats — up to about 40 feet. In the summer months we might even be able to entertain larger boats on end-ties for short periods. However, we only have 110-volt, 15-amp service. But if you're a real cruiser, you're off the grid anyway, and you can make more power if you need it.

Our slip/fingers are only 20 feet long, so prepare some spring lines. If you need boat repairs, we have a boatyard next door. I am personal friends with the general manager of our local West Marine. I am also personal friends of all best tradesmen and yacht repair people on the Island of Oahu.



"You have no right to own a yacht if you ask that question."
— J.P. Morgan



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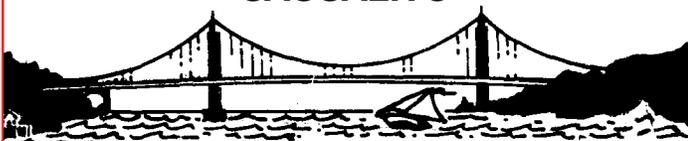
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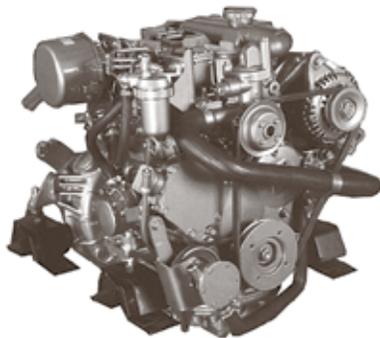
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Russ J. Singer
Commodore, La Mariana Sailing Club
Keehi Lagoon, HI

Russ — A lot of West Coast sailors have sailed to Hawaii, met a lot of great people, and had a great time. So it surely hasn't all been bad. And the lack of space has always been a factor in what problems there have been.

To the best of our knowledge, the biggest problems have always been due to the extremely bureaucratic and often actively unhelpful nature of the staff of the state's marinas, and the Ala Wai in particular. The Ala Wai often seemed to be run like the California DMV, except in slo-mo, and with the primary goal's not being service to customers, but seeing how Kafkaesque the experience could be.

At one point about a dozen years ago, we did a lot of research into the situation at the Ala Wai. If we had to nominate a government agency for world-class incompetence at that time, it would have been the folks and agency running that marina. Among the many crazy things they did was violate the most basic laws of supply and demand, and in so doing prevented the repair of desperately needed condemned slips, the revenue of which would have more than paid for the repairs. Whoever was in charge couldn't have made a profit selling snow cones in hell.

But the kicker is that the reputation of the Ala Wai was always in stark contrast to the reputation of both the Hawaii and Waikiki YCs, whose staff and members can't seem to do enough to accommodate visitors, even when it's difficult. It has been the yacht clubs who always seemed to exemplify the spirit of aloha.

To be honest, we don't know what the situation is like now at the Ala Wai or what it's been like for the last several years — except from Hellmuth Starnitzky's report in the March Changes. And at least one part of his report suggests the Ala Wai is still at least a little bit whacked out. For Starnitzky reported that in order to get electricity, transient tenants need to establish an account with the city's power company, which entails having to establish an account with a physical mailing address, as pre-payment by credit card is not possible. And then they have to pay a hook-up fee of between \$20 and \$35, and have to wait as long as two days to be hooked up. We can't think of another marina in the world that has such a customer-unfriendly process for getting electricity.

Anyway, thanks for the welcome to Keehi Lagoon.

⇓ **CONSIDER RETIRING A CAL 40 ON A BIG TRAILER**

Stan Honey, who happens to be the same age as me, and whose very accomplished Cal 40 *Illusion* is probably about as old as my Columbia 34 *Breta*, ought to consider retiring her on a (big) trailer when he's done cruising. That's what I do with my *Breta* and rent her out on Airbnb.

I just read Stan's bio, and it turns out that he and I were at Yale at the same time. He was sailing; I was swimming.



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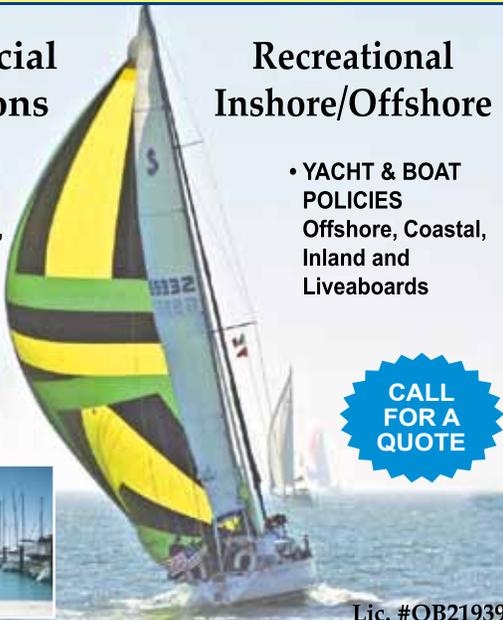
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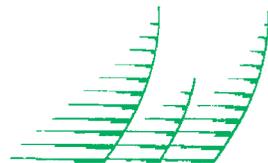
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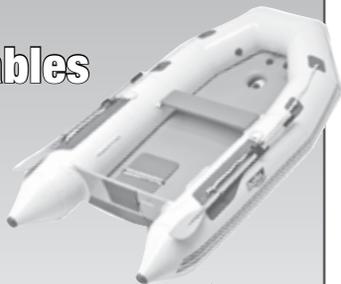
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LETTERS

Having been 'expelled' from swimming during my senior year — it's a long story — I took my one and only sailing course. I didn't sail again for about 10 years, but then I bought my old Columbia 34 in Richmond and started my ultra-budget circumnavigation.

You should tell Stan he should never sell *Illusion*. Those old buckets aren't worth anything anyway, and it's a blast having them at home and renting them out.

Roy Wessbecher
Breta, Columbia 34
Santa Clara

Roy — We'd be loath to give any recommendations to a guy like Stan who, after giving us the first-down line in televised football games, came up with the sensational graphics for the America's Cup in San Francisco, making what was happening intelligible to sailors and non-sailors for the first time ever. And we won't even begin to mention the long list of Stan's sailing accomplishments, be they local, to Hawaii, across oceans, or around the world.

To describe a Cal 40 as "an old bucket" that's "not worth anything" belies a lack of appreciation of fiberglass boat design. Lord knows there were hundreds of different fiberglass designs built in Southern California, but we'd dare say none enjoys the iconic status of the Cal 40. The design was a game-changer in many respects, which is why they remain desirable classics a half-century later.

↑↓ I'VE MADE MY CHOICE

I just loved the publisher's response to why he doesn't publish a 'Wrong Coast' version of *Latitude 38*. He perfectly summarized why I've sailed the coast of California for the last four decades. I respect that everyone can make their own choices, and I've made mine.

Jorge Morales
Bolero, J/46
Dana Point

↑↓ PAIN AND FRUSTRATION AT MIDNIGHT

My wife Di and I felt the Wanderer's pain and frustration when 'ti *Profligate's* bilge pump alarm went off just as he was going to sleep. At midnight just a few weeks ago, the bilge alarm and pump started cycling on our Catalina 47 *Di's Dream*. Suddenly the chase to find the source of the problem was on. Water was pouring into the bilge on the port side. We immediately began opening up all the floorboards to find the source of the leak. There was no leak on the port side in the pressure-water plumbing. So for a good night's sleep, we turned off the pressure water and the problem temporarily abated.

When we resumed our search in the morning, Di suggested that maybe the water was coming from the starboard side and migrating across the through the weep hole. I was not yet convinced, but after inspecting every pressure T or angle connector on the port side, I couldn't find any problem.

As a last resort, I reached behind an access door on the starboard side and found a pressure-relief fitting. Yep, it was on the hot-water side, and the hose-clamp fitting was loose, with water pouring out at an alarming rate. Di had nailed the source, so I was quickly able to reconnect the fitting and all was good. What incredible relief!

Di and I now have seven grandsons under the age of five, so we don't have as much time to cruise Mexico as we used to. So after doing six Ha-Ha's — all of which we thoroughly



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LETTERS

enjoyed — we are now anxiously awaiting this year's Ta-Ta to join the Wanderer, Doña de Mallorca and *Profligate* crew for more sailing fun and adventure.

Rog and Di Frizzelle
Di's Dream, Catalina 47
San Francisco

⇕ WHY WOULD IT LEAK 10 GALLONS SOME DAYS AND NOTHING OTHER DAYS?

Oh man, the Wanderer's story of the bilge alarm going off in *'ti Profligate* made me remember a real brain teaser. After I bought my 1977 Cal 39 a decade ago, I would notice extra water in the bilge on some occasions. It wasn't often, but when it showed up, it was always after a day of using the boat, not just when we came down to the slip. I checked all the thru-hulls and they weren't leaking. I checked all the water tanks, and they didn't seem to be leaking. I made sure the water-pressure pump was off and nothing was leaking in the engine room.

The odd thing is that the water only showed up on random occasions. Sometimes we'd go out for several days of cruising in the Bay or Delta, or up and down the coast, and the bilge pump would never come on. Then we'd go out for a daysail and come back with a full bilge!

The appearance of water in the bilge didn't correlate with rainfall. It didn't correlate with heavy weather. The packing gland was not dripping. It wasn't pleasant tasting the water in the bilge, but it didn't seem salty.

Years went by while I tried to figure out what caused the bilge to fill up at random times. It was so random and happened so seldom, that I wasn't really worried — especially since it seemed like fresh water.

I finally noticed that when the bilge was full, sometimes we'd have water in the catch-basin under the engine, too. But the engine was not leaking. Not the raw water intake, not the strainer, and not the exchanger. But why would it leak five or 10 gallons one day and not the next? I was truly baffled.

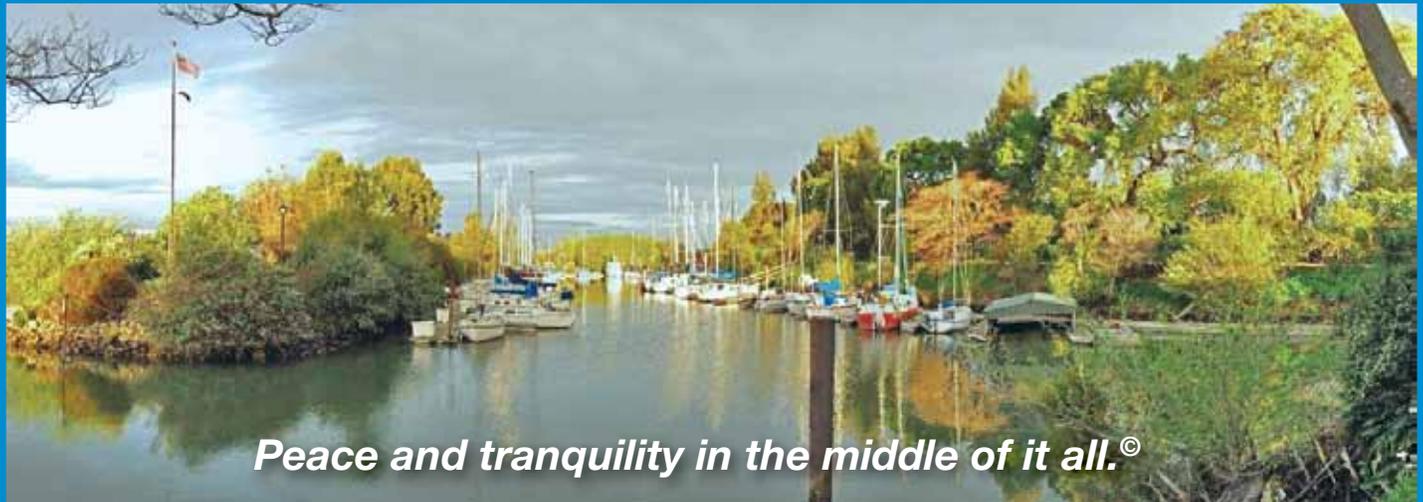
Another year or so later I noticed something curious. It had been another day when the bilge had filled, but although it was a cold day, the water in the bilge was warm. What the hell!? It pointed back to the engine, but why didn't it leak every time we used the engine? I would watch the engine while someone else was driving, and there were no leaks. Whiskey Tango Foxtrot!

Where else would hot water on a boat come from, and only when the engine was running? Hot water, hot water . . . eureka, the water heater! D'oh, it had to be.

We have a coolant-circulator line running from the engine to the hot-water heater aft, which holds five gallons, and has both a shorepower heating element and a heat exchanger running off the engine coolant line. So it sure seemed as if the hot water had to be coming from the heater. And since it is aft of the engine, it was feasible for water to flow into the engine basin if it was coming fast enough to overflow the tube that would normally carry a minor drip under the basin and into the bilge. But why only on some days and not others? And why would it leak even if the pressure pump was off? And how would it apparently gush enough to overflow into the engine basin, but apparently then just stop?

And then finally — after maybe six years — the light in my head came on all the way. The water heater has a safety pressure-release valve. According to the literature for the heater, the valve is set to open if the internal water temperature exceeds 155°. The engine specs revealed that it runs at about 180° when fully warmed up. Ding!

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LETTERS

So on a day with good wind, we just used the engine to get out into the Bay. We'd then sail, and only turn the engine back on to get into the dock. The engine never warmed up all the way, so there was no pressure release. And of course nothing happened while the boat was sitting in the slip. But if the engine ran for more than around an hour, it got all the way up to full temperature, slowly raised the water temperature in the water heater to more than 155°, and presto — hot water poured into the bilge.

I have since put in a valve to regulate how much of the coolant circulates back into the heater, and there has been no more bilge Jacuzzi. Like I said, I'm not brilliant, but that one was a real puzzler.

Bob Walden
Sea Star, Cal 39
Berkeley

↑↓ BILGE PUMP SWITCHES OUR WORST ENEMIES

The Wanderer's Red Light at Night piece in *Lectionic* certainly triggered some interesting memories. In the 15 years my late wife Sam and I lived aboard and sailed our Gulfstar 50 ketch *Blue Banana* about the world, I came to believe that bilge-pump switches might be our worst enemies. I think we tried all the different types, and at some point they all failed.

Our boat came with just one small pump at the bottom of a very deep bilge. Deeming that risky, we added the biggest pump we could fit down there, which we dubbed the 'Save Our Ass' pump. We also added a manual bellows-style pump. Through the years I periodically tested the pumps, and made all-too-frequent replacement of switches, which often failed to activate the otherwise perfectly functioning pumps.

Late one afternoon in Greece, we decided to leave Mykonos, where we had been pinned down for days the previous year by relentless *meltemi* winds. As we sailed west toward the island of Syros, the sky darkened and the air got cooler. I dropped below for a jacket, and while in our aft stateroom noticed water on the sole at the base of the mizzen mast. On an impulse I opened the door to the adjacent head and water up to the raised threshold sloshing back and forth. After the standard finger dipping and licking test, I found it to be fresh, not salt water. That was better news than it might have been, of course.

I leapt to the breaker panel to switch off the water pump before opening the door to check the engine compartment. There was water merrily splashing halfway up the engine block. Both the Save Our Ass pump and the dinky one the manufacturer thought sufficient were asleep because of the faulty switches.

After anchoring in the protected bay at Siros, where we'd anticipated a quiet evening with a drink and nice dinner, we had to deal with a bilge full of water that had been transferred from our 270-gallon tank. I was fortunate to diagnose the problem fairly quickly. One of the hoses on the washing machine had split. I closed the valve to that hose so that we could turn the fresh-water pump back on to feed the galley and head sinks.

As neither 12-volt pump was running, I tried the manual pump. After three strokes it jammed. I removed the back and found a soggy Kotex pad inside. No smirking now, as most sailors know those pads are wonderful to use for oil spills in the bilge. We had a 'just in case' drip pan under our new Yanmar, and I had left two Kotex pads in that pan to be handy if the engine ever dropped any oil. Incidentally, it never did. It was far better in that respect and many others than our old Perkins had been.

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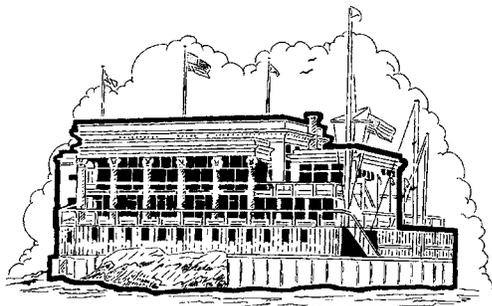
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LETTERS

I eventually used our West Marine manual dinghy pump to pump water from the bilge into a bucket. It wasn't easy. I had to lie on my stomach and pump, and then I'd hand the full bucket to Sam, who would empty it into the galley sink. We repeated the process countless times until the level got below the faulty pump switches.

After replacing those float switches for the umpteenth time, I also wired both pumps directly to the panel so that I could bypass the float switches if I wanted. Closing the barn after the horses are gone may not be all bad. It was an afternoon I'll long remember.

After Sam's death I sold *Blue Banana*, then in Spain, to a Norwegian couple. She is still *Blue Banana*, but now registered in Norway with her homeport Oslo. The new owners tell me they love her, as Sam and I did, and that she's the fastest boat 'out there'. I'm happy about the first part and dubious about the second. Sam had been a fine racing skipper in Monterey for years, and I'd done some racing, but many days we felt our happy home was just about the slowest boat out there. And thank you, Captain Ron, for memorializing those words "out there," that place where all things happen, both good and bad.

Bill Fleetwood
ex-*Blue Banana*, Gulfstar 50
Monterey

↑↓ WATER WAS RUSHING IN

My wife Suzy and I were three days out from the Canary Islands on our way across the Atlantic to the Caribbean aboard our Wauquiez 45 *Suzy Q* when the cockpit bilge light came on. Then it went off, so I figured no problem, there was just a little water slopping around in the bilge. But then it came on and off again, so I decided to investigate. I found that water was rushing into the bilge, which activated the float switch and pump. But as soon as it was dry, more water came in. In the middle of the Atlantic, this was not a pleasant scenario.

I went through the normal routine of checking the thru-hulls, checking the engine compartment, checking the freshwater tanks — all of which were fine. I reached into the bilge and wet my finger for a taste of the water. It was salty, which was not good.

A visual check thankfully revealed no holes or cracks. I was puzzled when Suzy came up with a great idea — let's tack to see what happens. What happened is that the leaking stopped. At least now we knew the leak was on the starboard side, but we were heading in the wrong direction.

After several anxious minutes scratching my head, I remembered an article I had read in *Latitude* about a boat that had sunk in her slip. I vividly remember the picture of the boat underwater, with just the mast sticking up. As I sat staring at the water streaming into the bilge, the light bulb in my head went on, and I rushed to the aft starboard head.

I had to disassemble the storage locker, but eventually found the saltwater intake hose. It hung loosely, no longer attached to the bulkhead, and below the waterline. The thru hull was buried behind the locker shelf and not accessible. When we were on port tack, with no air bubble in the line and the hose below the waterline, water just streamed into the bilge. Just like what happened to that boat in the slip, only her battery eventually died, the bilge pump stopped, and she sank.

After a quick fix of securing the hose to the bulkhead, we tacked back and voila, no more problem. I later rearranged the locker to allow better access to the hidden thru-hull.

Thank you, *Latitude*, for posting that article, allowing the

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LETTERS

Suzy Q crossing to have a happy ending.

Joe and Suzy Altmann
Suzy Q, Wauquiez 45
Santa Cruz

Readers — We received so many 'the bilge pump light came on' letters that we could have filled the entire Letters section with them. Hopefully we'll have room for a few more next month. Until then, 1) Have a diagram showing the location of all your thru-hulls. 2) Make sure you can access all your thru-hulls and that they are functional. 3) Except when the bilge is really filthy, don't be squeamish about the taste test for fresh/salt. And on an annual basis, check all hose clamps, as they get loose on some hoses because of heat and use, and to make sure they are not the cheap automotive ones that easily rust and fail.

↑↓ MY LEFT ARM IS MY BILGE PUMP LIGHT

My left hand was my bilge warning light. This was back in the 1970s when I had the old wooden Folkboat that I bought for \$500 after she washed ashore in Richardson Bay.

One night I was anchored off Paradise Park, and there was lots of wind and strong tides. About 3 a.m. I was awakened by the sound of running water — and the startling realization that my hand, which was hanging off the side of my bunk, was submerged.

The lapstrake Folkboat always made a fair amount of noise when anchored, so my inner bilge alarm was adjusted to hearing a certain amount of water noise as being normal. Upon investigation, I found that there was an impressive fountain of water coming out of a hole where the impeller for the old VDO knotmeter had been mounted — which was right under my bunk. The impeller was gone.

So I took off my underwear, stuffed it into the hole, pumped the bilge with a good old Whale Gusher, and went back to sleep. Apparently the anchor rode caught under the impeller during the change in the tide and ripped it out by the roots.

That wasn't the only time my personal bilge alarm went off. I was doublehanding my Yankee 30 *Emerald* in 1980, delivering her to the Bay from Ventura where I had just bought her. I was off watch in the wee hours, with my old friend Jim Coyne, who later owned the Cal 40 *Duende*, supposedly in the cockpit sniffing the air for the slightest threat. But it was again my left hand suddenly submerged in seawater that brought me awake with velocity.

The bilge of my new-to-me boat was entirely full, and the water level was rising fast. I rushed to the companionway to find my good friend Jim, snoring in total contentment, with the old Tiller Master faithfully holding course. The leak turned out to be the stuffing box. Once we'd pumped out the water out and tightened the stuffing box, we were off again laughing. It's good to have the right equipment.

Peter Jones
Emerald, Yankee 30
San Francisco

↑↓ KATRINA, BEST FRIEND OF CRUISING KIDS AND PARENTS

We are a cruising family who are spending our second season in Mexico, and are again thoroughly enjoying the Marina Riviera Nayarit in La Cruz. One of the reasons our stay has been so fantastic is Katrina, the public relations manager for the marina. We want to let all cruisers, but particularly those with children, know what a great job she does.

While the Marina Riviera Nayarit can't boast of sparkling



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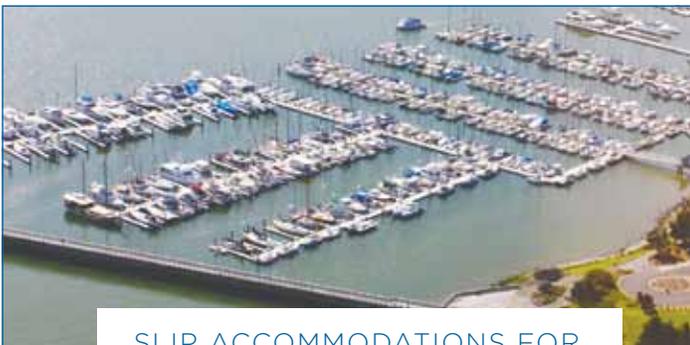
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LETTERS

swimming pools with long curving slides as some marinas can, they do have Katrina, whom no other marina has. Each season Katrina greets every new and returning cruiser with her infectious smile, ready to make everyone's stay memorable.

Katrina makes a tremendous effort to make sure all the kids on the 'kid boats' have plenty of things to do, but also helps them interact not only with each other, but also with kids from the community. To that end she organizes an overnight beach camp. It's a big hit with the kids, but maybe an even bigger hit with the parents of 'kid boats', who get a much-needed free night to themselves.

And if they are old enough, some kids from boats in the marina have, thanks to Katrina's help, gotten the opportunity to be servers at local restaurants and keep their tips. She also arranged for the kids to meet the kids from a local orphanage, and tour the Sea Shepherd ship. Katrina's going out of her way to ensure that all cruising families have a memorable stay is one reason that it's always hard for us to leave.

Aimee Nance
Terrapin, Dufour 12000
San Diego

↑↓ THE GREATEST ADVENTURE OF OUR LIVES

The idea of our going cruising started while sailing San Francisco Bay and wishing that it was warmer. And that the water was clearer. And that we didn't have to go to work the next day. And from reading the blogs of people who were cruising.

But it's official, we're finally cruisers. After two years of planning and never feeling that we were 100% ready, we knew we might never leave the dock if we didn't have an external impetus. The 2015 Baja Ha-Ha proved to be that impetus, as a set date and paying a registration fee meant commitment, and the relationships we made at various social events meant accountability.

What we didn't know was that the Ha-Ha would be so much more than just a reason to leave San Francisco. For sailors still in our 20s, the event served as a launch pad to what has already become the greatest adventure of our lives. Jose and I have plans to take our Beneteau around the world — or as

far as we can get with our cruising kitty.

Until November, our cruising dreams were based on the images of palm-lined beaches in the South Pacific and reefs in Australia. We thought of Mexico as a place where we would kill time until the weather was right for crossing the Pacific in the spring. After all, we had both traveled in Mexico on land, and thus thought we knew all there was to know about the country. Boy, were we wrong!



LATITUDE / ANDY

PPJ'ers Gina Harris and Jose Castello of 'Carthago'.

As I'm writing this, Jose is tinkering with the windlass. It turns out that part of cruising really is working on your boat in new and exotic places. On the other hand, I'm typing away with a gorgeous La Paz sunset in the background. The Sea of Cortez has been more special than we could've ever imagined. To think we might have never had the courage to make it here.

Fellow Ha-Ha'ers have made up the foundation of a greater

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LETTERS

sailing community that we're proud to be a part of. From San Francisco to San Diego, Cabo to San Juanico, and beyond, we've been fortunate enough to have a safety net of new friends to help us get acquainted with our new lifestyle. It's only been four months since we left San Francisco, and our learning curve has been steep.

The silver lining is that there has been an abundance of learning. Let's see, between running aground in Los Coronados, taking on 100 gallons of water near San Basilio, and learning to change oil filters in Puerto Escondido, learning from our newbie mistakes has us feeling rather seasoned.

But the rewards have more than made up for the work. We've seen the dance of manta rays during mating season, swum with 30-ft whale sharks, and walked through a cactus forest that leads to a secluded white sandy beach. However, the most valuable takeaway from our time sailing the Sea is knowing that we can do it. You never feel fully ready to take on a new challenge in life, but what fun is life without a little challenge anyway?

Gina Harris and Jose Castello
Carthago, Beneteau 423
San Francisco

↑↓ WE HAVE TOO MUCH LIQUOR ABOARD

It was a pleasure to read the story about Ramon Carlin and *Sayula II* in the March issue.

I met Ramon at the Marina Palmira in La Paz when he had *Sayula II* in a nearby slip. We became acquainted a little. After Ramon left for the mainland, I received an invitation to join him aboard *Sayula II* on a passage from Puerto Vallarta to San Diego. Of course I accepted the invitation and flew to Puerto Vallarta to join Ramon and others of the crew: one of Ramon's employees, the owner of a hotel on the mainland shore, and one of Ramon's sailing friends. I was the only non-Mexican. No matter, as I do speak Spanish. No matter, as most of the others spoke English.

As soon as we were underway, I was asked to take the first watch while the rest had dinner. What confidence Ramon had in me! Quite an experience to have the wheel of *Sayula II*, alone on deck.

I soon learned some of the story of Ramon's Whitbread adventure. He decided to enter the race, and wanted a Swan 60, newly in production at the time. He went to the Swan factory, where the president told him that Swan 60s #1 and #2 were sold, while #3 was to go to a German who was to make a deposit on the coming Friday. He was also told that #4 would not be ready in time for the Whitbread. Ramon asked to be called if there were any changes. He got the call on the following Saturday. Seems the German had not paid, and when called, said he "would pay when he was ready to do so." The president of Swan mentioned that a Mexican would be happy to have the boat, to which the German said, "A Mexican? If you want to lie to me, tell me something I can believe." The president declared to Ramon that that German would never own a new Swan, and said if you want #3, send a check. Ramon sent the check.

Ramon's next problem was raising a crew in England. No one wanted to crew on a Mexican boat. He finally persuaded his wife, Paquita, to fill out the crew. He also got a merchant marine radio operator as crew, a man who proved to be critical to the victory.

Back to Paquita, who left the crew when the fleet stopped in Cape Town. They arrived in Cape Town in third place, and had no trouble at all getting someone to replace Paquita.

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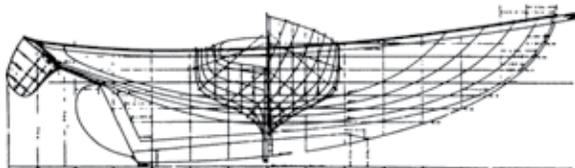
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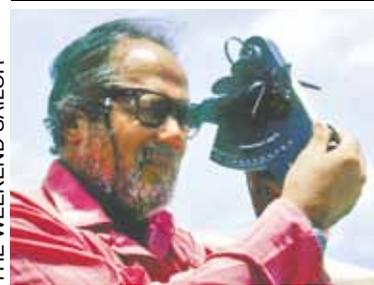
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LETTERS

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THE WEEKEND SAILOR

Ramon Carlín Lima takes a sun sight during the 1978 Whitbread Race.

daily weather charts to use to plan his courses and thus pick the fastest routes.

Back to my adventure with Ramon. When we anchored off one of the islands along our route to San Diego, Ramon asked me if I knew the rules about bringing liquor into the USA. I told him that I believed the limit was one fifth per person. With that

in hand, Ramon called to one of the crab fishermen working nearby. I listened to their Spanish conversation, which went like this:

Ramon: "I have a problem and hope for your help."

Fisherman: "I will be glad to try to help you."

Ramon: "We are going to the USA and have too much liquor aboard. If you would accept the excess as a gift we would be grateful."

Fisherman: "We would be pleased to help with that problem."

Ramon then passed about a case of various fine liquors to the fisherman.

Fisherman: "As it happens, we too have a problem, as we have caught far too many crabs, and if you would accept some of them it would be a great help to us."

Ramon: "We would be glad to help you with that problem."

Fisherman: "Please, then, accept this five-gallon bucket of crabs."

Ramon: "Thank you and goodbye."

Fisherman: "Thank you, too, and goodbye."

There was never any hint of making a trade.

Then there was the night watch Ramon and I stood together. During the watch, Ramon turned to me and said, "I must go down to the sea again, to the sea and lonely sky, and all I ask is a tall ship and a star to steer her by...." He knew that poem, all of it, by heart.

I shall never forget that passage from Puerto Vallarta to San Diego.

I've managed a call or two to Ramon since we parted.

William F. Steagall, Sr.

El Segundo

William — Thanks for sharing those wonderful anecdotes. Having spent some quality time with Ramon ourselves, we're dying to see the new documentary The Weekend Sailor, as we've heard that filmmaker Bernardo Arsuaga did a wonderful job telling the tale of Sayula's long-shot victory. So far it has not been mass-distributed, but it will be screened at 6 p.m. on April 25 at the Newport Beach Film Festival (Triangle Cinema).

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

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

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



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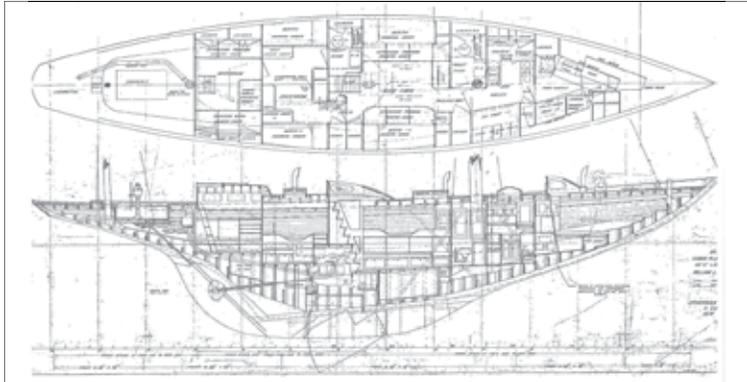
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If you've got a special place in your heart for sleek and sexy vintage yachts — and the deep pockets to support one — you'll be interested to know that one of the most famous racing yachts ever to call the West Coast home is poised to change ownership for only the third time since she was launched in 1939 at Southern California's Wilmington Boat Works. The 67-ft yawl *Chubasco* is a true thoroughbred whose lineage in the stable of Sparkman & Stephens yachts descends directly from the firm's most famous design, *Dorada*.



Commissioned by Union Oil Chairman William L Stewart, Jr of Los Angeles YC to race in the 1939 Transpac, *Chubasco* replaced his schooner *Santana*, and is one of nearly a dozen fast sister-yawls built in the decade after *Dorada*. Named after the powerful lightning squalls that are common off Mexico and Central America, *Chubasco* — or *Chubby*, as some affectionately call her despite her narrow beam — has raced actively throughout her 77-year career, mostly on the West Coast, but also on the East Coast and in the Caribbean and the Med. She began making a name for herself only months after her launch, scoring a second in class — ahead of *Dorada* — in the '39 Transpac. The next Hawaii race wasn't until 1947 due to a WWII hiatus, and that year *Chubasco* took line honors, and won both first in fleet and class. In the '53 Transpac she was third to finish and took class honors again.

In 1959 *Chubby* was purchased by Orange County businessman Arnold Haskell of Newport Harbor YC. His nephew Don — founder of Ardell Yacht and Ship Brokers — campaigned her in both the '59 and '61 Transpacs; the former seeing some of the most extreme weather in the race's history. Living up to her name, *Chubasco* famously endured a "six-hour squall" with gusts up to 50 knots. In the end, she finished second only to the 161-ft gaff schooner *Goodwill*, and won her class.

During the six decades that the Haskell family owned her, she was always kept in Bristol condition, and has long been regarded as one of Southern California's most important yachting icons. In the aftermath of Don Haskell's death last December, *Chubasco* was donated to the Orange Coast College School of Sailing and Seamanship by Haskell estate executor Craig Cadwalader, a longtime *Chubasco* crewman who — interestingly enough — was on the OCC sailing team while a student there in 1961.

Much as it pains him to do so, OCCSSS Director Brad Avery has listed *Chubasco* for sale with Northrop & Johnson, as he fully understands the maintenance demands of such a famous thoroughbred. That said, Brad won't be turning her over to just any antique-boat lover with a fat wallet. A classic wooden yacht that's as soulful as *Chubasco* deserves an owner who regards his or her role as being the temporary caretaker of a cherished piece of nautical history — and who isn't afraid to spend whatever it takes to keep her in the pristine condition that she deserves.

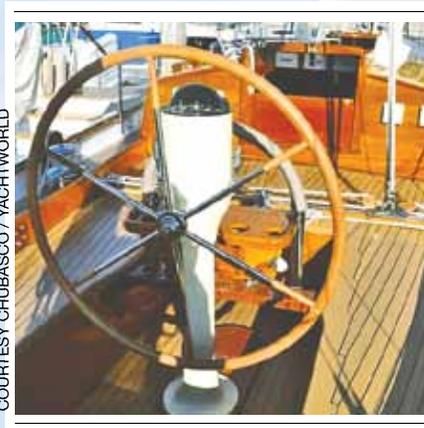
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see you at

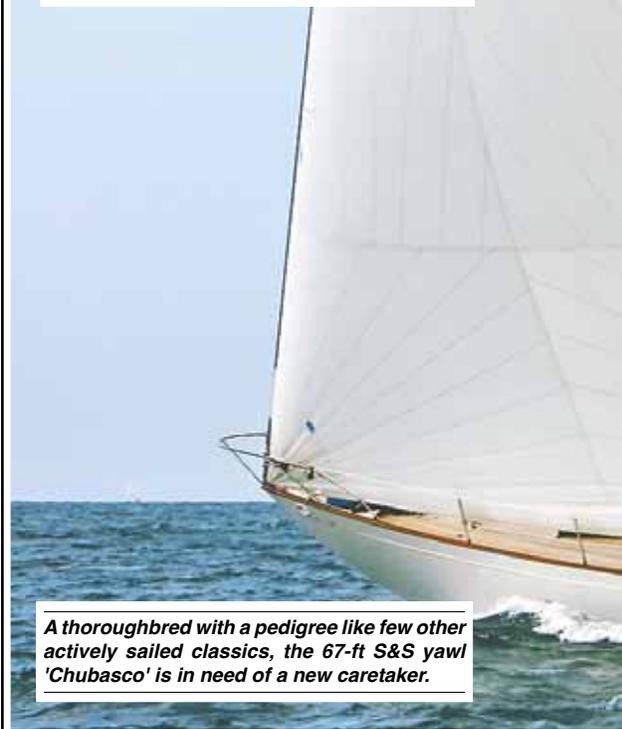
The crew at *Latitude 38* looks forward to some face time with many of our readers at Strictly Sail Pacific on April 7-10. But don't look for us at Oakland's Jack London Square — the show is moving to Richmond's Craneway Pavilion and Marina Bay Yacht Harbor this year.

Our booth, #C1, will offer *Latitude* logowear for sale, scads of info, the opportunity to snap a selfie with spokes-model Crissy Fields and, of course, free magazines.

Andy Turpin, our managing editor, will present seminars on Baja Ha-Ha How-To (Friday the 8th at 1 p.m. and Saturday the 9th at 11:45 a.m.) and Cruising Tahiti and the Pacific Puddle



COURTESY CHUBASCO / YACHTWORLD



A thoroughbred with a pedigree like few other actively sailed classics, the 67-ft S&S yawl 'Chubasco' is in need of a new caretaker.

COURTESY CHUBASCO / NORTHROP & JOHNSON

strictly sail

Jump (Saturday at 1 p.m.). John Arndt, our associate publisher, will talk about Inspiring the Next Generation of Sailors, also scheduled for Saturday at 1 p.m.

And we hope you'll join us for our big booth bash on Friday from 6 to 8 p.m. It's a reunion for circumnavigators and veterans of the Baja Ha-Ha and Pacific Puddle Jump, but everyone's welcome to attend. Rumor has it that a bluegrass band will play live music.

All of the above is free with your boat show ticket. You'll find much more info in the glossy insert conveniently bound right into this issue between pages 50 and 51. See you there!

— chris

alameda plans: a misunderstanding?

Was it all just a misunderstanding? Pacific Shops, Inc., majority owner of Alameda Marina, claims that tenants and the public overreacted to preliminary redevelopment concepts presented in November that showed commercial space and dry storage would be largely displaced by high-density housing.

By March, the images from the November presentation were gone from www.alamedamarina.com, the developer's site for the project. A new Alameda Marina Fact Sheet states an intention to dedicate 75,000 square feet on the site to maritime businesses. New harbor master Paul Houtz says he is distributing lease extensions to all Alameda Marina tenants (with one exception). "Those were just initial ideas," says James Falaschi, an investor and member of the development team. "We haven't submitted anything. This is just the start of the process."

What changed? "They poked the hornet's nest," says Alameda Vice Mayor Frank Matarrese, speaking of the developers. "They com-

continued on outside column of next sightings page



COURTESY CHUBASCO / YACHTWORLD



COURTESY DOUG DEEVER

Three generations of Cadwaladers and two generations of Deavers put 'Chubasco' through her paces during the NBYC Opening Day Race in 2011.

SIGHTINGS

misunderstanding? — continued

pletely underestimated public reaction [to development at this location]." Matarrese says that unlike other housing developments in Alameda, Alameda Marina is filled with commercially viable businesses and services that support boaters throughout the Bay Area. Focus, he said, should be on job retention or expansion. At a March 1 Alameda City Council meeting, Matarrese introduced a referral to city staff asking them to consider directing the city manager to revise the mixed-use zoning designation, a move that received support from all council members. City staff had already organized a tour for the Council of Alameda's northern waterfront, which included stops at Encinal Terminals and Alameda Landing after Alameda Marina.

The Tidelands Lease Agreement with the City of Alameda calls for ongoing reinvestment of capital to repair and restore the marina, including conditions to make an initial \$10 million investment by the end of 2019. Pacific Shops says it has spent more than \$1.6 million

baja ha-ha sign-ups

If you intend to head south to the sunny latitudes of Mexico this fall, make a big note on your calendar that the 23rd annual Baja Ha-Ha rally will run from October 30 to November 12, 2016.

The other date you'll want to note — perhaps with a big red star — is May 2. At noon on that Monday online registration will open at www.baja-haha.com (still \$375 per boat). What's the rush? Besides the fact that it's fun to be near the head of your 'class', the earlier you sign up, the higher you'll be on the priority list for a slip in Cabo Marina at the end of the event.



When you grab a mooring anywhere you need to be sure you can trust it. Thanks to careful installations by Diver Dave Gissendaner and Angel Island's Rick Hastie, you can now moor in Ayala Cove with total confidence.

begin online may 2

That said, the Rally Committee advises that you don't sign up until you're confident that you and your boat will be ready and equipped to meet the challenges of offshore sailing. Because the 750-mile trip from San Diego to Cabo is generally downwind, down-swell and down-current, it's not very tough compared to most other offshore endeavors, but all offshore sailing is serious business — and safety is always the organizers' chief concern during every Ha-Ha.

How do you know if your boat is up to the task? The Ha-Ha is open to all boats

continued in middle column of next sightings page

misunderstanding? — continued

in the past three years on repairs, safety upgrades and rebuilding, but that \$30 million will be required to upgrade infrastructure at that site. "Redeveloping the entire property, consistent with the residential/mixed-use zoning, is the only mechanism for funding that can address these infrastructure costs," the company states on the Alameda Marina fact sheet. In addition, Alameda is faced with pressure from the state to add new housing units.

Meanwhile, research is going on at Alameda Marina to detail which businesses there are maritime-related. Houtz said he's researching usage patterns of the hoists and doing a detailed count of vessels and recreational vehicles in the dry storage area. Of the 720 dry storage spots at Alameda Marina, only 178 are sailboats and, of those only 123 look recently used. Houtz says,

Alameda City Staff will report back in April. Is the zoning likely to be changed to non-residential? Even if it isn't, housing throughout the area is looking less likely. "I want the businesses to stay there," says Matarrese. "I don't want housing and a coffee shop to be considered mixed-use. I'm interested in keeping it a working waterfront."

— elisa williams

major upgrade for angel island

Just in time for the spring and summer sailing season, all 27 moorings in Angel Island's popular Ayala Cove anchorage were replaced late last month by a new system that has a much cleaner look, and they're rigged with ground tackle beefy enough to hold even big, heavy-displacement boats in a strong blow.

If you've never spent the night on a mooring here, you've missed out on one of the coolest resources the Central Bay has to offer. Even with every mooring ball utilized — which only happens on midsummer weekends — overnighting here is normally a peaceful experience that will have you feeling as if you're many miles from the hustle and bustle of urban living. And if you can get away for a midweek overnight, you may find yourself alone in the anchorage.

Moorings are available on a first-come, first-served basis and cost \$30 per day (or any portion of a day), with a seven-night max. Slips are available also (\$15), but all boats must be off the docks by sunset. By contrast, visitors on moorings can access the island by dinghy until 10 p.m. Because the last tourist ferry leaves at 3:30 p.m. (5:30 p.m. in midsummer), overnighters can potentially have loads of 'quality time' ashore. Make note that moored boats must tie up bow and stern to similarly colored buoys. (Rafting to a moored boat is allowed in some areas also.)

Each buoy is attached to a short piece of 5/8" chain, which is shackled to about a 20-foot length of 1" chain. On the seafloor, the mooring chains are attached to Heli-Coil screws that extend down roughly 20 feet into the seabed. The new system is a tremendous improvement. In fact, we can hardly wait to check it out ourselves.

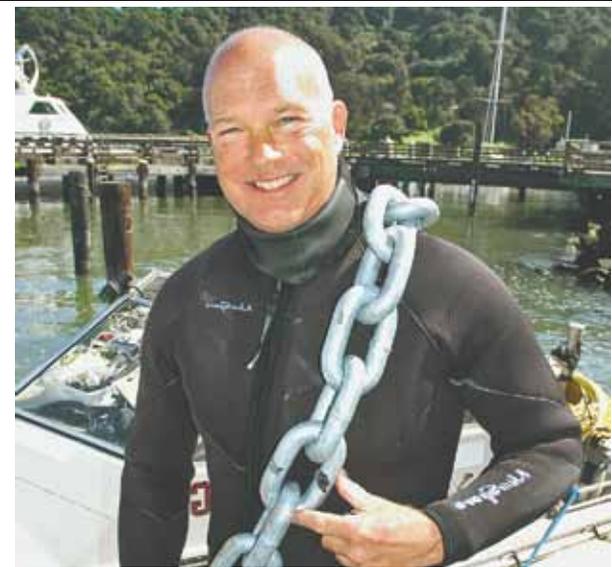
— andy

they're called megayachts for a reason

It's often hard to judge just how large mega-sailing-yachts are, particularly in a regatta such as last month's St. Barth Bucket, where the average-size boat in the 39-boat fleet was about 140 feet. After all, a 150-footer can look like a 45-footer from a long distance away.

That's why we're showing you the photo on the following page that we took of one of the crew of *Seahawk*, a 192-ft Perini Navi ketch, up the mast checking things out. The humongous ketch was flying five sails at the time, including a spinnaker that would cover half

continued on outside column of next sightings page



ALL PHOTOS WOODY SKORIAK

SIGHTINGS

megayachts — continued

of San Francisco and a mizzen staysail. The size of the crewman's body compared to the size of the mast tube suggests just how large *Seahawk* really is. If you want more exact terms, the roadbed of the Golden Gate Bridge is about 220 feet above the surface of the Bay. *Perseus*, *Seahawk's* sloop-rigged near-sistership, would not fit beneath the Golden Gate.



JEFF BROWN / PERINI NAVI

Marin's Paul Cayard was tactician aboard the class-winning Perini Navi 186 'Rosehearty'.

ago, just before the Bucket it was discovered that there was delamination of the mast about 175 feet up, between the upper spreader and the masthead. Members of the crew, or perhaps employees of the spar maker, spent almost the next three days and part of the nights grinding the bad carbon away and laminating new carbon in its place. It couldn't have been fun, rolling around up there, being blown about in the trades, trying to laminate something vertically instead of horizontally. But it had to be done. And it got done, just minutes before the start of the first race.

It turned out to be a pleasing Bucket for owners, sailors and spectators alike, as the winds were in the mid- to high teens for the three races, meaning excellent boat speed without too much damage to the boats, gear or crews. The sunny skies made for brilliant photos and video. In a new development, several of the boats flew their own Phantom drones with 'follow me' technology. The video we saw was spectacular.

Once again several San Francisco Bay sailors participated in the Bucket. Paul Cayard was tactician aboard *Rosehearty*, a Perini Navi 186 that took two bullets and a fourth to win the tie-breaker in their division. Ken Keefe sailed aboard the Swan 90 *Freja*, which won her class with nothing but bullets. Patrick Adams is the skipper of the Swan 100 *Varsovie*, which didn't do quite as well, and Rodney Daniels of Oakland was aboard Hasso Plattner's R/146 *Visione*. There may have been others also.

The Bucket remains the undisputed mega-sailing-yacht regatta of the world. If you love big boats, the Bucket belongs on your — pardon the pun — bucket list.

— richard

boomerang bounces back

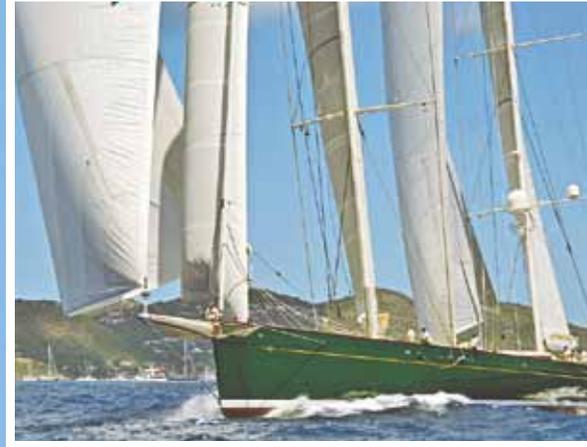
When Honolulu racing sailor John Spadaro's DK 46 *Boomerang* grounded on a reef at Waikiki, Hawaii's Ala Moana Bowls surf break last October, then was pounded by big south swells all night, many thought his dream of campaigning this new boat in Hawaii would never be realized. Many *Latitude* readers will remember that Spadaro claimed second in division aboard *Boomerang* at September's Rolex Big Boat Series, in addition to sailing in other notable West

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baja ha-ha —

(sail or power) of 27 feet LOA or longer that were built for offshore sailing, and are currently equipped and maintained for it. If you're not sure that your boat is up to the task, ask an accredited surveyor to give you a 'trip survey' to verify that all of your boat's essential systems are up to snuff.

If you're not sure that *you* are up to the job of skippering, consider taking an offshore sailing course between now and October, or think about inviting a friend



ALL PHOTOS LATITUDE / RICHARD

continued

along who is a proven offshore skipper and can mentor you. As most Ha-Ha vets will tell you, however, the hard part isn't sailing south, it's getting all the elements of your life to line up so you can throw off the docklines and navigate your way into the cruising lifestyle.

You'll find the answers to most Ha-Ha questions on the website under "How-to/FAQ" and in our free, downloadable *First Timer's Guide to Mexico*.

— andy

boomerang — continued

Coast regattas last year. Spadaro had previously owned a Sydney 41, also named *Boomerang*. But this incarnation of the *Boomerang* name was purchased specifically to race against Hawaii-based DK 46 sistership *Cazan* and the closely rated 45-footers *Heartbeat* and *Locomotion* in Honolulu's small but active big-boat fleet.

The combination of light air and big south swells pushed the new *Boomerang* toward the reef, but the grounding might not have occurred if it weren't for a faulty battery connection that wouldn't allow the engine to start when the highly experienced crew needed it most. That race was just the third Friday nighter she entered in Honolulu after a tough 12-day delivery from Santa Cruz following the RBBS.

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Spread: The crewman seen atop the mast of the 192-ft ketch 'Seahawk' obviously has no fear of heights. **Top inset:** At 218-ft, 'Hetairos' is so long she looks as though she's hardly moving even when doing 20 knots. **Lower inset:** The brand-new 'Unfurled', a Frers/Vitters combo, was named the outstanding boat of the Bucket.

SIGHTINGS

boomerang — continued

The 13 crew aboard were all rescued in a daring nighttime operation that involved a helicopter, Jet Skis and a Coast Guard vessel. The story of the tragic grounding went viral via mainstream news outlets, social media and the sailing media alike. Miraculously, though, the boat survived the grounding with barely a scratch on the hull, but needed a new keel, rudder and other repairs. Down but not out, *Boomerang* — and the dream — were still alive.

Repairing the stricken Mark Mills-designed IRC racer/cruiser was a long and arduous job that was greatly aided by Spadaro's many West Coast connections. Famed Watsonville builder Larry Tuttle of Waterat built the new rudder, while the keel was outsourced to south of the border. When putting everything back together, renowned boat builder and designer Jim Donovan completed much of the structural work that accompanied the installation of the keel. Ensuring that everything was done to top specifications by industry leaders, Spadaro spared no effort or expense in making *Boomerang* as good as new, or

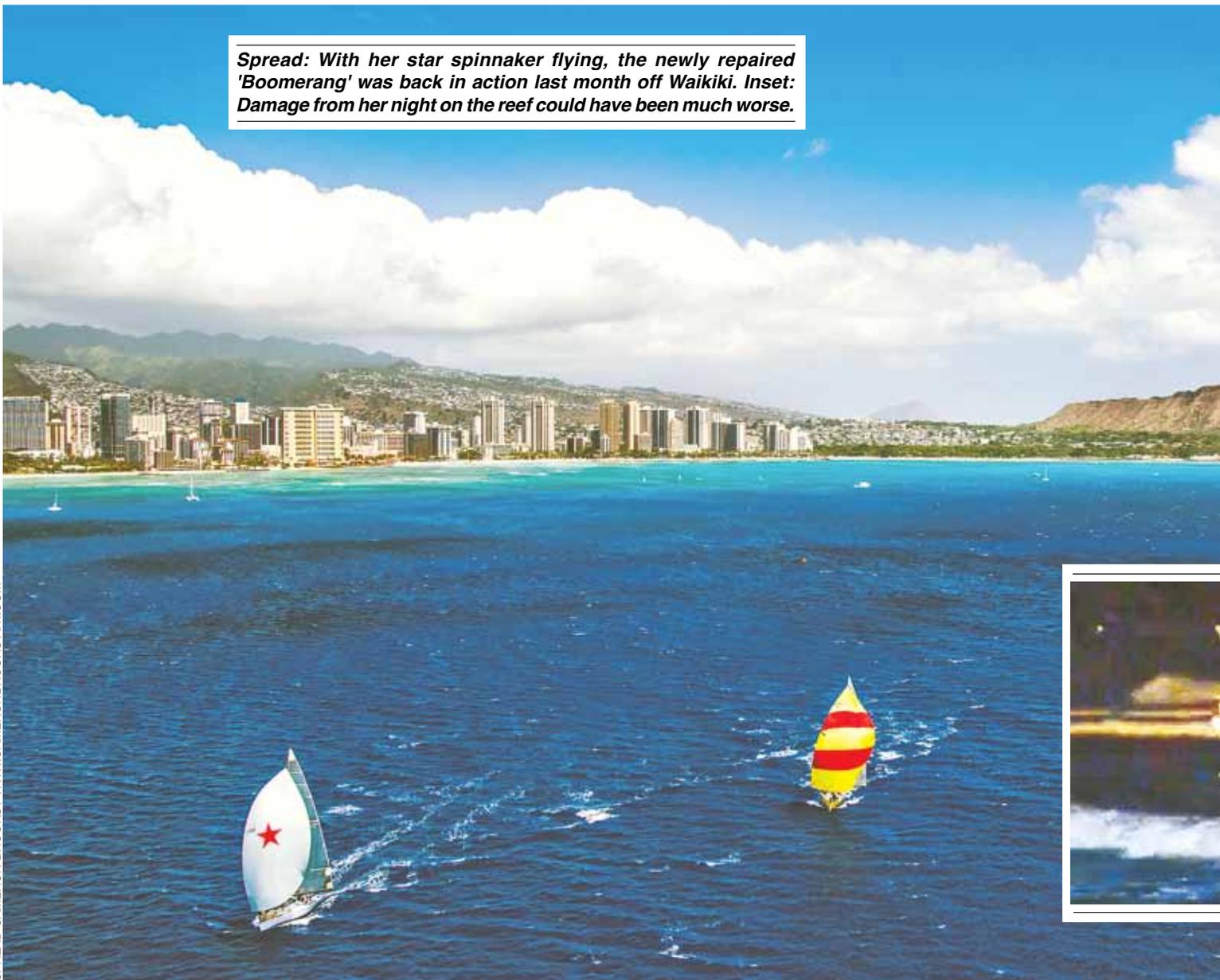
delta doo dah 8

In 2009 *Latitude 38* devised a new rally to where it's warm — in this case to the Bay Area's own backyard, the Sacramento-San Joaquin River Delta.

Dubbed the Delta Doo Dah, this easily-accessible rally has morphed into a season-long DIY event: Sailors create their own itinerary and/or choose from a selection of organized activities. To share information, help prepare for the cruise, and get in the Delta mood, we'll co-host a kickoff party and seminar with Richmond YC in their new clubhouse on Saturday, May 21, from 6 to 9 p.m.

For the second year, the Delta Ditch Run to Stockton Sailing Club will collude

Spread: With her star spinnaker flying, the newly repaired 'Boomerang' was back in action last month off Waikiki. Inset: Damage from her night on the reef could have been much worse.



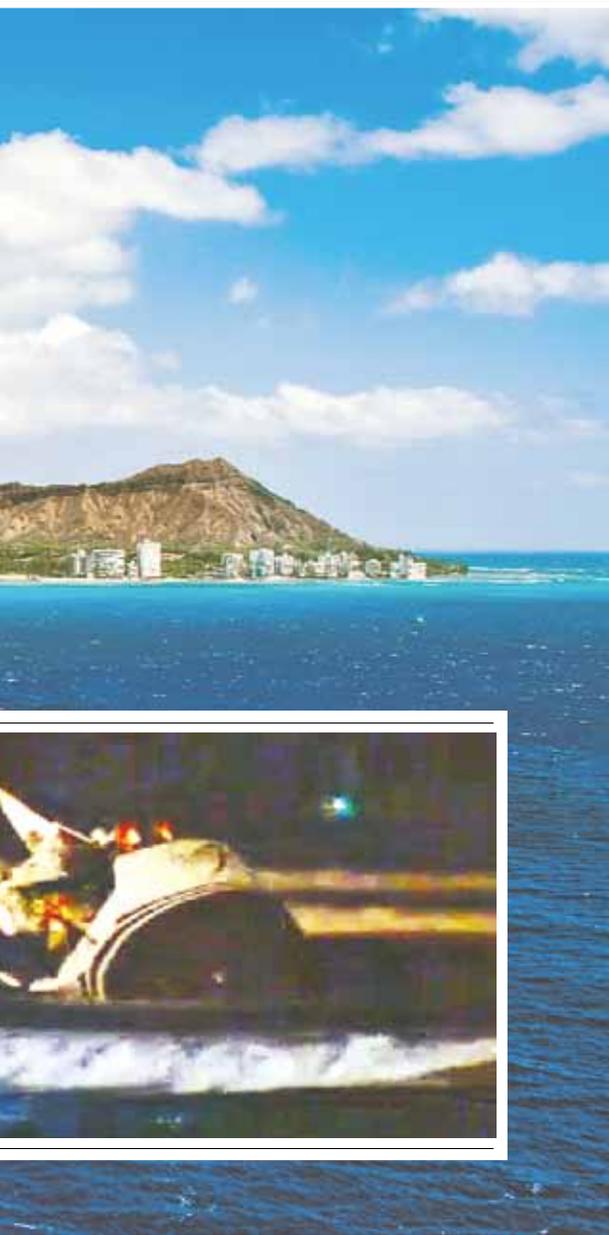
invites sign-ups

with the Doo Dah as a way to encourage entries in the race's Cruising Division.

Our friends at Owl Harbor will offer several activities for Doo Dah sailors, free slips on specific dates (including movie nights), and a BBQ on June 18. SSC will welcome the Doo Dah'ers again on August 13 for Hot Summer Nights.

Find a detailed itinerary and sign up online at www.deltadoodah.com. Registration is free, though we highly recommend forking over the \$20 for the DDD 8 burgee. Delta marinas and businesses interested in sponsorship are encouraged to contact chris@latitude38.com.

— chris



INSET HAWAII NEWS NOW

boomerang — continued

perhaps better.

Last month, when *Boomerang* turned onto the wind and sped across the starting line of a breeze-on Vasconcellos Regatta — the first season points race of 2016 — it was nothing short of a miracle. Less than five months after being dealt a cruel blow that would have been a death sentence for most programs, Spadaro and crew had the boat dialed up and marching upwind in big breeze. Rounding the windward mark in second place, they slipped into the lead at the leeward mark when James McDowell's Corel 45 *Heartbeat* shrimped their kite on their first windy take down. With a core crew assembled during more than a decade of racing on the old *Boomerang*, Spadaro and his team held on to win the first race of the day while *Heartbeat* won the second outright. In the day's final race *Heartbeat* and *Boomerang* raced close to the final leeward mark with McDowell's bright-yellow *Heartbeat* narrowly gaining the victory. Gracious in defeat, Spadaro spent a moment with McDowell after the hard-fought regatta. The stage has now been set for some close racing in Honolulu's premier X-fleet. Against all odds, John Spadaro's dream of campaigning a bigger, faster *Boomerang* is once again alive and well.

— ronnie simpson

lessons learned from a whale strike

As with most nautical emergencies, some valuable lessons can be taken from the loss of the Vancouver, BC-based *Chinook 37 Sea Boa* last month. (So this report serves as a perfect lead-in to the marine safety piece that follows it.)

At roughly 5 a.m. March 18, Canadian singlehander Allan Tweten, 56, was in the cockpit of *Sea Boa* observing the first hints of a new day dawning over the Sea of Cortez when he was thrown forward by a violent blow to the sloop's

underbody. He was motorsailing north at the time, roughly 27 miles southwest of Guaymas. A quick look over the side confirmed that *Sea Boa* had been struck by a whale.

Although the boat was equipped with four electric pumps — one with a 2-inch exit — they were incapable of keeping up with the inflow of water from what his brother described in an online post as a "very large tear in the hull." The solo sailor was reportedly very well prepared for offshore emergencies, and the boat was fully insured. As *Sea Boa* slowly sank lower, Tweten launched his inflatable dinghy, and put his liferaft into it along with his ditch bag, his EPIRB, satphone and other essentials. He stepped aboard the dinghy shortly before the boat slipped below the surface — roughly 20 minutes after the strike.

Another cruising boat was nearby, but despite Tweten's firing off seven flares and making continuous calls on his VHF, he could not raise its crew. Only then did he set off his EPIRB, followed by satphone calls to his sons in Canada, who confirmed to the Canadian Coast Guard that the EPIRB's signal was announcing a bona fide emergency. As an illustration of the singlehander's instinctive tendency toward self-sufficiency, he actually started rowing for shore, just in case his mayday signal went unanswered. An hour and a half later, though, a Mexican Navy SAR unit arrived — having traveled at 50 mph to reach the scene — and whisked Tweten off to Guaymas.



MEXICAN NAVY ENSAR

These days some Mexican ports are home to navy SAR resources such as this, making response times much faster than in decades past.

whale strike — continued

The incident has stimulated lively discussions on cruiser forums regarding the abundance of whales in the Sea of Cortez during the winter months, and strategies for avoiding collisions with them, especially at night. Friends of Tweten note that he kept *Sea Boa* in immaculate condition, and speculate that his boat was probably better prepared for emergencies than most boats cruising Mexican waters. For Tweten, two 'lessons learned' that he hopes other sailors will take to heart are to be sure your EPIRB contact info is kept up-to-date, and be sure your flares have not expired. Not all of his 'good' flares fired, and none of his expired ones worked at all.

The rescued sailor also wants to publicly thank the Mexican Navy (ENSAR) for their rapid response and impressive professionalism.

— andy

season's (safety) greetings!

By that, of course, we're referring to the rapidly approaching summer sailing season. Whether you're currently planning for the ultimate Ayala Cove overnight, a trip down to the Channel Islands, or participation in the Pacific Cup to Hawaii, we suggest that you dedicate a little time to some relatively simple tasks that will make you incrementally safer on the water. Here are five quick items that should be on your commissioning list:

1. Actually do a man-overboard drill, unannounced, with an inanimate object that vaguely simulates a person in the water. A fender and a bucket will work reasonably well. Try this on a variety of points of sail, especially off the wind, where some sail adjustment is necessary so the vessel can fetch the victim. You should decide in advance if you are the 'victim,' and therefore won't participate in your own 'recovery.' You can claim mastery of this task when you smoothly coast to a stop within about 15 feet of the victim and are able to retrieve him or her. Oh, and while you're out there, figure out if you have a means of getting someone back on board in expected conditions — someone who weighs 200 lbs. or more.

2. We know that *you* know how to broadcast a mayday, but what about the rest of your crew? What if you're the poor sod who falls overboard or has a heart attack? Take the time to write down the procedure for broadcasting a mayday or a pan-pan (a distress signal of less urgency), and post the instructions near the VHF radio. If you've got a Digital Selective Calling (DSC)-equipped radio — and you should — make sure the GPS is always on when the VHF is on, or you'll be missing out on one of the great safety improvements of the new millennium. If you don't have a DSC-equipped radio, stop diddling around and buy your boat a belated Christmas present and hook it up to your GPS. It's one of the most cost-effective pieces of safety gear available.

3. The other piece of gear that rises to the top of the effectiveness hierarchy is either an EPIRB or PLB. I won't go into detail about the impact these devices have made on marine safety, as most *Latitude 38* readers probably know all about them. For the price of one of these dedicated marine transmitters, you gain access to a worldwide network of professional rescue services. 'Nuff said. Carry an EPIRB.

4. Check your flares, fire extinguishers and inflatable life jackets before the season starts. While the need for aerial flares may be decreasing due to electronics, having a three- or six-pack of red hand flares handy is a damned good idea. But make sure yours are still dated within 42 months of their date of manufacture. Also, check the gauge on your fire extinguishers, and invert them a half dozen times to free up the agent inside. Also, take the time to open up your inflatable life jackets to ensure they have good CO2 cylinders. It's also a good idea to replace the 'bobbin' periodically, or whatever your device uses to sense the water.

continued on outside column of next sightings page

clipper race

Among the 12 Clipper 70s currently racing across the North Pacific Ocean from Qingdao, China, to the West Coast of the United States is one named *Visit Seattle* — Seattle has replaced the Bay Area as the 40,000-mile Clipper Race's only Western US destination.

After a week of racing in the Seattle Pacific Challenge, the fleet was seeing wind from all directions of the compass due to a low-pressure system that formed over a small patch of the race course. The teams sailed in all parts of the low, necessitating many sail changes between white sails and spinnakers and



OLLI GEIBEL / CLIPPER RACE

heading for seattle

the windseeker. Ash Skett, the British skipper of *Garmin*, described "a diabolical sea state" that hampered their east-bound progress.

As this issue went to press, *Unicef* was leading the race to Seattle with a little less than 4,000 miles to go, and *LMAX Exchange* was leading in the overall standings. The teams are expected to arrive in port during the third week of April. They'll berth in Bell Harbor until April 28, then race down the coast to the Panama Canal. Follow the action at www.clipperroundtheworld.com.

— chris

safety — continued

5. I realize that you probably already follow this last suggestion religiously — in fact, for some, it may be as close to religion as you ever get — but please take the time to give your guests a pre-departure safety talk about what to expect before you cast off. Find out if any guests are not competent swimmers, who is best qualified to be second-in-command, how to avoid head injuries from the boom, where fire-fighting equipment is located, and, of course, explain how the head works. Yes, a crew briefing may take 10 minutes from your potential time on the water, but it's the sign of a conscientious skipper who cares about his or her crew. Enjoy your time on the water, wherever the summer winds take you!

— chuck hawley

Editor's note — Chuck is chairman of the US Sailing Safety at Sea Committee. He sails his Alerion yawl Surprise out of Santa Cruz.



Spread: On Sunday, March 20, the 12-boat Clipper fleet paraded out of Qingdao and motor-sailed 130 miles offshore to start the race to Seattle. Inset: Mike Moore of Hillsborough in San Mateo County is going all the way around on 'Mission Performance'.

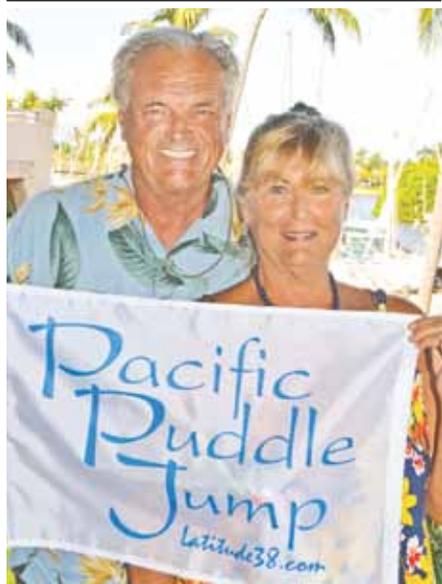
MIKE MOORE

PACIFIC PUDDLE JUMP PROFILES, PT I —

It's been said that risks and rewards are intrinsically linked. That's certainly true for those sailors who trade the hard-earned security of comfortable mainstream living for the ambitious adventure of crossing 3,000 miles of open ocean in order to cruise the storied isles of French Polynesia and beyond.

We call that annual westward migration the Pacific Puddle Jump, and each year we're fascinated to meet many of the brave souls who accept the inherent risks that come with making the passage alone and unassisted. At the end of their often-exhausting, three- to four-week crossings come the rewards: entry into a maze of dreamy archipelagos blessed with majestic mountains, lush rainforests, clear-water anchorages and a welcoming population eager to share its centuries-old cultural traditions.

As in years past, the backgrounds of the 'Jumpers' you'll meet in these pages are as diverse as the boats they sail aboard — and the budgets they live on. One thing they all share in common, though, is a salty wanderlust for



The 'Nauti-Nauti' crew.

experiencing unspoiled anchorages, abundant reefs and smog-free sunsets, while putting the pressures of 'normal' urban living on hold indefinitely.

The mini-profiles that follow were gleaned from interviews done last month during our annual PPJ Sendoff party at the Vallarta YC, in Nuevo Vallarta's popular Paradise Village Resort. Next month we'll introduce you to an even larger contingent of voyagers whom we met during our two Pacific Puddle Jump events in Panama.

**Nauti-Nauti —
Leopard 40 cat
Allen &
Patricia Valkie
Fond du Lac, WI**

In contrast to the many life-long sailors who do the Puddle Jump, Allen and Patricia are relative newbies, as they learned to sail only eight years ago.

But as they explain, the idea of cruising the South Pacific has been with them since the beginning. "I've always been a traveler," says Allen. "I visited Tahiti when I was in my early 20s, and I can't wait to get back there now on my own boat."

Is he dragging Patricia along? "No way," she says. "Making this trip has been in my dreams a very long time."

**Le Chat Beaute — Privilege 42
Paddy Barry & Queenie Peck
San Diego, CA**

Paddy is one of the few skippers in this year's fleet who's made the crossing before. Back in 2006 he 'jumped the puddle' with friends aboard a monohull, but he expects a much smoother ride this time, as he and Queenie are now sailing aboard their comfortable catamaran.

Last year when Paddy shared his Pud-



Paddy, Queenie & Larry of 'Le Chat Beaute'.

dle Jump insights in seminars, Queenie got "all hyped up" about making the trip herself, and it wasn't hard to get Paddy



to sign on to the game plan. Longtime sailing buddy Larry Johnson — who is a veteran of other South Pacific adventures — will crew on the passage.

**Triton — Hylas 44
Steven Counard & Kathryn Owen
Eugene, OR**

Steven probably doesn't know how lucky he is to have Kathryn as a sailing mate. Not only is she willing to cross 3,000 miles of open ocean with him, but she wants to do a complete circumnavigation.



Meet the 'Triton' crew.

They did the Baja Ha-Ha rally last year and were originally intending to make the Jump last season also. But they soon realized that plan was much too rushed, as Mexico has so many wonderful attractions for sailors. The same can be said of the South Pacific, so it's lucky that the couple has an open-ended timetable.

**Moonshadow — Deerfoot 62
John & Deb Rogers, San Diego**

We always like to ask westbound cruisers how long they've been thinking

ALL PHOTOS LATITUDE / ANDY

THE RISKS & REWARDS



This year's Banderas Bay Puddle Jumpers showed their spirit at our annual PPJ Sendorff party at the Vallarta YC.

about sailing to Tahiti. That question brought a smile to John's face. "I sailed to French Polynesia when I was 19,"



'Moonshadow' voyagers.

says John. Back home afterward, he met Deb and pitched the idea of the two of them getting a boat and repeating his cruise. "She said, 'Sure, but I'd have to be married or my folks would never allow me to go.'" So they got hitched, but as John explains, "Kids, careers and mortgage payments got in the way of that plan." Now, 42 years later, they are finally about to make good on their long-anticipated South Pacific cruising plan.

Batu — Valiant 40

The Arpag family, Hood River, OR

One of the Arpag family's favorite sailing memories is the time they clocked 14 knots aboard a C&C 25 during the Hood River's famous Double Damned Race. These days Peter and Karen, their son Sean, 13, and daughter Sarah, 12, are looking forward to much mellow

adventures in the South Pacific.

"We've had the dream of cruising with the kids for 10 or 12 years, says Peter. Where we would go was never as important as just going, and giving the kids a different type of education."

"It's a little cramped," admits Sean, "but we're making it work." The plan is to



The Arpag family on 'Batu'.

reach New Zealand, then decide whether to carry on or make the long sail back to Oregon.

Anakena — Corbin 39 **Bill Schmid, Everett, WA**

Even though Bill grew up in North Dakota, he got the sailing bug at an early age, as he spent his early summers waterskiing and sailing on a lake in Minnesota. "Thirty-five years ago I moved to Seattle from North Dakota specifically

to buy a boat so I could go cruising." Needless to say, it took a while to put the full plan in action, but today he's rarin' to go.



'Anakena' Bill.

Athamor — Jade 48 **Rob Bordner & Susan Mitchell** **Seattle, WA**

It would be fascinating to know how many cruising sailors credit Robin Lee Graham, author of *Dove*, as being at least partially responsible for their cruising dreams. In any case, Rob counts himself among them. "Making a trip like this has been in the back of my mind ever since," he says.

He and Susan set sail from Seattle last

September on a one-year sabbatical, but the more they learn about what the South Pacific islands have to offer, the harder it will be to stick to that schedule. Most likely, they'll leave the boat somewhere and return later for another stint of exploring.



The 'Athamor' crew.

Sarita — Hallberg Rassy 46 **The Brierley-Jones family** **Caernarfon, UK**

Jude, who is an Australian, and Richard, who migrated Down Under from the UK, had a boat years ago when they lived in Sydney. But as she recalls, it

'Sarita' will head Down Under.



PACIFIC PUDDLE JUMP PROFILES, PT I —

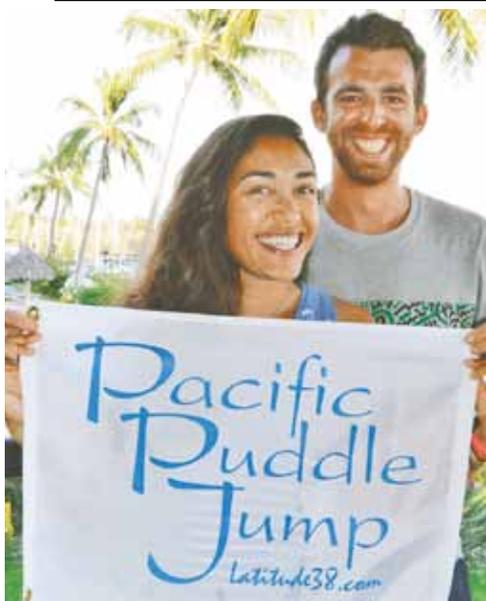
was a sailing trip through the spectacular Whitsunday Islands that introduced them to the idea of carefree cruising. "For me, that trip really kindled my love for sailing. I think we had the best week ever there."

Later, while living in Colorado with their now-12-year-old daughter Katya, Jude remembers Richard being obsessed with reading about cruising in sailing mags, including *Latitude 38* — "sailing porn," as she calls it. The cruising plan evolved there, and they now intend to slowly sail back to Sydney, arriving in time for Katya to enter high school there.

Carthago — Beneteau 43
Jose Costello & Gina Harris
San Francisco, CA

We're pretty sure that Jose and Gina are the envy of their more adventurous friends in the Bay Area, as they're living the cruising dream while still in their late 20s.

Jose vividly recalls that their cruising plan was hatched while sailing on San Francisco Bay, "wishing it were warmer, wishing the water were clearer, and wish-



Gina and Jose sail on 'Carthago.'

ing we didn't have to go to work the next day — then reading about other people's sailing adventures every day after returning home." "Now we are doing it!" adds Gina with a broad smile.

"The plan was always to go to the South Pacific," she says. "Mexico was just a place on our route there, but we've had a blast here!"

They hope to be 'out there' for two or three years before having to return home to re-enter the workaday world.

Konami — Westsail 32
John Clark & Diane Stanford-Clark
Portland, OR

John and Diane explain that they bought *Konami* six years ago, specifically to do the South Pacific circuit that they're



Diane & John of 'Konami'.

about to embark on. In the past few months, though, they've really enjoyed getting to know Mexico. In fact, John says, "I think if we don't leave

Mexico now, we might not ever leave."

One thing about John and Diane's cruising plan that's unique within the fleet is that they eventually plan to explore the waters of Japan. From there, they'll brave the rowdy North Pacific latitudes in order to bring *Konami* home to Portland.

Speakeasy — Manta 42 Cat
Mark & Deanna Roozendaal
Victoria, BC

Reflecting on how she ended up about to set sail for the Marquesas, Deanna had to laugh. "When we first met he said, 'I'm going to sail the world.' And I said, 'Okay honey, you do that.'" She had no interest in such an ambitious adventure at the time. But 10 years ago they did the Baja Ha-Ha together, then crossed to Hawaii and back home to Vancouver Island, and she, too, got the cruising bug.



Canadians on 'Speakeasy'.

"I just loved it!"

Now enjoying what they call their "midlife sabbatical," they're finishing their second season in Mexico. "Cruising here is just so amazing," says Deanna, "and I'm sure we'll come back. But for now we're really excited about heading to the South Pacific."

Sababa — Cascade 36
Tim Jones & Lindsey Kleinrichert
St. Helens, OR

Not only did Tim follow his father's

lead into the field of nuclear contracting, but years ago he got swept up in his dad's long-time dream of cruising under sail. In fact, Tim beat him to it.

"My Dad is actually fitting out his own boat now in Oregon, and plans to sail down to Mexico in the next year or two."

Tim and Lindsey have been "poking around" Mexico since 2010, so they figure, "it's time to see what else is out there. We plan to base the boat in French Polynesia for a couple of years and make occasional trips back home to work."

Whisper — Niagara35
Greg Lakes, Missoula, MT

How did this singlehander from the Big Sky State get into sailing? "Actually, my son wanted to learn, so we got into it together," explains Greg.



Greg of 'Whisper'.

His dream of bluewater cruising to far-flung places was kindled while lake sailing far from any ocean: "When I used to daysail back in Montana, I always dreamed that I was sailing somewhere more exotic."

He's spent the last two years cruising Mexico, and now, as he heads off to the Marquesas, we have to believe that his sailor son is more than a little envious.

Carola — Young Sun 35
Cliff Smith & Mary Ann Paulazzo
Richmond, CA

Cliff, who grew up sailing, has been eager to make a trip like this for years, but Mary is still warming up to the challenges of such an adventure. "He's dragging me along. I keep on telling him



The happy 'Carola' crew.

'I'll follow you as far as I can,' and so far

THE RISKS & REWARDS

I've loved everything."

Reasoning that, "If I'm going to be a partner I'm going to have to know my stuff," she took a series of classes on San Francisco Bay before they headed south — training that will undoubtedly pay off.

Wave Dancer — Transpac 49
Vladimir Madorsky & Galina Palace
San Diego, CA

"Vee are not your typical cruisers," says Russian-born Vladimir." He and Galina immigrated to the US from the USSR in the late '80s, and "worked our way up the corporate ladder, then a couple of years ago we got out of the rat race, bought this boat, and got rid of all our earthly possessions." As Galina puts it, "So far we've had three lives: one in Russia, one in the US and one on the boat." Their cruising plans are open-ended.



The 'Wave Dancer' crew.

Impulsive — Outbound 44
Morris & Debbie Adams
Seattle, WA

"We've been planning this trip for more than 15 years," says Debbie. "Yeah," adds Morris, "we're two engineers, so she's got spreadsheets of everything all planned out."



Being 'Impulsive'.

In 2015 they joined the fledgling Coho Ho Ho rally (a feeder event for the Baja Ha-Ha, although not officially affiliated), then the Ha-Ha itself. Now they're thrilled to be heading west — especially to leisurely revisit many of the dive sites they've sampled in the past during a series of quickie dive trips.

"The plan is to spend five years in the South Pacific," says Debbie. "Maybe we'll come back and maybe we won't."

Idlewild — Reyse Marine 57
Tex & Grete Fimrite, Vancouver, BC
 Although *Idlewild* is probably the only



Captain Tex and his 'Idlewild' crew.

powerboat in this year's fleet, Captain Tex assures us that this custom aluminum hull does carry a steadying sail or two. And she's already completed a navigational challenge that no other PPJ boat would attempt: In 2005 she transited the Northwest Passage — back before it was relatively easy to do so. Current crewman Brad Gray was on that trip, and recalls that *Idlewild* was only the 103rd boat to make it through.

Back in 1999, Tex did a previous SoPac voyage, but that time Grete only flew out to join him in exotic places such as Vanuatu and Tuvalu. This time, she's committed to the whole package.

Velic — Jason 35
Randy & Ruth Webster, Portland, OR

Ruth and Randy met by chance while crewing on a race boat and found they had a lot in common — such as a desire to circumnavigate. "In 2010 we did our shakedown cruise to Hawaii and back, doublehanded, and decided, yup that's what we wanted to do," recalls Ruth.



'Velic' may circumnavigate.

Randy has had a fascination with boats and offshore sailing since he was a kid, growing up in the Philippines. "I spent my free time swimming off the beach, sailing small boats, and paddling outrigger canoes called *boncas*, and I've always wanted to get back to that. At the time, Robin Lee Graham was sailing *Dove* around the world and I read all his stories in *National Geographic*."

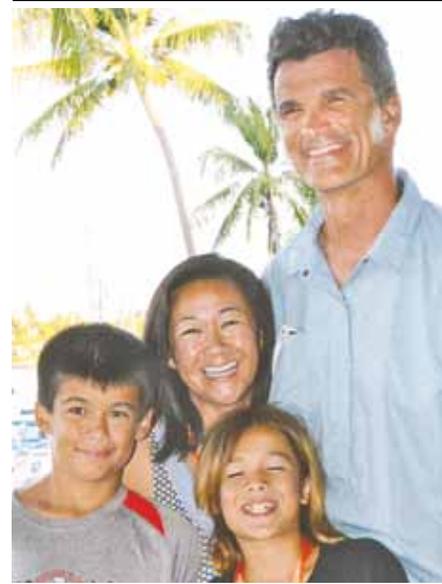
The couple's "loose plan" is to circumnavigate via South Africa

— a portion of the trip they are really looking forward to.

Enough — Lapworth 50
The Ashton family, Alameda, CA

"Enough what?" we asked. "Working?" "Actually, yes," replied Geoff. "I've already lived and worked in Tahiti as well as many other exotic places around the world. But I wasn't able to spend time with the family. So now it's their turn."

Miriam adds, "We want to see as much as we can see while the kids are still with us." Their son Horatio is now 10 and Noah is 9.



It's family time on 'Enough'.

The family boat is probably the oldest in the fleet, but also one of the most soulful. They bought the classic woodie three years ago, after she'd been completely rebuilt. "She's essentially a brand-new boat," says Geoff with pride.



PACIFIC PUDDLE JUMP PROFILES, PT I

Editor's note: For whatever reason, nearly a dozen Puddle Jumpers are heading west from La Paz this year — which is rare. The following are profiles from that group.

Talion — Gulfstar 50

Patsy Verhoeven, Portland / La Paz

Originally from Oregon, Patsy, aka 'Le Reina del Mar', is well-known to most *Latitude* readers as she's done the Baja Ha-Ha nine times (winning her class each time), and her antics and insights are often written up in the magazine.



Cap'n Patsy.

She's called La Paz home for nearly a decade, during which time she became close to Paul Whitehouse and Simone Wood of the ketch *Tabasco II*, who died tragically during Hurricane Odile in 2014. The couple's longtime dream of cruising the South Pacific is partly responsible for Patsy and other La Paz cruisers heading west this year. But believe it or not, Patsy plans to circle back to California in time for the 2016 Ha-Ha next October.

Cinnabar — Schumacher 52

Tom Condy & Sylvia Seaberg San Francisco, CA

During his years working as a scuba instructor, Tom used to lead trips to exotic places that featured pristine diving. "We remember seeing anchored cruising boats in Vanuatu, Fiji, the Solomon Islands, Papua New Guinea and elsewhere," recalls Cynthia, "and wondering what such an unusual lifestyle would be like." They now know the answer to that question.

With a game plan that includes two seasons in French Polynesia and an eventual cruise to New Zealand, we suspect they'll revisit some of those exotic dive spots, in addition to places where they can practice their other sporting passions: kiting and surfing. Longtime sailing buddy Bruce Ladd will crew on the crossing.

Scoots — Able Apogee 50

Eric & Vandy Shrader San Francisco, CA

Like most cruisers, Eric and Vandy like to keep their plans loose, rather than scripting their next moves way in advance. But last

fall, after a year and a half cruising Mexico, they decided it was "time for a change of scenery," so they decided to head west into the Pacific. What islands they'll visit and how long they'll stay are completely open questions at this point.



Eric & Vandy of 'Scoots'.

Avatar — Kelly Peterson 44

Shelly Ward & Mike Rickman Whitestone, VA

Expat friends of Mike and Shelly must be shocked that they are heading west to new adventures, as he's lived in La Paz for 25 years, and she for 11.

But evidently the idea of doing this has been on their minds for a very long time. Shelly recalls, "When I passed on an offer from Club Med to work on Bora Bora in 1988, I made a promise to myself that someday I would sail my own boat there instead. Finally, 28 years later, it is happening!"

Mike traces his South Pacific ambitions back even farther. He still remembers watching mind-expanding episodes of James Michener's TV series *Adventures in Paradise* in the early '60s.

"We have both done passages with other people on other boats," explains Shelly. "Now the adventure is on us!" They expect to be out roughly five years.

An abnormally large group is leaving from La Paz this year. Pictured are crew from 'Talion', 'Avatar', 'Jade', 'Huzzah', 'Cinnabar', 'Koza', 'Compañera', 'Morning Light' and 'Sovage'.



Huzzah — Jeanneau 46

Gerry Gilbert, Gig Harbor, WA

There's an old saying that "Nothing goes to windward like a 747." The same can be said for going downwind, and that's how Gerry's wife Jody will get to the Marquesas, after he and his sailing buds, Ken Slattery and Fred Morrison complete the crossing.

Because the couple has been greatly anticipating interisland cruising through the archipelagos of French Polynesia, they secured one-year Long Stay Visas prior to departure.

Gerry credits at least part of his inspiration for making this trip to members of his family's YC, who told tales of SoPac voyaging when he was a kid. "It took me 40 years to get the college-and-career thing done," he says, "but I have been planning this for the last 15 years!"

Compañera — Tartan 3800

Joel Sorum, Vallejo, CA

From his youth in North Dakota, Joel still has vivid memories: "During the endless, bitterly cold prairie winters, I dreamed of far-off places, palm trees and warm, sparkling ocean water."

When he finally got to the West Coast and glimpsed the blue Pacific, it "started a love affair with sailing and the sea that still nourishes my soul." He's been sailing ever since between Mexico and Alaska, and claims that "the South Pacific has always beckoned." But it wasn't until he met Laura Ashton two years ago that he had a partner who was equally willing to make the leap. Now, as they head west, he says, "Our cruising plans are written in sand on an incoming tide." Joel's son Bob will crew to the Marquesas.

As you can see, there's no shortage of risk-takers in this group — and so far you've met only a fraction of the entire 2016 Pacific Puddle Jump fleet — 170 boats are currently registered.

In our second installment of profiles next month we'll introduce you to the wildly international group leaving from Panama. We say "Bon voyage!" to all of them.

— **latitude/andy**

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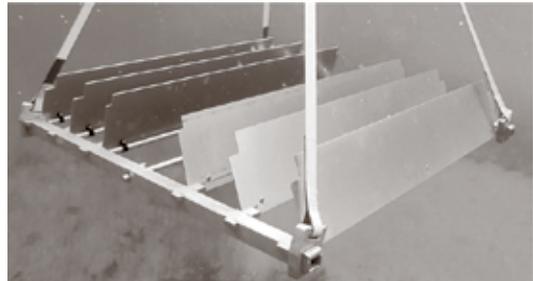


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COPA FMV —

Race crews described setting spinners at the start, fabulous sailing conditions, sparkling seas by day and a fluorescent full moon at night, spectacular scenery, perfect weather, epic racing, trading jibes with competitors all the way down the coast — what could be finer?

All this bliss was occasioned by the first event in the first-ever FMV Cup, which started on February 19-20 north of the border when the biennial Puerto Vallarta Race sailed south out of San Diego Bay destined for sunny Mexico.

'FMV' stands for Federacion Mexicana de Vela (Mexican Sailing Federation), and the larger event collects together

"A moon so bright we never had to use flashlights."

four major regattas: the PV Race; the WesMex for Optimists, Lasers, 420s and windsurfers on February 26-28; MEX-ORC (Mexican Ocean Racing Circuit), in which PV Race entries from California competed alongside Mexican teams on February 28-March 4; the Banderas Bay Regatta, which offered racing for cruisers on March 10-12; and the Laser Worlds and Laser Masters Worlds, with racing in various categories taking up most of April and May. By the end of May, the FMV Cup will have put upward of 2,000 boats on the water.

In San Diego, the crew of J/World's 'Hula Girl' prepares to cast off for warmer waters. Left to right: Paul Martson, Patrick Farrell, Wayne Zittel, Bill Leone, Chris Tibbe, Stacy Riggs, Dixon Duffett and, behind the boom, Rafael Yamin.



J/WORLD'S HULA GIRL

Conditions for the PV Race were such that Bill Turpin's 2010 monohull record of 80.87 hours, set on his R/P 77 *Akela*, was endangered.

"Before the race started, we knew that breaking the record would be hard, as we weren't going to have much wind during the last 300 miles," said Manouch Moshayedi, owner of the Bakewell-White *Rio100*, which raced in Division 1.

"When we were below Cabo, the wind shut off, and from that point on it was mostly 4-10 knots. Within five miles of the finish the wind was only staying at 3-6 knots. We were actually still crossing our fingers before the finish, and of course once we crossed the finish line and the beer was delivered to the boat by the racing committee the mood was very celebratory."

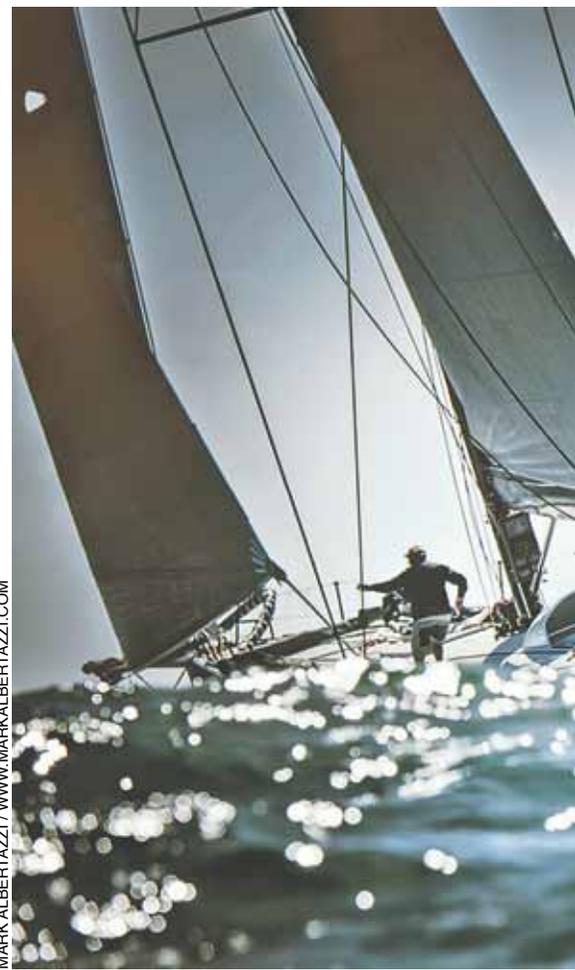
Rio100 had completed the course in 77.7 hours (3 days, 5 hours, 42 minutes and 43 seconds). The record-breaking crew consisted of Manouch and his son Sebastian Moshayedi, Richard Bardwell, Gavin Brady, Chris Branning, Alistair Campbell, Andrew Coates, Morgan Cox, Justin Ferris, Morgan Gutenkunst, William Jenkins, Keith Kilpatrick, Peter Kinney, Ryan Lynch, Jeff Messano, Mike Van Dyke, Greg Weeger and Tyler Wolk.

H.L. Enloe's ORMA 60 trimaran *Mighty Merloe* was actually the first boat to finish the regatta, on the morning of Tuesday, February 23. "No other multi-hulls raced this year," reports crewmember Matt Noble of Richmond. "We keep hoping others will come out to play. The start is always a fun one. We hit 34 knots

leaving San Diego Bay! We had two days of running in 18-24 knots of wind to where we parked it off Cabo. We were far off the record, but it was still worth a shot."

Noble said that Enloe has always been able to put together a good, strong group of people to race the boat. "On a beast like that, crew work is extremely important."

Keith Magnusen of Ullman Sails Newport



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Beach sailed in Division 4 aboard *Viggo Torbenson's J/125 Timeshaver*. "The forecast was initially giving our navigator much distress," said Magnussen. "Was it going to be windy? Not windy? Really windy? No one really had a firm grip on what Mother Nature would bring us; all I knew was that I was sailing 1,000 miles south regardless of the conditions. It seems that this mindset helps me function at a higher level when the race finally does start."

"One thousand miles can appear like a long trek, unless you are on a J/125 with some good breeze. Our first three days consisted of just that. A couple of guys new to the boat were used to a Santa Cruz 50, and their eyes lit up as the boat took off in 20+ knots of wind. By the end of the first day we were into our 4A planing spinnaker, which means we were having fun."

Timeshaver led the charge until the dreaded turn around the tip of Baja California. "This was actually one of my favorite parts of the journey, even though we ended up getting passed. We decided to skirt Cabo San Lucas closely, and by close I mean we were in the bay dodging pangas and parasailing tourists! The

RACING SOUTH OF THE BORDER



'Rio100' sails away from San Diego on the sparkling Pacific Ocean at the February 20 start of the Puerto Vallarta Race.

view was spectacular as we glided across the bay and jibed away only to get stuck in some light air."

Jeff Thorpe, a sailmaker with Quantum in Point Richmond, served as navigator aboard the Balboa YC-flagged SC50 *Horizon* and said that this year's PV Race featured one of the best races down the Baja Coast he has ever had. He describes "wind of 15-24 knots, warm air, and a full moon so bright we never had to use flashlights on deck."

In the first 800 miles, Dave MacEwan, owner of the Santa Cruz 52 *Lucky Duck*, saw windspeeds as high as 28 knots. "It was mostly low 20s. The boat's just flying, hitting low-20s boatspeed and at times even mid-20s. It just kept going and going, and there were some nice wind shifts; we'd jibe on them, then see that *Horizon* had jibed on the same shift. They didn't miss a shift and neither did we."

"It was dinner-time and we were about a half-mile to leeward of *Lucky Duck*," said Thorpe. "I was getting itchy to jibe, so I called over to *Lucky Duck* on the VHF, and the owner, Dave, picked up the call. I said, 'How's it going over there? What are your intentions, as we

would like to jibe soon?' Dave came back with, 'Well we just opened a bottle of Pinot with dinner so it will be an hour till we think about it.' We sailed side by side until we finally made the choice to jibe away around 1 a.m. or so."

"It was pretty funny," said MacEwan. "We're out there way offshore and Jeff calls us up on the VHF and says, 'Is this what we're going to do all the way, because we've just been kind of trading jibes the whole way down the coast.' To have somebody call me in the middle of the race — I've never heard that before."

On the last night, the two boats separated. "We made our split for Cabo and they stayed outside," said Thorpe. "That was a hard call to make, as they owed us time and sticking with them would have been the

safe bet."

"As you're approaching Cabo, you have to turn left a little bit and get in behind Cabo to get to PV, and it goes really light in there," explained MacEwan. "You get into the wind shadow of the whole peninsula. We'd been sailing really well against each other, but we owe them time, so we had to split from them at some point, because, just sailing next to them, we weren't going to beat them. They went in a little closer to shore, and we looked at our routing and it showed a little better wind on the outside, so we took the outside route. It looked like it was paying pretty well and then they got across the wind shadow faster and got into some breeze, so it turned out well for them. Then the wind got really light, so the distance they gained on us got magnified in that lighter breeze."

"I made the bold call to use a strategy from NASCAR racing," said Thorpe. "When there is a major crash your best bet is to aim right for it and don't slow down, the theory being that by the time you drive through it the carnage will be gone. With all the GRIB files showing the big hole moving all around and routing us as much as 100 miles south of Cabo, I decided to employ this strategy with our arrival to the shore during the afternoon for the thermal on the beach developing. When I told the crew of this strategy I got some strange looks."

Horizon won the division — and the whole regatta overall on corrected time. Thorpe credits Stan Gibbs, Len Bose and owner John Schulze with putting together a great team. "In ocean racing, chemistry is key, and we had a great time sailing together." Racing aboard *Horizon* were Schulze, Bose, Gibbs, Thorpe, John Busch, Craig Chamberlain, Gunnar

The SC50 'Horizon' and the SC52 'Lucky Duck' sail past Point Loma on their way to Puerto Vallarta on February 19.





DEL OLSEN

The 'Deception' crew at the finish of the PV Race, left to right: Jasper Van Vliet, Randall Landaiche, Steven Ashley, Charlie Stuart, Del Olsen, Randall R. Raisicott ('R3'), Hans Opsahl and Mike Arraji.

Torre and Grant Wooden.

Another key to their success was "being patient and not trying to lose any miles early in the race. That has been the factor in other races as once you get behind early you tend to take bigger risks farther down the track. The other thing we really focused on was sailing the least amount of miles for the race. We ended up sailing 1,190 miles, which was the shortest distance sailed by any boat. Second place *Pyewacket* sailed 1,196.

Thorpe also cited being prepared to make the most of good luck. "Not taking too many risks allows you to be in position to take advantage if and when the luck comes your way. In this case our luck was being able to finish an hour before the wind died at Punta Mita,

where *Pyewacket* was not as fortunate as we were with the wind coming into the finish."

"The PV Race was terrific this year because there was a Santa Cruz division consisting of four SC50s and two SC52s," said Bill Helvestine, owner of the Richmond-based SC50 *Deception*. "This is our second time doing the PV Race followed by MEXORC. We held a good position throughout the race, then sailed into a wind hole that allowed the SC50 *Hana Ho* to overtake us and place third over our fourth on corrected time."

Helvestine reports that several boats, including *Deception*, blew out spinnakers. "We were glad to acquire a nearly-new 2A from *Hana Ho* when we reached the dock at Puerto Vallarta, so we had a full sail inventory for MEXORC." Mark Dowdy's SFYC-based *Hana Ho* didn't sail in MEXORC.

But Helvestine sat out the race down the coast, instead meeting the boat in

The 'Lucky Duck' crew show off their ducky tats at the PV Race awards ceremony at the Hotel Velas Vallarta. Left to right: Dave MacEwen, John Hansen, Karl Grunewald, James Clappier, and Robin Jeffers. Pete McCormick, Brendan Bradley and Craig Fletcher missed the picture.



LUCKY DUCK

PV and joining the crew for MEXORC. Jasper Van Vliet of Mill Valley explains: "Bill decided he prefers the inshore stuff more than the offshore stuff. When Bill was helping deliver the boat down to San Diego for the PV Race he offered his spot to Randall Landaiche. We were all quite flabbergasted and tried to convince him to join us. Randall was a great addition to the team though."

For three days, the *Deception* crew could see one or more SC50s on the horizon somewhere. "That is for sure the funnest part," said Van Vliet. "Even though we don't all rate the same, we are close enough that it's exciting. For an entire night we were behind *Hula Girl*. That made it very easy driving for some of the greener crew. Just follow that light.

"Hans Opsahl, our naviguesser, got us through the feared hole at Cabo with only about four hours of light winds. Our hopes fell apart completely about 20 miles from the finish though." The wind had shut down completely.

"After taking eight hours to go one mile, we were only able to finish once the afternoon thermal filled in. Floating around there we saw a seagull standing on the water and joked that he was standing on a turtle. In fact when we got close we saw that was actually true.

"Bill was waiting at the dock when we arrived and was ever so proud of us. We felt we had pushed the boat as hard as we could and left it all out there. So despite our fourth we felt like winners."

Stacy Riggs of Moraga raced to PV aboard the SC50 *Hula Girl*, which is operated by the J/World sailing school. The crew consisted of four instructors and four students.

"I have been obsessed with ocean racing since my buddy, Greg Hoff, was asked to crew on the Farr 36 *Sweet Okole* for the 2014 Pacific Cup," said Riggs. "I followed them on Yellow Brick. The thought of sailing to Hawaii sounded magical. When Greg returned I pumped him with a million questions. The one thing he said that resonated was that ocean racing is not Disneyland. It is a lot of hard work, exhausting, and not for everyone. I had only been sailing on San Francisco Bay for about four years and buoy racing solidly for a little more than a year. I had only been out the Gate a couple of times. Did I really have what it takes for a race to Hawaii? So the race to PV seemed to be a good way to learn about this ocean-racing thing. It was half the distance to Hawaii and would be

RACING SOUTH OF THE BORDER

around five days of sailing. A good test." Her husband is not a sailor and she knew he would feel better if she was hugging the coast rather than out in the middle of the Pacific for two weeks.

"Everything Greg said has been right. Keeping the SC50 moving takes a lot of work. I was on the bow for the start and could barely get the #1 jib down after setting the 1A spinnaker. It was crazy-heavy. I started feeling new muscles after we did our spinnaker peel to the 2A, just after passing the Coronados. I did my first spinnaker peel hanging off the bow with the spike in my hand ready to open the tack. After the peel we passed *Hana Ho* and were in hot pursuit of *Lucky Duck*.

"I had an evening watch on Day 1 and had my first try at the helm. It was really hard to keep her straight with the swells and no reference point in the horizon. I hit 13 knots SOG which was a personal best. As the wind increased, the instructors decided to drive, as we didn't need any broaches. I really have a lot of respect for drivers in the open sea."

Hula Girl's watch schedules consisted of three hours on and four hours off. Riggs said it took a couple of days, but she got the hang of sleeping in short bursts.

On the second day, she was typing her blog on her iPad at the nav station when she became nauseated. "I now know I am

not immune to seasickness. My head was over the rail in the early evening, and the guys covered my two night shifts so I could sleep it off. I was awoken when the boat headed up, then held, then headed up some more and then there was a lot of scrambling on deck. We broached and our beautiful 2A kite had one tape left. I later heard our highest windspeed was 28.7."

On the third evening, the *Hula Girl* crew saw a sailboat heading their way. "We just passed behind *Foil* (a Farr 40) to stay out of the way of a tanker heading north. It is a weird feeling to see so many boats out in the middle of the ocean, especially at night."

PUERTO VALLARTA RACE, SDYC, 2/19-27

DIVISION 1 — 1) **Aszhou**, R/P 63, Steve Meheen, Waikiki YC; 2) **Peligroso**, Kernan 70, Lorenzo Berho, Club Izar de Valle de Bravo; 3) **Vincitore**, R/P 52, Ricardo Brockmann, Acapulco YC. (5 boats)

DIVISION 2 — 1) **Pywackett**, Andrews 70, Roy Disney, Waikiki YC; 2) **Runaway**, Andrews 70, Hector Velarde, Waikiki YC; 3) **Grand Illusion**, SC70, James McDowell, Waikiki YC. (5 boats)

Fierce competition among schooling small fry at the WesMex Regatta in late February.

DIVISION 3 — 1) **Horizon**, SC50, John Schulze, Balboa YC; 2) **Lucky Duck**, SC52, Dave MacEwan, StFYC; 3) **Hana Ho**, SC50, Mark Dowdy, SFYC. (6 boats)

DIVISION 4 — 1) **Blue Blazes**, R/P 50, Dennis Pennell, SDYC; 2) **Timeshaver**, J/125, Viggo Torbenson, Dana Point YC; 3) **Foil**, Farr 40, Gordon Leon, Cabrillo Beach YC. (4 boats)

Full results at www.pvrace.com

MEXORC followed the day after the PV Race awards. "The J/125 was put together with three Farr 40s and two SCs," said *Timeshaver's* Keith Magnussen. "Racing was split between windward/leewards and random-leg courses, giving all the boats a chance to sail in their best conditions."

Magnussen said that, after finishing fifth in the first race and first in the next four, the J/125 really shone in the random-leg races. "In the pursuit race, we marched to a victory well ahead of the



LATITUDE / ANDY

Below: The Seattle-based 'Mabrouka' in the scenic Banderas Bay Regatta. Right, top: Ben and Lucie Mewes' Richmond-based Van de Stadt 41 'Georgia' placed second in the Cruisers Under 42-ft division at BBR. Ben and Lucie doublehanded day 1, Ben singlehanded the long course to Puerto Vallarta, and on Saturday Ben enlisted singlehander Jeanne Socrates, plus a young fellow named Michael. Bottom: the Meweses and Jeanne Socrates at the awards party. See www.banderasbayregatta.com.



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RACING SOUTH OF THE BORDER

nearest boats. It was a crucial spinnaker change from the 2A to the 5A that helped us cross the finish line at 16 knots of boatspeed while most of our competitors jib-reached the final few miles. It's a good feeling to see TP52s, SC50s and a plethora of other yachts behind you at the finish.

"The same scenario happened in the second random-leg race. We ended up clinching first place with one day to spare. It was a great relief, and we sailed the final day with a sense of ease."

"After a week of intensive sailing," said *Deception's* Jasper Van Vliet, "the quality of the teamwork and the individual skills take such a jump that the boat breaks through to a level we wouldn't otherwise reach.

"The highlight of MEXORC was on the last day when we were able to get a cross on *Horizon*. They had been coaching us all week and it really helped." With Jeff Thorpe as tactician, *Horizon* finished second in Class 2 after eight races.

"Sailing MEXORC is a wonderfully exceptional experience," said Helvestine. "There are six days of racing in the tropical waters of Banderas Bay — warm



ROCÍO RIVERA / MEXORC

Left to right: 'Horizon', the Farr 40 'Gladiator' and 'Timeshaver' in tight formation at MEXORC.

water, no foulies, no PFDs, swimming off the boat on the way back to the harbor, and then endless margaritas and dinners ashore in the evening. I highly recommend this event for any Bay Area sailors."

For results and more from MEXORC, see www.mexorc.net.

"Then of course, there's the seemingly endless delivery home," said Helvestine. "Our deal on *Deception* is that any crew who does the PV or MEXORC races has to volunteer for at least one of the delivery legs."

"We had a wild crossing to Cabo, dealing with squalls like you would see in Hawaii or the Caribbean," said Van Vliet. Helvestine said they caught some tuna along the way and enjoyed a few days off in Cabo waiting for a weather window to open for the Baja Bash. "As I write this, *Deception* sits in Ensenada awaiting the next delivery leg through San Diego to Santa Barbara — sort of a Channel Islands cruise if the weather holds."

The FMV Cup will conclude this month and next with Mundial de Laser — the Laser Worlds and Masters Worlds for men and women sailing Radials and standard rigs. See www.laserworlds2016.org for more about that; www.fmvcup.mx is the one-stop shop for the FMV Cup.

— **latitude** /chris

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Photo by Robbie Gabriel

Overall Winner 2012 Singlehanded TransPac

Jim Quanci, after placing 1st Overall in the 2012 Singlehanded TransPac in his Cal 40 *Green Buffalo* says:

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WORK A LITTLE —

Ever since we first got to know Heidy Gross seven years ago, we've thought of her as a standout compared to most other young sailors we meet — not only because she is cover-girl cute, but because she seems to possess an upbeat attitude that is infectious and a can-do self-reliance that seems rare within her generation.

Now 34, she's created a commuter-cruising lifestyle that will probably make you envious, but may also inspire you to follow her lead. Having pursued a game plan that she conceived six years ago, she's currently based in La Paz, Mexico — 'gateway' to the Sea of Cortez — living aboard her Horizon Nemo 39 *Que Sera* with boyfriend Sean Hall, 25. They're enjoying the laid-back cruiser lifestyle that most would-be cruisers don't get to experience until they're in their 50s or 60s — if ever. Once every three months she commutes back to California to work as a flight attendant for two weeks — her employer's minimum — from which she earns just enough money to support a spartan yet (usually) joyful lifestyle.

We were pleased to learn that the first step in evolving her work-'n'-cruise lifestyle was signing up for *Latitude 38's* free online Crew List. In late summer 2009 Heidy bought her first boat, a Cal 25. Shortly afterward a friend suggested she try to find a ride on the Baja Ha-Ha in order to get some offshore experience and sample the cruising life. Although she'd grown up in Florida in a sailing family, she'd never really done any cruising before. "So I went online and found a ride through the Crew List aboard Steve Pruitt's Dreadnaught 32 *Joya*. A month later I was sailing in Mexico."

Everything went well on the first leg of the rally, but after arriving at the Turtle

Bay rest stop, Steve actually encouraged her to jump ship, saying, "I think you'll have a lot more fun if you join *Broken Compass*," a Seawolf 41 run by handsome twin brothers Chad and Bret van Roden.



Heidy Gross is living what many sailors would consider a dream lifestyle. But she's worked very hard to make her dream a reality.

When she got home from that adventure she wrote to us: "After spending 12 days crewing from San Diego to Cabo and losing myself in my newfound love for the ocean, I could not get myself to go back to work!"

It was then that she hatched the game plan that's now become a reality: 1) Save money and buy a good cruising boat, 2) find a partner to cruise with, then 3) continue working as a SkyWest Airlines flight attendant, while commuting back and forth to Mexico.

It took six years to actualize that plan, **A certified yoga instructor, Heidy considers the Sea of Cortez the perfect backdrop for practicing her spiritual art.**

during which she's owned four boats, each one progressively more appropriate to her goals.

In 2011 she showed up at the Baja Ha-Ha Costume Kickoff Party in San Diego with her seabag packed, hoping to find a ride spontaneously. Before she even got into the party, she'd found one — and not just because of her good looks. She met another flight attendant in the entry line who was thrilled with the idea of having another girl aboard Joe Pfeifle's Beneteau 423 *Set Me Free*.

No doubt Heidy's most rewarding Baja cruise thus far, though, was last fall when she skippered her own boat in the Ha-Ha, although she quickly found out that the role of captain comes with *mucho* responsibility and occasional stress. "I have to admit, it was actually more fun being a carefree crew than captain."

"These days you'll find her and Sean either hangin' in La Paz or playing in nearby anchorages. In addition to Heidy's tightly budgeted salary, they sometimes get above-board crewing gigs on local charter boats, and Sean occasionally finds delivery gigs or swaps his mechanical expertise with other cruisers



ALL PHOTOS COURTESY HEIDY GROSS

CRUISE A LOT



Looking undeniably cruisy with her tanbark sails, 'Que Sera' is a well-equipped cruiser that Cap'n Heidi is proud to own.

for something the young couple needs. Sean was a "motorcycle guy" when Heidi met him three years ago. He didn't know a thing about sailing, but he was a quick study and now, she says, "He's even more into it than I am."

Heidi explains, "My favorite part of

this new lifestyle in Mexico is that nobody has a schedule. So you can go over to a friend's boat at 4 in the afternoon and say, 'Hey, do you want to come over for dinner tonight?' And they'll say, 'Sure, what time?' 'Six o'clock?' 'Sure,' they'll say. That never happens in L.A. or other places I've lived. There, it's always, 'Let me check my schedule,' or 'I need 24 hours' notice,' or 'Maybe next week.' You can never, ever get together with friends on the spur of the moment. But here, I'll ask a neighbor, 'Hey, you want to go for a sail today? It looks like a great day.' They say, 'Sure.' And while we're pulling out one of our other friends sees us and yells, 'Where are you going?' 'Out to Balandra.' The next thing we know he's pulling off the dock to join us. It seems like everyone here is ready to toss the dock lines at any moment and do anything fun because no one has a schedule. It's wonderful!

"At night we sit around and play dominos or cards and have a great time. I don't think my friends at home even know how to play cards anymore. It's sort of become a lost form of entertainment. Instead, everybody sits around watching TV at night. Or I'll go to a friend's house for dinner and everyone's sitting around the table messing with their cellphones. There's no personal interaction. So here, to just hang out and laugh, play games, and make new friends has been awesome for me."

You probably won't be surprised to learn that she and Sean have had a nearly constant stream of friends coming down to visit ever since they established La Paz as their base.



Having bought *Que Sera* in 2012, Heidi has spent countless hours upgrading her and keeping up with general maintenance — a process that never ends, as every seasoned sailor knows.

"Just when

I think I'm at the end of the checklist, 20 more things appear. It's always something; the list is constant, and the lifestyle isn't always easy. Honestly, some days I want to sell the boat, but then I remind myself to take it one day at a time, and that I've got nothing better to do than work on the boat, so it's not a big deal. I guess it's all just part of the yin and the yang of sailing — the highs and lows. Ultimately, it's worth it."

What's her idea of a high point? "Like when you're anchored out at Bahia San Francisco and you wake up in the morning with the water glassy calm, and you can see dozens of fish swimming around beneath the boat, it's just totally worth it — magical."



The fearless skipper prepares to conquer the deep — or perhaps just go hang out with her sea lion friends in the Sea of Cortez.

"Then there are times when the boat is on the hard and you realize it's going to cost you three times more than you thought. That drives you crazy."

During her transition from care-free crew member to a captain who's ultimately responsible for everything, Heidi has come a long way toward self-sufficiency. "I've become capable of fixing anything on my boat, so I just have to summon up the energy and the right attitude to fix it — and remember the good days.

"I wasn't always confident about

WORK A LITTLE —

mechanical things, but I've definitely become mechanically inclined," she explains. Taking a comprehensive three-day diesel engine course in Alameda before heading south was a real confidence-booster. "Before that, when I'd look at the engine, I'd think, 'Can it hurt me? Can it shock me? Am I going to break it?' But once I'd seen a similar engine taken apart, and had done simple things like changing the oil, I became much more confident. Now I'm not afraid of making repairs, even if I didn't learn how to do them in class. I've got a repair manual, and I can read," she laughs. "If you can read, you can fix your engine." It doesn't hurt that she's got an ace in the hole, so to speak: Her step dad is a boatbuilder and professional captain who, she says, can diagnose and talk her through just about any boat repair over the phone.

"Here in La Paz there's also an amazing network of support — it's like nowhere I've ever seen before. You can find almost anything you need by simply asking on the morning net."

With the Mexican peso valued extremely low these days — 18 to a dollar —



In addition to working on commercial flights, Heidi worked for four years on corporate jets in order to earn money to buy her dream boat.

living south of the border is substantially cheaper than it's been in recent memory. So the timing of Heidi and Sean's adventure was excellent, especially since — not counting side jobs — she is living

on a budget of only "500 pesos a week for food (about \$28) plus 100 pesos a day for 'spending money' (about \$6)." That ain't much. Then again, out in the Sea of Cortez, where there is almost no development, there's hardly anyplace to spend money anyway.

One thing Heidi is known for among her new cruiser friends is leading yoga sessions, usually on some idyllic beach. She became a certified instructor a few years ago and, as you might imagine, she attracts converts of all ages. She enjoys it so much, in fact, that she's teamed up with Baja Expeditions to offer an all-inclusive five-day "sailing yoga retreat" May 18-22 that includes sailing from La Paz to Espiritu Santo, hiking, kayaking, paddleboarding, snorkeling and 'luxury camping' ashore. Twelve guests max (www.namastecharters.com).

Now that she's had a few months to settle into her new lifestyle, we asked what her advice is for would-be cruisers who are preparing to follow her lead. "I'd

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CRUISE A LOT

say most people over-prepare for cruising Mexico. They spend years buying so much stuff for the boat that they're never going to use. My advice is to make a minimal checklist and go with that, because you're always only a flight away from home and you can get everything you need down here, often cheaper than in the States. And there's an unlimited amount of used boat stuff down here also. You've just gotta buy a boat and get down here, then everything will come together that you need for the boat.



Sean was already young, talented and handsome, but to become this girl's partner required learning to sail.

"People think they have to get ev-

erything they need before they leave, but they don't. Everything you could want you'll find at boat swaps — wind generators, dinghy wheels, you name it. And once you're down here, at least you'll be living the cruiser lifestyle while getting your boat ready, instead of being back home, overwhelmed by going to work at your regular job while trying to organize all the demands of fitting out the boat at the same time, so you can someday throw off your dock lines."

At the close of our recent chat with Heidy we asked: "When you were a kid, growing up around the water on Key Largo, did you ever dream of captain- ing your own boat someday?" We were pretty sure the answer would be yes, but she surprised us. "Actually, no. When I was a kid I hated sailing because I used to get seasick. In fact, the smell of diesel would make me sick even at the dock.



Some sailors spend leisure time chillin' in the cockpit, others prefer to attempt handstands on their bow pulpit.

So I swore I would never, ever, ever, ever be a sailor. But I still remember my mom saying, 'Never say never.'" Needless to say, those are words to live by.

— **latitude/andy**



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I might have guessed that Lee Helm was going to show up as our inspector.

This was the required inspection for the race to Hawaii, to make sure all the required gear was on board, and I knew that our boat had some deficiencies.

Unfortunately I was not part of the race crew — just an alternate — which is the worst possible status: I'm invited to all the pre-race work parties and the practice sails, but I probably don't get to sail to Hawaii. It's much better to join a boat as a last-minute replacement. That way you sail the race while missing most of the pre-race work.

But assisting at the inspection is not so bad. It's like a hands-on safety-at-sea seminar, especially if you follow the inspector closely and take in their comments about each item on the required equipment list, and pay attention to their sea stories about how this or that bit of gear either saved the day or contributed to a disaster.

Lee, on the other hand, did not have the sea stories and the instructive anecdotes that you get when an old salt is your inspector. Instead, she was going on about the range of static stability, free surface corrections for slack tanks, and some very careful measurements to see that everything was up to the last crossed T and dotted I of the required equipment list.

"Anchors and rode next!" she said as she turned to a new page of the checklist on her clipboard. "I'd like you to run both rodes out on the dock, so I can measure."

That was exactly what we were afraid of. We knew that we were a couple of feet short on the primary anchor rode, and the rules were clear that the rode had to be a single piece of line. Most inspectors just look at the coil of rope, shrug and say "that looks like about 200 feet" and that's good enough. Not Lee. Out came the tape measure, the fish scale, and the digital calipers.

"Max, you're like, 10 feet short on the rode. One-ninety doesn't do it, gotta be 200 feet."

Below is the modified hull speed formula from Dave Gerr's well-respected reference book 'Propeller Handbook'.

$$SL = \frac{8.26}{DL^{0.311}}$$

SL = speed-length ratio = V / \sqrt{LWL}

DL = displacement-length ratio = $(\text{Disp} / 2240) / (0.01 LWL)^3$

V = speed in knots

Disp = displacement in pounds

LWL = nominal waterline length in feet

"You're including the chain, right?" I asked.

"Yup. Total length has to be 200, all the nylon in one piece."

"Can't we just add a dock line if we have to anchor?"

"Rules say all one piece," she repeated. "And, like, it's not like there isn't a good reason for that. I mean, if you were allowed to assemble the rode from spare spinnaker sheets and stuff, then there's

"When the race starts, we'll be out of time and out of money."

a good chance it wouldn't be available at full length when you need it. 'Continuous' insures that it's dedicated to being an anchor rode, not cannibalized for something else."

Then she measured the length of the anchor chain.

"Ten feet short on the chain length, too," she announced, shaking her head. That's also supposed to be a continuous length of chain, not pieced together."

"You're making this race even more expensive than it already is," moaned the owner.

"Time is money, and money is time," noted one of the crew, quoting from last year's Safety at Sea seminar. "And when the race starts, we'll be out of time and out of money."

"Tell you what I'll do," Lee proposed, in her best used car salesperson style. "Since there's no windlass on this boat, and you'll be raising anchor by hand if you have to use it, I don't mind a shackle in the chain to add the ten feet. Wired closed, that is. I'll also allow a short splice in the rope part of the rode. But it has to be a real splice, nothing you can undo. You do know how to do a short splice in twisted three-strand, right Max?"

"Been years, Lee. But I'm sure I can figure it out again."

"And I'll have to come back to re-inspect before the start. I mean, like, even if I list these as deficiencies to be checked after the finish, you can

be sure they won't take the trouble to lay the rodes out on the dock to measure. You might even be rafted out away from the inspection dock. So I need to measure them at the required length before I give you a pass."

"Damn, she's tough," remarked the owner. "We've been cruising with that anchor and chain for years, and have never dragged."

Meanwhile Lee had been checking the chain size with her digital micrometer. "You're right," she agreed, "the chain is one size bigger than required. But the rule still says it has to be half of LOA to be legal."

"Seems like a dumb rule," I suggested.

"For sure. Especially since you can buy yourself a faster boat with stainless chain that lets you go a size down from what's required for plain old galvanized. And like, the required size of the anchor itself is kind of a joke. It has to be a size recommended by the anchor manufacturer based on LOA and displacement, so of course everyone gets a Fortress aluminum anchor and refers to that selection table they publish, not mentioning that the table is based on use in 'semi-protected' waters."

"How would you re-write the anchor and rode requirements?" I asked.

"Simple. Just have a minimum weight for all the anchors and chain on board, based on a formula. That way, owners could make their own decisions about style of anchor, chain size, chain length, and the playing field would be level because everyone would have to

The Gerr formula after substituting the expressions for speed-length ratio and displacement-length ratio, and solving for speed.

$$V = \frac{1.24 LWL^{1.433}}{\text{Disp}^{0.311}}$$

V = speed in knots

Disp = displacement in pounds

LWL = nominal waterline length in feet



IN FOR A POUND. . .



MAX LEBB

This photos begs the question: "Does one boat really need to carry 19 sails for one downwind race?"

carry the same weight of ground tackle. Then the inspector would simply weigh the anchors and chains, and if the total weight met the minimum, the boat would pass. There would be, like, no advantage to be bought with stainless chain or an ultralight anchor that probably floats."

"I think that was the original intent behind a lot of required equipment for ocean racing back in the day," said the owner. "For your boat to qualify, it had to have a head, a stove, bunks, installed water tanks, and you couldn't take out the cabin table or take off the head door. Those aren't safety items, they're required because they didn't want a boat with a stripped out cabin to have an advantage. It was all about fair competition, not about dictating to sailors how to be safe, although that's what it's become."

"I dunno," I said. "Personally, I'm glad the race organizers require a fully certified liferaft, and an EPIRB, and a Satphone, and a radar reflector, and emergency drinking water."

"I suppose," conceded the owner. "But my ground tackle is proven to be perfectly good as is, and now I have to spend more money on gear that won't make the boat any safer, and I'll be racing against boats that spent even more money on stainless chain and the

absolute minimum size anchor, all for a deadweight advantage."

"But do you really think a few feet of lighter chain is going to make a difference?" I asked.

"You'll finish seven seconds sooner for each pound you can take off," predicted Lee. "Save a hundred pounds, and that's almost 12 minutes."

"But how did you come up with that

number?"

"Hull speed formula," she answered.

"Hull speed is just 1.34 times the square root of the waterline length," I replied. "And a lighter boat would actually have a slightly shorter waterline, so how do you figure that hull speed is faster by seven seconds for each pound taken off?"

"That 1.34 number always seemed kind of arbitrary to me," said the owner. "By that formula my hull speed is nine knots. I know I go a lot faster than that downwind, even when I'm not surfing or planing. We can sustain 12 or 13 in a good blow."

"Well, 1.34 is not an arbitrary number at all," proclaimed Lee. "It's the square root of g over two pi, the same as the speed of a deep-water wave form of wavelength L. Look, in English units, g is about 32.2, so you get square root of the quantity 32.2 over two pi, which is 2.26."

"That's not 1.34," I pointed out.

"Consistent units," Lee answered. "It's 2.26 in feet per second. Divide by 1.6878 to change feet per second to knots, and we get the familiar 1.34. And, like, it works for so-called 'hull speed' because if the wave going the same speed as the boat is longer than the boat, then the bow is going uphill on the back of the so-called bow wave but it's not balanced by the stern going downhill on the face of the so-called stern wave, because the wavelength is too long."

Lee was talking down to us. I could tell from the so-called this and so-called that. She does that when her explana-

For the chain material you wish to use, select the size in a row with LOA and displacement greater than or equal to that of your vessel. For nylon rode, select the diameter in a row with an LOA and displacement greater than or equal to that of your vessel. Where blank, go to the nex higher size.

Max LOA	Max Disp	Proof Coil	BBB Galv	Stainless	BBB SS	Hi Test	SS Wt/10ft	Rode Dia
26	2900	3/16"	3/16"					3/8"
31	5200			3/16"			4	3/8"
34	6700	1/4"	1/4"					7/16"
41	12300	5/16"	5/16"					1/2"
44	14800			1/4"			6	1/2"
46	16900				1/4"			9/16"
48	19000	3/8"				1/4"		9/16"
49	20700		3/8"	5/16"			8	9/16"
54	27200				5/16"			5/8"
57	32300	7/16"				5/16"		5/8"
62	41900	1/2"	1/2"	3/8"	3/8"		14	3/4"
69	56900					3/8"		3/4"
77	82200	5/8"		1/2"			23	7/8"
86	112400				1/2"	1/2"		7/8"
96	156500	3/4"		5/8"			36	Call
106	212600					5/8"		Call
120	302600			3/4"			55	Call
133	411700					3/4"		Call

MAX EBB —

tions are simplified to the point of probably not being technically correct.

"But that doesn't explain the seven seconds per mile," I pointed out.

"For sure. We need to use a more sophisticated hull-speed formula, and Dave Gerr has a good one in his *Propeller Handbook*. The formula is in terms of speed-length ratio, or speed in knots over square root of the waterline length in feet. So like, a boat at the classic 'hull speed' — which you recall is simply the speed of a wave having a crest-to-crest wavelength equal to the waterline length of the boat — is sailing at a speed-length ratio of 1.34. Most boats can do better than that, and the lighter they are, the more they can exceed that so-called hull speed before the power required takes a sharp upward turn.

"Are you saying that everything I've been reading about hull speed is wrong?" asked the novice crew.

For a light boat, especially a light boat with a wide stern and 'a clean run aft,' as they say, then yes, everything you know about hull speed is wrong. Gerr's

formula says that maximum viable speed-length ratio for a displacement hull is 8.26 divided by the displacement-length ratio to the 0.311 power. And for this formula, displacement-length ratio is displacement in long tons of 2240 pounds divided by one one-hundredth of LWL to the third power. That's a cumbersome form. After substituting the expressions for displacement-length ratio and speed-length ratio, and solving for speed, the formula looks like this:

Lee scrawled $V = 1.24 \text{ LWL}^{1.433} / \text{Disp}^{0.311}$ in the margin of her checklist.

"That's completely different from any hull-speed formula I've ever seen," said the owner. "And it makes no sense dimensionally."

"It's empirical," Lee shrugged. "Let's see what we get for your boat."

She produced a small tablet computer from her tool bag. It already had the applicable spreadsheet loaded.

"Nominal waterline is 46.5. We'll use

that, because that's what the formula is based on, even though the actual sailing length is more properly measured to the transom. And displacement is probably, like, 25,000 pounds, by the time you're done with sails, fuel, water, food and all the crew and gear. We get a hull speed of 13 knots. That's what you'll do downwind, with a decent breeze and a big chute, not counting planing and surfing."

The owner was quick with his own smartphone calculator, to check Lee's numbers. "We do go that fast when we're fully powered up on a deep reach," he said. "And if we could sustain it, that speed would get us to Hawaii in only 6.6 days!"

"Right," explained Lee. "You'll spend a lot of time going slower, so take that as the theoretically fastest time for the course. Now let's add one pound of weight, and see how much longer it takes: Speed drops by 0.00016 knots, and you get there seven seconds later."

"I can give away seven seconds," he said. "So I won't leave the spare flashlight

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IN FOR A POUND. . .

batteries home. But how much would I save by going to that high-test stainless steel chain?"

"Both rodes have to have chain equal to half the length of the boat, so we have 52 feet of chain total," Lee said as she consulted a table underneath the checklist on her clipboard. "For a 52-ft boat, galvanized chain has to be half inch, at 14 pounds per foot. The stainless chain can be just 5/16", at eight pounds per foot. You save six pounds per foot, times 52 feet, equals 312 pounds, and that translates to... wait for it... about 36.8 minutes at the finish."

"Lots of Transpacs have been won or lost by a much slimmer margin than that," I noted.

"Okay, forget the anchor chain shackle," sighed the owner. "I guess we need the fancy-schmancy stainless chain."

"How sensitive are the smaller boats to an extra pound of weight?" I asked Lee.

"Like, it gets much worse," she answered. "On the small boats a pound is longer. For a Santa Cruz 27 in the two-handed division, assuming their sailing weight is 4,500 lbs, each extra pound costs a full minute. And like, even though they only save — let's see — 54 pounds by going to the expensive chain, it gets them to the finish line in, uh... 53 minutes sooner."

She entered some more numbers on the tablet. "For a Cal 40 at 18,500, they lose about 16 seconds at the finish for every added pound."

"Lee, shouldn't you be using the actual typical race time to compute this, instead of the theoretical fastest possible time?" asked the owner.

I think he was still hoping for a different answer, so he could justify not replacing all his anchor chain with expensive stainless high-test.

"Two errors sort of, like, cancel each other," Lee explained. "The effect of weight is less at lower speeds. In light air it's more about wetted surface and frictional resistance than hull speed. But slower also means more accumulated lost time, so that makes the answer a larger number. And like, since this is a wild approximation anyway, I think it's just as accurate to keep it simple and use the change in maximum speed over the course distance to estimate time lost due to added weight."

"I'll take your word for it," said the owner. "But you're making me re-think some of the other types of gear I'm bringing."

I could almost see the dotted line that ran from his eyeballs to the big bolt-cutters and the various power tools and spare engine parts he had put out on display in the cockpit, to show the inspector how ready he was to deal with any emergency.

"Never cheat on the small stuff," I reminded him.

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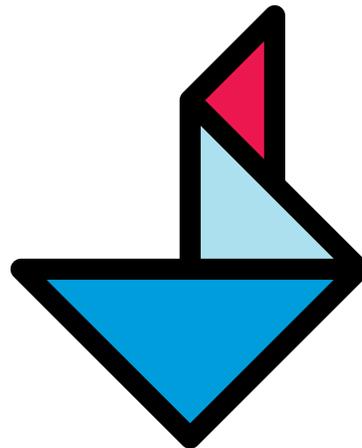
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THE RACING

This month we examine the enduring popularity of **Golden Gate Yacht Club's** favorite regatta. The stormy **Big Daddy Regatta** gave intrepid racers something to talk about, as did SoCal's **Islands Race**. A **Midwinter Notebook** follows, with a collection of reports from a handful of Bay Area clubs. Find results for more **Midwinters** in **Box Scores** this month and next. We finish up with an AC call-out for **all the young dudes**.

The 45th Serving of Seaweed Soup

For the seventh time, Hank Easom and his classic 8-Meter *Yucca* have captured the Manuel Fagundes Seaweed Soup Perpetual Trophy.

Easom, who still operates a boatyard in Sausalito, isn't sure, but he thinks he started racing in the midwinter series at Golden Gate Yacht Club in 1960, the year he built the 32-ft Lapworth-designed *Dasher Serenade*. He won his first GGYC trophy with *Serenade* in 1963. He's had *Yucca* for 52 of her 78 years. "*Yucca* is a pleasure to own," he said.

Easom doesn't see any difference between the series now and in the 1960s. "I've always enjoyed it. You get the south wind, the north wind; it's fluky, fun, different — and very well run all this time."

He believes that the series has held steady in terms of numbers for all these decades — GGYC got 85 entries this year. "It's always had a good turnout."

Easom thinks that the misfortune

years; Peter Shoen, 12 years; Robin and Vicki Sodaro, 15 years; Emmet Yeazell, 12 years; Hans List, 3 years; Brian Moore, 3 years; Leslie Richter, 15 years; Bill Barton, 10 years; Laurence Pulgram, 15 years; Kevin Burrell, 20 years; Ed Lynch, 3 years; and Jerry Rumsey, 52 years — same as Easom himself. "We mostly sail with eight. This is a very loyal bunch of great sailors."

Easom is one of the few folks still racing who remembers the fellow for whom the series is named. "I have a lot of fond memories of Manny. It was an all-volunteer club in those days, and Manny cooked, bartended, took care of a Farallon Clipper, and sailed that. It's always been a working man's club."

— latitude/chris

GGYC MANUEL FAGUNDES SEAWEED SOUP REGATTA (Sr. 1)

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins, 5 points; 2) **Twisted**, Farr 40, Tony Pohl, 6; 3) **California Condor**, Antrim Class 40, Buzz Blackett, 14. (8 boats)

PHRF 2 — 1) **Outsider**, Azzura 310, Greg Nelsen, 7 points; 2) **Gentoo**, Soto 30, Paul Dorsey, 11; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 12. (11 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 4 points; 2) **Hawkeye**, IMX-38, Frank Morrow, 12; 3) **Uno**, Wyliecat 30, Bren Meyer, 13; 4) **Snowy Owl**, Express 37, Jens Jensen, 17. (16 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 5 points; 2) **Shenanigans**, Express 27, Bill Moore, 9; 3) **El Raton**, Express 27, Ray Lotto, 11. (10 boats)

J/88 — 1) **Courageous**, Gary Panariello, 4 points; 2) **Split Water**, David Britt, 10; 3) **M Squared**, Marc McMorris, 11. (5 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 5 points; 2) **All Hail**, Page Van Loben Sels, 11; 3) **Mottley**, Chris Owen, 12. (8 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford,



BOTH PHOTOS LATITUDE / CHRIS

Spread: Closing in on the finish line of March's GGYC midwinter race, the graceful 8-Meter 'Yucca' sails past StFYC's Spring One Design Regatta. **Inset:** After the race, with her crew stacked on the leeward rail giving her a bit of heel, the Farr 52 'Zamazaan' squeezed into the San Francisco Marina between the breakwater and the ever-expanding, dock-busting beach.

7 points; 2) **Kraken**, Risley Sams, 11; 3) **Flyer**, Chris Kelly, 13. (9 boats)

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen, 5 points; 2) **Circlesea**, Tom Haverstock, 8; 3) **Thea**, Chris Herrmann, 10. (6 boats)

Full results at www.ggyc.com

Big Air Big Daddy

Like many regattas in the first half of March, Richmond YC's Big Daddy had to deal with the return of El Niño-driven storm systems, with wind ranging from 20 to 30 knots and gusts as high as the mid-30s. Several skippers chose to protect their gear, boats and crews by staying in. The Wylie Wabbit fleet canceled their appearance in Saturday's buoy races (though Sunday's pursuit race would see their propitious return). Casualties in the fleets that did race included multiple travelers, a vang, a boom and, among Santana 22s, a whisker pole and a rudder. That fleet was further decimated by a damaging collision on Saturday. Torn sails and lines were common on both days.

The most dramatic mishap came during Sunday's pursuit race, in which competitors round Alcatraz and Angel Island in the direction of their choosing. Mark and Anne Thomas's *WildCard* had seven crew lined up, but crews consolidated due to the attrition of available boats, and the Santa Cruz 37 ended up with 11. They were glad they did when their biggest crewmember fell overboard.



No stranger to these pages, Hank Easom of 'Yucca' accepts the Seaweed Soup perpetual and take-home trophies from Golden Gate YC's rear commodore Leslie Iacopi (left) and sailing director Chris Childers.

of the IMX-38 *Hawkeye* contributed to *Yucca's* success this year. "*Hawkeye* got thrown out of one race for barging or they could have won it. We had a good bunch of boats in our class. We did the best we could. We always try to win the trophy."

Aboard *Yucca* this winter were Chuck Mohn, who's been on the crew for 50

LATITUDE / CHRIS



"We played the cone of Alcatraz perfectly," said skipper Jon Stewart. "We were first to Alcatraz, then set a kite at the limiting buoy and just blazed it after the set. Then we flipped in Raccoon Strait. We laid it over in the only jibe in the whole race. My brother Chris had to get on the keel to bring it back up. It took two minutes, then we planed all the way to the finish."

"*Jombo* is named after a mischievous, trouble-making stuffed monkey that went everywhere with my then-little brother Chris," explained Jon. "In Swahili it's spelled with an 'A' (*jambo*) and means 'hello'."

The first Wabbit was followed by a second, *The Bar-ba-loot*, which Andy Hamilton and Guillaume Canivet borrowed from Sarah Deeds and wrangled doublehanded. After the two little 24-ft Wabbits, it was a big-boat day, and, yes, it was agreed

that clockwise was the 'right' way to go around the islands.

— *latitude/chris*

After the clockwise turn around Alcatraz, *WildCard* was running with a spinnaker up. "It was blowing like hell," said Mark Thomas. "We were going nine knots. I heard a big noise, and suddenly we were going 13 knots."

"We were going to do a second jibe, so I was on the cabintop anticipating it," said Bob Carlson. "I felt the boat move, so I started over, spinning my butt on the slick cabintop, but it was just a twitch. The boat stayed down and I was going downhill off the cabintop, which had no handholds, into the wires, which usually stops anybody. However, this time both of my legs went under the bottom wire and into the water. I hung a little on my armpits, but the swift water sucked the rest of me out in a heartbeat. I went under pretty deep, then popped up to see *WildCard* shrinking away at light speed. I was very embarrassed."

A riverboarder, Carlson said the water was 20 degrees warmer than the snow-melt he had been in two weeks earlier. "It felt like a bathtub by comparison. I kind of liked being in the warmth with no wind chill, but I can see how an average person with low-flotation gear could easily aspirate a bunch of water and panic."

Carlson was wearing a whitewater life jacket rated for 35-40 lbs of buoyancy. "Still, I could barely keep my head above the waves. My feet were useless. You have to get your shoes off so that you can point your toes if you want to kick.

If you plan on being hauled in by your lifejacket, you will need crotch straps on the PFD or a built-in harness that goes between your legs. These are standard on swift-water rescue jackets in the whitewater world." (If you're not familiar with whitewater riverboarding, check out this video to see how extreme it can be: <https://vimeo.com/138495028>.)

"Joe Carter, on the bow, got the kite down," said Anne Thomas. "We started the engine, turned around, and got Bob. We had enough people to pull him on. Everybody reacted perfectly. It was textbook, very fast and smooth."

"It took four people to haul me in over the low transom," said Carlson. "I weigh 298, plus my wet gear puts the load over 320. There was no swimstep, however there were swimstep brackets that snagged my jacket and foulies, so people were alternately pulling my PFD over my head or tearing it on the brackets. It was a very quick rescue, which would be the crucial thing for someone not used to immersion or a day with chop and wind blowing the victim off location. Anne is planning to add handles to the cabintop, which probably would have prevented the MOB entirely, as they make jibe-jumping so much easier and safer for the railmeat."

Other clockwise rounders had trouble with their jibes in the big breeze and chop, not the least of which was the Wylie Wabbit *Jombo*.

RYC BIG DADDY REGATTA, 3/12 (3r, 0t)

PHRF A — 1) **Encore**, Sydney 36 CR, Wayne Koide, 4 points; 2) **Swift Ness**, J/111, Nesrin Basoz, 6; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 9. (9 boats)

PHRF B — 1) **Jeannette**, Frers 40, Henry King, 9 points; 2) **Yankee Air Pirate**, Olson 30, Don Newman, 11; 3) **Kiri**, J/35, Bob George, 21. (3 boats)

PHRF C — 1) **Ahi**, Santana 35, Andy Newell, 7 points; 2) **Green Buffalo**, Cal 40, Jim Quanci, 8; 3) **Uno**, Wyliecat 30, Steve Wonne, 13. (7 boats)

SF BAY 30 — 1) **Bay Loon**, J/29, Grant Harless, 6 points; 2) **Rhapsody**, Pearson 32, Chris

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

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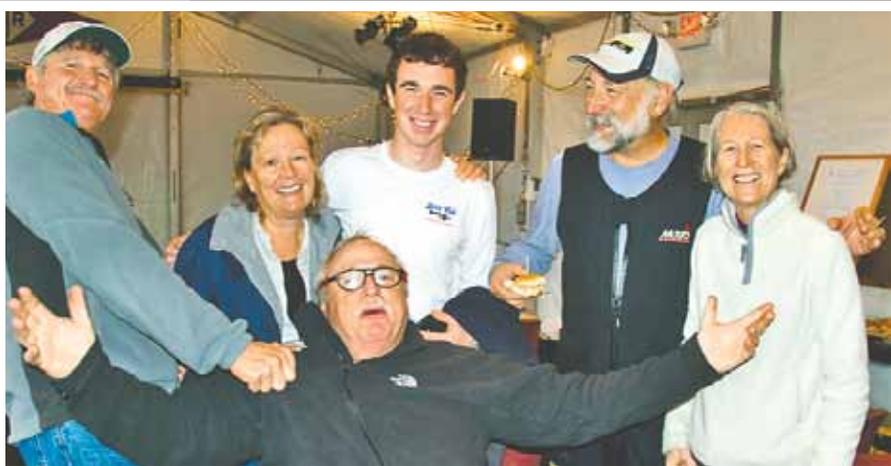
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THE RACING



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ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



This page: RYC's big-wind Big Daddy Regatta on March 12-13. Clockwise from top left: Raucous racing on the Southampton course, but these guys are grinning; round-down on the approach to Raccoon Strait in Sunday's pursuit race; Peter Cameron, Anne Thomas, Bob Carlson (seated), Joe Carter, Mark Thomas and Jamie Casey recount the tale of their successful MOB recovery; Chris and Jon Stewart and Michele Logan won the pursuit race on Jon's Wylie Wabbit 'Jombo'.

Boome, 8; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 10. (6 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 4 points; 2) **Expeditious**, Bartz Schneider, 6; 3) **Bullet**, Laurence Baskin, 10. (5 boats)

EXPRESS 27 — 1) **Andale**, Pat Brown, 3 points; 2) **Dianne**, Steve Katzman, 6; 3) **Current Affair**, Seth Clark, 9. (5 boats)

SANTANA 22 — 1) **Albacore**, Larry Nelson/Mike Quinn/Frank Vankir, 3 points; 2) **Zingaro**, Jennifer McKenna, 10; 3) **Santa Maria**, Russ Shroff, 18. (4 boats)

ULTIMATE 20 — 1) **Salsa**, David Krausz, 2 points; 2) **U Decide**, Phil Kanegsberg, 4; 3) **Redbeard**, Brad Lawson, 6. (4 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 3 points; 2) **Raccoon**, Jim Snow, 6; 3) **Baby Blue**, Craig McDow, 15. (4 boats)

BIG DADDY PURSUIT RACE, 3/13

PHRF B — 1) **Jombo**, Wylie Wabbit, Jonathan Stewart; 2) **The Bar-ba-loot**, Wylie Wabbit, Sarah Deeds; 3) **Encore**; 4) **Azure**, Cal 40, Rodney Pimentel; 5) **Redbeard**; 6) **Ahi**; 7) **Green Buffalo**; 8) **Golden Moon**; 9) **E Ticket**, Beneteau 38, Noble Griswold; 10) **Swift Ness**. (44 boats)

Full results at www.richmondyc.org

Islands Race

Since its first running in 2010, San Diego and Newport Harbor YCs' Islands Race has consistently attracted an impressive fleet of world-class sailors and racing hardware. The 134-mile race from Long Beach to San Diego, which leaves Catalina and San Clemente Islands to port, has played an important role in the continuing revitalization of the West Coast offshore and grand prix yachting scene. The 2016 edition on March 11 had it all: gnarly weather, high-speed sailing, intense controversy, close racing and a popular repeat victory for a local team.

As a powerful low-pressure system took aim at Southern California, race organizers and competitors surely had a case of déjà vu when recalling the tragic Islands Race of 2013, contested in conditions similar to the forecast for March. The Columbia Carbon 32 *Uncontrollable Urge* lost a rudder and ran into San Clemente Island, resulting in the death of San Diego's Craig Williams.

This year's race committee waited until the last minute to decide the best

course of action, then organizers opted for a 'short and inside' course at the last minute. The controversy became as intense as the forecast with multiple high-profile skippers and professional sailors passionately airing their grievances on social media.

Once the race started, however, white-knuckle sailing in big breeze replaced controversy. Chris Hemans' Newport Beach-based Rogers 46 *Varuna* continued the close racing they have had with J/125s and locked horns with Tim Fuller's *Resolute* for a race-long battle that would ultimately decide the overall winner. "We just couldn't get away from the J/125!" said Hemans. "It was more neck-and-neck racing, just like in last year's Transpac. Once the breeze built to 23 knots and higher, however, we began to leg out, and when it built to 28-30, that's when we put the big hurt on them. We didn't drop below 20 knots of boatspeed for more than an hour." When the dust settled, the distinctive all-black *Varuna* had corrected out to a popular and improbable repeat victory, winning overall for the second year in a row on PHRF. Claiming the win by just one minute on PHRF, yet losing by 12 minutes to *Resolute* under the ORR rating rule, Hemans indicated that in



the future, most of these big West Coast races would be scored exclusively under the ORR rule.

The only multihull on the course, H.L. Enloe's ORMA 60 trimaran *Mighty Merloe*, blazed down the shortened course in less than four hours to take line honors, with Santa Cruz's world-traveling pro sailor Paul Allen onboard. "We were doing 34 knots of boatspeed through the oil rig islands," said Allen. "If you came up, you'd flip. If you came down, you'd hit an oil rig."

— ronnie simpson

ISLANDS RACE, NHYC/SDYC, 3/11-12

MULTIHULL — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe. (1 boat)

PHRF-1 — 1) **Pyewacket**, Andrews 70, Roy Disney; 2) **Grand Illusion**, SC70, Edward McDowell; 3) **Holua**, SC70, Brack Duker. (6 boats)

PHRF-2 — 1) **Varuna**, Rogers 46, Chris Hemans; 2) **Resolute**, J/125, Tim Fuller; 3) **Flaquita**, R/P 44, Paul Casanova. (6 boats)

PHRF-3 — 1) **Patriot**, J/44, Paul Stemler; 2) **DistraXion**, XP 44, Jeffery Coyle; 3) **Locomotive**, Summit 40, Larry Andrews. (6 boats)

PHRF-4 — 1) **Thirsty**, Beneteau First 30E, Charles Devanneaux; 2) **Blue Flash**, J/88, Scott Grealish; 3) **Peacemaker**, O'Day 39, Mike Price. (5 boats)

Full results at www.islandsrace.com

This page: March 19's SSS Corinthian Race. From top left: A batch of monohulls sail past Alcatraz on the way to Blossom Rock, where most of the 105-boat fleet would converge, resulting in numerous collisions; the red and green Blossom Rock buoy is in there somewhere; a young helmsman behind the wheel of his dad's J/105 carefully negotiates the crowd at Blossom Rock; Jim Erskine's Cal 2-33 'Kira' at the dilapidated Southampton Shoal platform. We'll print results in the May issue.

Sausalito Chili Midwinters

The final Sausalito YC Chili Midwinter Race on March 6 was blessed with near-perfect racing conditions. Sandwiched between the drenching, windy storm that rolled through the Bay Area Saturday and the smaller but still wet and wild storm that arrived Sunday evening, boats sailing in the late-winter race enjoyed a consistent westerly wind in the high teens and no rain. A raging ebb, assisted by the runoff from Saturday's downpour, made the race interesting for skippers and tacticians. Being over early meant several painful minutes getting back to the line to restart.

With the strong southwest wind and the 3.7-knot ebb, the SYC race committee selected a course from a start near Little Harding to a temporary mark at Yellow Bluff, then a long reach/run to YRA #8 beyond Angel Island, with a final long beat back to the finish for the spinnaker fleets. The non-spinnaker boats sailed a shorter course, with a leeward mark at Point Knox, west of Angel Island. Neither course offered much relief from

the river of water running toward the Golden Gate.

The mounting ebb aided the spinnaker boats' short first beat to Yellow Bluff, and boats failing to tack soon after starting found themselves sailing back upstream to the temporary mark located in the middle of the ebb surging around Yellow Bluff. After rounding Yellow Bluff, almost all boats opted for a course toward Point Knox and what little relief there was from the right-on-the-bow ebb along the south side of Angel Island. The few boats not opting for the Angel Island-favored course suffered badly against the current and were finally forced to jibe over and sail for the island. At Point Blunt (the southernmost tip of the island) the ebb created a Disneyland-rapids-like chop with swirling currents. Once across this maelstrom, it was an easy half mile to YRA #8.

After jibing around the buoy, all boats opted to stay out, taking advantage of the now full-force ebb as they barreled back toward Little Harding and the finish line.

March's race concluded the series,

THE RACING

which started in November. The December race was canceled due to lack of wind, so the other four all counted in the series score.

— pat broderick

SYC CHILL MIDWINTERS (4r, 0t)

SPINNAKER A — 1) **Escapade**, Express 37, Nick Schmidt, 8 points; 2) **Escapade**, Sabre 402, Nick Sands, 17; 3) **Q**, Schumacher 40, Glenn Isaacson, 20. (9 boats)

SPINNAKER C — 1) **Youngster**, IOD, Ron Young, 13 points; 2) **Gammon**, Tartan Ten, Jeff Hutter, 15; 3) **Nancy**, Wyliecat 30, Pat Broderick, 15. (10 boats)

SPORTBOAT F — 1) **Boomer**, Melges 20, Marcus Canestra, 9 points; 2) **Acqua Veloce**, J/80, Peter Boland, 16; 3) **Ragtime**, J/90, Trig Liljestrand, 18. (4 boats)

J/105 — 1) **Hazardous Waste**, Chuck Cihak, 8 points; 2) **Mamaluc**, Scott Lamson, 10; 3) **Triple Play**, Silvano Payne, 13. (4 boats)

NON-SPINNAKER D — 1) **Knarrly Boo**, Knarr, Jason Holloway, 6 points; 2) **French Kiss**, Beneteau 350, David Borton, 12; 3) **La Mer**, Newport 30, Randy Grenier, 15. (10 boats)

NON-SPINNAKER E — 1) **Tackful**, Santana 22, Frank Lawler, 8 points; 2) **JustEm**, Cal 20, Sally Clapper, 10; 3) **Raccoon**, Cal 20, Jim Snow, 11. (3 boats)

Full results at www.sausalitoyachtclub.org



Some of the Sadies from Island YC's Sadie Hawkins Race on the Estuary for women skippers with full crews on February 28, left to right: Kathy Williamson, Deb Fehr, Julia Smith, Jan Brewer, Junette Kushner, Marcie Adams and Dawn Chesney.

Island Days on the Estuary

On Sunday, March 13, only three boats registered in Island YC's final Island Days midwinter race ignored the forecast of wind in the high teens and 100% El Niño wetness. The actual wind-speed lived up to about half the forecast from the southeast, giving the two Spinnaker I boats and the solitary 168-Rater, the J/24 *Irish Blessing*, a spinnaker start that lasted the entire dripping leg to Jack London Square — the wetness had arrived as predicted. At the leeward mark, the wind direction remained stubborn, but thankfully added about 5 knots of speed, so the soggy fleet headed upwind

back to what is normally the leeward mark, then had a short and sweet leg to the finish line. The valiant Island YC race committee Volunteers outnumbered the racers for the day!

— david ross

IYC ISLAND DAYS (5r, 1t)

PHRF <152 — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 9 points; 2) **Taz!!**, Express 27, George Lythcott, 11; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 16. (5 boats)

168-RATERS — 1) **Faster Faster!**, Merit 25, David Ross, 11 points; 2) **Double Agent**, Merit 25, Scott Ollivier, 13; 3) **Irish Blessing**, J/24, Chad Peddy, 14. (4 boats)

PHRF >152 — 1) **Lelo Too**, Tartan 30, Emile Carles, 4 points; 2) **Boogie Woogie**, Ranger 33, John Ratto, 6. (2 boats)

SIZE MATTERS — 1) **Meliki**, Santana 22, Deb Fehr, 11 points; 2) **Loco 2**, Mercury, Paul Mueller, 15; 3) **Proverbs 21:23**, Mercury, Steve Ritz, 17. (5 boats)

NON-SPINNAKER — 1) **Lively**, Olson 30, Javier Jerez, 9 points; 2) **Galatea**, Aphrodite 101, Ken Viaggi, 11; 3) **Boogie Woogie**. (3 boats)

Full results at www.iyc.org

Island Fever in South Beach

The February 27 edition of South Beach YC's Island Fever Series offered

IYC SADIE HAWKINS, 2/28

SPINNAKER — 1) **Faster Faster!**, Merit 25, Kathy Williamson; 2) **Meliki**, Santana 22, Julia Smith; 3) **Iniscaw**, Martin 32, Jan Brewer. (6 boats)

NON-SPINNAKER — 1) **Starshine**, Ericson 32, Dawn Chesney. (1 boats)

Full results at www.iyc.org

STFYC SPRING ONE DESIGN, 3/5-6 (5r, 0t)

J/70 — 1) **Bottle Rocket**, Craig Healy, 9 points; 2) **1FA**, Scott Sellers, 9; 3) **Christine Robin**, Tracy Usher, 14. (4 boats)

J/105 — 1) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 17 points; 2) **Arbitrage**, Bruce Stone, 22; 3) **Wonder**, Tom Kennelly, 29; 4) **Perseverance**, Steve Kent, 30; 5) **Blackhawk**, Scooter Simons, 40. (21 boats)

J/120 — 1) **Mr. Magoo**, Stephen Madeira, 7 points; 2) **Chance**, Barry Lewis, 11; 3) **Peregrine**, David Halliwill, 12. (5 boats)

MOORE 24 — 1) **Gruntled**, Bart Hackworth, 8 points; 2) **Paramour**, Rowan Fennell, 14; 3) **Wet Spot**, Michael O'Callaghan, 25. (13 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 13 points; 2) **Peaches**, John Rivlin, 13; 3) **Salty Hotel**, John Kearney, 19. (10 boats)

Full results at www.stfyc.com

OYC RITES OF SPRING, 3/12

DOUBLEHANDED SPINNAKER <144 — 1) **Cruzsea Baby**, Beneteau 10R, Brian Turner/Pe-

THE BOX SCORES

ter Calvert; 2) **Zwei Flying Fish**, San Juan 33, Michael Berndt/Jeff Lee; 3) **Archimedes**, Express 27, Joe Balderrama. (3 boats)

DOUBLEHANDED NON-SPINNAKER <144 — 1) **Tesa**, Catalina 42, Steve & Andrew Haas. (1 boat)

DOUBLEHANDED NON-SPINNAKER >145 — 1) **Music**, Catalina 34, Bob Engelhart/Bob Bauman; 2) **Sterling**, Catalina 34, Jim Brady/Don Cowgill. (2 boats)

MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham/Stephanie Lasalfre; 2) **Trident**, Corsair 31R, Damien Campbell/Forbes Husted; 3) **Peregrine**, F-27, Bill Gardner/Igor Derkachoff. (3 boats)

FULLY CREWED — 1) **Spirit of Freedom**, J/124, Bill Mohr/Reid Rankin; 2) **Snowy Owl**, Express 37, Jens & Liv Jensen; 3) **Nice Turn**, Cal 2-29, Richard Johnson/Jim Jessie. (4 boats)

Full results at www.oaklandyachtclub.net

EYC JACK FROST SERIES (8r, 2t)

MONOHULL SPINNAKER — 1) **Osituki**, Cal 28, Rodney Pimentel, 6 points; 2) **Cruzsea Baby**, Beneteau 10R, Brian Turner, 13; 3) **Gig**, Humboldt 30, Gil Sloan, 22. (8 boats)

WYLIECAT 30 — 1) **Uno**, Brenden Meyer, 7 points; 2) **Whirlwind**, Dan Benjamin, 13; 3) **Cri-nan II**, Don Martin, 16. (3 boats)

SF BAY 30 — 1) **Heart of Gold**, Olson 911S,

Joan Byrne, 7 points; 2) **Elusive**, Olson 911S, Charles Pick, 11; 3) **Wind Speed**, J/30, Tony Castruccio, 21. (5 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 11 points; 2) **Synchronicity**, Steve Smith, 11; 3) **Shark on Bluegrass**, Falk Meissner/Tom Nemeth, 14.5. (7 boats)

SANTANA 22 — 1) **Zingaro**, Jennifer McKenna/Fred Paxton, 9 points; 2) **Anemone**, Hank Lindemann, 12; 3) **Meliki**, Deb Fehr, 14. (12 boats)

Full results at www.encinal.org

RYC MIDWINTERS, SATURDAYS (10r, 1t)

OPTI GREEN — 1) Jacqueline Boe, 15 points; 2) Cole Clyde, 15; 3) Gabrielle Myers, 44. (9 boats)

OPTI CHAMPS — 1) George Clyde, 10 points; 2) Yann Menard, 16; 3) Christopher Pontious, 31. (3 boats)

EL TORO GREEN — 1) Joyce Chen, 25 points; 2) Elsa Simenstad, 30; 3) Xylia Kowalskie, 39. (8 boats)

RYC MIDWINTERS, SUNDAYS

EL TORO SENIOR (12r, 1t) — 1) Art Lange, 21 points; 2) Mike Quinn, 31; 3) Gordie Nash, 35; 4) Fred Paxton, 52. (16 boats)

EL TORO JUNIOR (10r, 1t) — 1) Chloe Long, 12 points; 2) Wesley Seifers, 36; 3) Sam Nash, 41; 4) Megan Singer, 65; 5) Hailey Boe, 73. (21 boats)

SNIFE (8r, 1t) — 1) Vincent Casalaina, 10

another day of smooth sailing. With winds light and from the NNW at the start, race PRO Andrew Lorenzen opted to run up the candy-cane flag, signaling a postponement until the breeze filled in. Following a start line reset, plus a revised windward mark near the Bay Bridge and leeward mark close to the edge of the tanker parking lot, the breeze eventually filled to 4-8 knots.

The first two divisions ran two laps with an upwind finish. The third fleet (non-spinnaker) ran a single-lap course. Mark-set boat driver Dave Corbin notes, "By the second lap for the first two fleets, a huge hole had developed and boats had to creep around the windward mark against the current, then find fingers of wind back down the course." The 1.9-knot flood "challenged some of the slower boats to even get to the start line."

The series wrapped up on March 19.
— martha blanchfield

SBYC ISLAND FEVER SERIES (5r, 1t)

SPINNAKER <101 — 1) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 4 points; 2) **Russian Roulette**, J/105, Sergey Lubarsky, 11; 3) **Dare**



LATITUDE / CHRIS

BYC Winners Race winners from the J/90 'Ragtime', left to right: Andrew Gunnell, Jeff Mulvihill, Jenny Benton, Johannes McElvain, Drake Jensen, and skipper Trig Liljestrand with the Kirt Brooks Perpetual Trophy.

Dare, Jeanneau 3200, Nicolas Popp, 15. (7 boats)
SPINNAKER >100 — 1) **Avalon**, Catalina 30 MkII, John Ford, 11 points; 2) **Iniscaw**, Martin 32, Max Crittenden, 15; 3) **Sparky**, Catalina 25, Paul Zell, 15. (9 boats)

NON-SPINNAKER — 1) **Alpha**, Sonar 23, John Wallace, 5 points; 2) **Rollover**, Catalina 34, Lynn Guerra, 8; 3) **SeaView**, C&C 115, Pete Hamm, 14. (8 boats)

Full results at www.southbeachyachtclub.org

Berkeley Midwinters Winners Race

"I love it when a plan comes together!" said Hannibal Smith of the *A Team*,

an old TV action series. The 'plan' was the annual gathering of the winners of the Berkeley YC Mid-winter series on Sunday, February 28. In the past, all the firsts would race against each other, all the seconds, and all the thirds and fourths. This year, it was suggested that we put all the firsts and seconds together on one start line.

This meant that there was a possibility of 24 boats ranging from PHRF 48 to 273 all together at the same time! A scary thought. To pull it off it would be imperative to have a longish and, for sure, square line and a decent amount of wind — and a bit of flood would be nice, too.

Well, as hinted in the opening sentence — it worked! We had to wait a bit, but after a mere 45-minute postponement, 16 of the 24 entrants in the Red Division crossed the line in 8 or so knots of breeze coming in from the Gate. Ten minutes later, 5 of the 12 invited boats in the Blue division took off. The breeze stayed pretty much the same direction and speed during the next couple of hours. Lovely racing.

points; 2) Tom O'Neill, 37; 3) Douglas Howson, 38. (6 boats)

DAY SAILER (10r, 1t) — 1) Steve Lowry, 9 points; 2) Neil van der Plas, 26; 3) Dave Keran, 32. (3 boats)

BYTE (13r, 1t) — 1) Laurie Davis, 27 points; 2) Deirdre Collins, 49; 3) Anne Lewis, 54. (9 boats)

POTRERO OPEN CLASS (15r, 2t) — 1) Vanguard 420, Megan Gimple, 22 points; 2) Lido 14, John Poiriroo, 47; 3) Vanguard c420, Thomas Erismann, 125. (10 boats)

VANGUARD 15 (15r, 2t) — 1) Chris Ganne, 23 points; 2) Marcel Sloane, 24; 3) Mike Herbert, 51. (4 boats)

LASER (15r, 0t) — 1) Mark Halman, 16 points; 2) Hendrik Reidel, 52; 3) Robbie O'Brien, 55; 4) Stephen Aguilar, 110. (17 boats)

LASER RADIAL (15r, 0t) — 1) Toshinari Takayanagi, 16 points; 2) Hayden Lahr, 66; 3) Devon Stapleton, 68; 4) Hideki Ido, 82. (15 boats)

MOTH (9r, 1t) — 1) Paul Kilkenny, 19 points; 2) Andrew Kobylinski, 22; 3) Ted Rogers, 23. (4 boats)

THISTLE (12r, 1t) — 1) Mike Gillum, 24 points; 2) Hans Williams, 32; 3) Brian Bauman, 37. (6 boats)

ULTIMATE 20 (16r, 2t) — 1) Phil Kanegsberg, 27 points; 2) David Krausz, 32; 3) Tom Burden, Bob Robinson, Kitty Hansen, 44. (7 boats)

WABBIT (14r, 2t) — 1) Bill Erkelens, 17 points; 2) Kim Desenberg, 30; 3) Sarah Deeds, 41. (9 boats)

THE BOX SCORES

29er (14r, 2t) — 1) Neil Marcellini, 12 points; 2) Jack Sutter, 28; 3) Aitor Iriso, 30. (7 boats)

SOUTHAMPTON OPEN CLASS (10r, 1t) — 1) Steve Cameron, 23 points; 2) Kelly Pike, 39; 3) Camilla Biller, 45; 4) Gil Woolley, 55.5. (15 boats)

Full results at www.richmondyc.org

SEQYC REDWOOD CUP SERIES (5r, 1t)

PHRF — 1) **Magic**, Express 27, Reed Phillips, 6 points; 2) **Friction Loss**, J/30, Jenny Thompson, 6; 3) **L20**, J/29, Alex Huang, 8; 4) **Sweet Grapes**, Ericson 36, Mark Green, 16. (16 boats)

SEQYC WINTER SERIES (5r, 0t)

SPINNAKER — 1) **Frequent Flyer**, Farr 30, Stan Phillips, 8 points; 2) **Head Rush**, Antrim 27, Anja Bog, 8; 3) **Pizote**, Santana 30, Noel Bird, 16; 4) **L20**, J/29, Alex Huang, 21; 5) **Melilani**, J/105, Richard Butts, 26. (20 boats)

NON-SPINNAKER — 1) **Angelina**, Catalina 30, Ashley Burke, 8 points; 2) **Destinee**, Catalina 27, Caesar Bisono, 9. (2 boats)

Full results at www.sequoiayc.org

SCYC MIDWINTER SERIES (3r, 0t)

SPINNAKER PHRF <88 — 1) **Octavia**, SC50, Shepard Kett, 3 points; 2) **Astra**, Farr 40, Simon Phillips, 6; 3) **Heartbeat**, Wylie 46, Lou Pambianco, 9. (4 boats)

SPINNAKER PHRF >89 — 1) **Sumo**, SC 27, Henry Cassady, 6 points; 2) **Summer Breeze**, SC 27, Noah Flores, 7.5; 3) **Tonopah Low**, Moore 24, Mike Evans, 11.5. (12 boats)

PHRF <181 — 1) **Duet**, SC27, Tom Postlewaite, 3 points; 2) **Sailing Pair a Dice**, Catalina 30, Barry Keeler, 7; 3) **Kicks**, Catalina 30, Todd Johnson, 10. (4 boats)

PHRF >182 — 1) **Shanman**, Santana 22, Tom Manheim, 4 points; 2) **Odonata**, Santana 22, Chris Hofmann, 7; 3) **Hamachi**, Santana 22, Stefan Berlinski, 8. (3 boats)

DOUBLEHANDED — 1) **Lowly Worm 2.0**, Moore 24, Scott Nelson, 3 points; 2) **Adios**, Moore 24, Hilary Walecka, 8; 3) **Nobody's Girl**, Moore 24, Sydney Moore, 9. (6 boats)

5o5 — 1) **IO Integration**, Mike Holt, 4 points; 2) **Dog 'n Pony Show**, Bruce Edwards, 5; 3) **#9004**, Eben Russell, 9. (4 boats)

Full results at www.scyc.org

VYC TINY ROBBINS MIDWINTERS (5r, 1t)

1) **Somewhere in Time**, Shock 35, Tom Ochs, 7 points; 2) **Shanti**, Olson 911s, Jeremy Harvey, 12; 3) **Summer and Smoke**, Beneteau 36.7, Pat Patterson, 14. (10 boats)

Full results at www.vyc.org

CALIFORNIA DREAMIN' MATCH RACING SERIES, SDYC/LBYC/STFYC

1) Steven Natvig, Cabrillo Beach YC; 2) Shane Young, LBYC; 3) Nicole Breault, StFYC. (9 teams)

THE RACING SHEET

The winner of the Red Division with the right to have his boat added to the list on the Kirt Brooks trophy was Trig Liljestrand of the J/90 *Ragtime*. In a close second was last year's defending champion Andrew Macfie and his Olson 30 *Hoot*.

Not all were ecstatic about the new format, so we'll continue to take input for next year. BYC's next event will be the Wheeler Regatta on April 2-3.

— bobbi tosse

BYC MIDWINTER WINNERS RACE, 2/28

RED — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Hoot**, Olson 30, Andy Macfie; 3) **Motorcycle Irene**, Express 27, Zach Anderson. (15 boats)

BLUE — 1) **Eagle**, Express 27, Ross Groelz; 2) **Salty Hotel**, Express 27, John Kearney; 3) **Baleineau**, Olson 34, Charlie Brochard. (5 boats)

Full results at www.berkeleyyc.org

Red Bull Youth America's Cup

On March 1, the America's Cup Event Authority issued a call-out for young sailors. The Red Bull Youth America's

Cup, which debuted in 2013, will get its second go-round in 2017. Six youth crews will compete in Bermuda through their affiliation with current America's Cup teams. Up to 10 additional teams will be selected by Red Bull Youth America's Cup sport directors Roman Hagara and Hans-Peter Steinacher before the end of November 2016.

In June 2017, a qualifying series will determine the top eight teams to face off in two days of fleet racing. The AC45F foiling catamarans currently being used for the Louis Vuitton America's Cup World Series will be repurposed for the RBYAC.

Readers may recall that Peter Burling of NZL Sailing Team with ETNZ, 2013's winner, is now the helmsman of the Emirates Team New Zealand's America's Cup challenge, which sits atop the over-



CHRIS RAY / WWW.CRAYER.COM

On March 19 the sun came out and a westerly filled in by noon for StFYC's Spring Dinghy Regatta. Nearly 60 boats in six classes — Lasers, Radials, 505s (pictured), 420s, F-18 cats and Weta tris — frolicked in breeze into the teens. (Racing continued on the 20th in the rain.) Meanwhile, in the background, the SSS Corinthian Race sails past Angel Island. We'll print results in the May issue.

all leaderboard of the AC World Series.

All crew must be at least 19 and not older than 25 on December 31, 2017. Like last time, no effort is being made to include top young women sailors in the mix — all the more reason for them to apply in numbers too great to ignore.

Interested youth can apply at <http://noticeboard.acracemgt.com/home/red-bull-youth-ac>.

— latitude/chris



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26th Anniversary

Delta Ditch Run

June 4, 2016

The annual *Delta Ditch Run* starts in the San Francisco Bay and goes up the Delta and finishes at the Stockton Sailing Club. In the past this event has attracted over 200 boats with racers from across the country showing up for this generally downwind sixty five mile race.

Available Classes

PHRF Mono-hull (including shorthanded divisions) - BAMA Multi-hull - Cruising (motor allowance)

Great Prizes!

Including a custom cast metal Delta Ditch Run Medallion with ribbon to all that finish (Skipper and Crew)

www.stocktonsc.org

209-951-5600



WORLD

*We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats and Crewed Charter Yachts.***

A Boatload of Options for Spending Time on the Bay

Thoughtful Bay Area residents observe that simply living and working near San Francisco Bay greatly enhances the quality of life here, even if you never get out on the water. We agree, but would argue that there's really no reason *not* to get out on the water here. As you'll learn in these pages, there's a wealth of options for sailing the Bay. And once you sample them you'll be even more thrilled to call this region home.

Listed below are both (drive-it-yourself) bareboats and fully crewed charter yachts of all sizes and descriptions. We encourage you to peruse the listings now and save them for future reference.

Bareboats — There are roughly 220 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, the boats listed below are offered by sailing schools — usually called 'clubs' — that provide a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers will pay somewhat

higher rental prices.

The first time you charter with a company you will probably have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a container ship. Our advice concerning checkouts is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

For folks who don't own a boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the

hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing a broad range of skills.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you've taken



BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing
Oakland & Treasure Island
(510) 535-1954;
www.afterguard.net

30' & UNDER

Capri 14 (2)
Ranger 22
Ranger 23 (2)
J/24
Cal 25
Catalina 25
Ranger 26 (3)
Capri 30

31' - 35'

Ericson 32

Seawind 1000 cat
Targa 10.1
Ericson 34
Pearson 35

36' - 40'

Maxum 38' power

Over 40'

Dynamique 62'
.....

Club Nautique

Sausalito, Alameda
(800) 343-7245;
www.clubnautique.net
AL = Alameda ; SA = Sausalito

30' & UNDER

Colgate 26 (7) AL, SA

31' - 35'

Hunter 31 (3) AL, SA
Beneteau 31 (6) AL, SA
Mainship 32 (1) SA
Hunter 33 (3) AL, SA
Beneteau 34 (5) AL, SA

36' - 40'

Hunter 36 (1) SA
Beneteau 37 (4) AL, SA
Mainship 37 (1) AL
Beneteau 38 (2) AL, SA
Beneteau 40 (2) AL, SA
Jeanneau 40 (1) SA

OVER 40'

Beneteau 41 (4) AL, SA
Hunter 41 (1) AL
Mainship 43 (1) AL
Jeanneau 52.2 (1) AL
.....

J/World

Alameda, San Diego,
Puerto Vallarta
(510) 271-4780, (800) 910-
1101; www.sailing-jworld.com

30' & UNDER

22' J/70 (4)
26' J/80 (10)

31' - 35'

34' J/105 (4)

36' - 40'

36' J/109
40' J/120 (2)
42' J/124

OVER 40'

Santa Cruz 50
52' J/160
.....

Modern Sailing School & Club

Sausalito (800) 995-1668;
www.modernsailing.com

30' & UNDER

Catalina 30 (3)

31' - 35'

Beneteau 31
Pearson 32
C&C 32
Beneteau 35

36' - 40'

Catalina 36
Beneteau 36.7
Beneteau 37 (2)
38' Seawind 1160 cat

OVER 40'

Beneteau 41

Beneteau 42
Lagoon 42 cat
Beneteau 43
S&S 44
.....

Monterey Bay Sailing
Monterey (831) 372-7245;
www.monterey sailing.com

30' & UNDER

Catalina 22
30' Windward
37 Baltic
.....

OCSC SAILING

Berkeley (800) 223-2984;
www.ocscsailing.com
(membership required)

30' & UNDER

J/24 (22)
Olson 25 (4)
26' J/80

31' - 35'

Catalina 320 (3)
34' J/105 (5)
Catalina 355

36' - 40'

Catalina 36 (2)

OF CHARTERING



Left: The schooner 'Seaward' has programs for both kids and adults. Above: Club Nautique sailors share time behind the wheel.

CLUB NAUTIQUE

total responsibility for a big boat in Bay waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities — as opposed to the angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences among popular makes and models than by personally

sea-testing them before you commit.

Crewed Charter Vessels — The vessels listed in our Crewed Charter section are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

Even if you are a longtime sailor with your own fleet of sailing craft, there are special circumstances when chartering one of the vessels listed here might be the perfect solution to a particular challenge.

Suppose, for example, you have a slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay aboard a classier boat than your beat-up old day-sailer with the nonfunctional head. Why not charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip Champagne and play tour guide?

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motoryacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with up to six paying passengers, and **'Multi-Passenger Vessels'** (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers.

Ed. note: We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

SEAWARD / CALL OF THE SEA

Lagoon 380 cat
Beneteau 37

OVER 40'

Hans Christian 43
Tartan 4100
Beneteau 43

Pacific Yachting/Sailing

Santa Cruz (831) 423-SAIL
(7245), (800) 374-2626;
www.pacificsail.com

30' & UNDER

Santa Cruz 27
Catalina 28
30' Olson 911s

31' - 35'

Hunter 31
Beneteau 31
Catalina 32 (2)
Beneteau 32
Beneteau 34
Catalina 34

36' - 40'

Catalina 36
Hunter 37

OVER 40'

Hunter 41
Beneteau 46.1

San Francisco Sailing School & Club

(415) 378-4887;
www.sailinglessonssf.com

30' & UNDER

Ranger 23 (5)
Ericson 28 (1)

31' - 40'

Islander 36

Spinnaker Sailing of Redwood City

(650) 363-1390;
www.spinnakersailing.com
(membership required)

30' & UNDER

Merit 25 (13)
Catalina 27 (5)

31' - 40'

Hunter 33 (1)
Beneteau 39 (1)

Spinnaker Sailing of San Francisco

(415) 543-7333;
www.spinnaker-sailing.com

30' & UNDER

Santana 22 (many)
Santa Cruz 27 (many)

31' - 35'

Catalina 320 (many)
Catalina 30

36' - 40'

Catalina 36
Beneteau 393
C&C 40
Jeanneau 349
Jeanneau 379

OVER 40'

Jeanneau 409

Tradewinds Sailing School & Club

Richmond (510) 232-7999;
www.TradewindsSailing.com
Brickyard Cove, Marina Bay

Yacht Harbor

30' & UNDER

Beneteau 22 (2)
Capri 22 (7)
Catalina 270
Catalina 30 (2)
Newport 30

31' - 35'

33' Beneteau 323 (2)
Beneteau 31 (2)

36' - 40'

Hunter 31
Hunter 33
Catalina 34
Hunter 34
Beneteau 34
Hunter 356
Catalina 35
Beneteau 35

36' - 40'

Jenneau 36
Catalina 36

OVER 40'

Beneteau 37
Catalina 38

OVER 40'

Catalina 42 (3)

NON-PROFIT ORGS

Cal Sailing Club
Berkeley

www.cal-sailing.org
(membership required)

Small Boats

Laser Bahia (8)
JY15 (7)
RS Vision

Precision 15 (2)
Laser (2)
Byte (2)

30' & UNDER

Merit 25 (2)
Capri 25 (2)
Pearson Commander (3)

Sailing Education Adventures

Sausalito (415) 775-8779
www.sfsailing.org

30' & UNDER

Laser (12)
Catalina 16.5 (4)
Santana 25 (2)

Sacramento State Aquatic & Boating Safety Center

Gold River at Lake Natoma
(916) 278-2842;
www.sacstateaquaticcenter.com

30' & Under

Laser (12)
Pico (15)
Holder 14 (9)
Holder 20 (2)

Crewed Charter Vessels 'Multi-Passenger' Vessels (7+) (alphabetically)

Adventure Cat: Built specifically for chartering on SF Bay, this 55ft catamaran is fast yet family-friendly for sailors and non-sailors alike! Guests can ride under the GG Bridge on the open-air trampoline or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly-scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Adventure Cat 2: This 65-ft cat, like her older sister (above), is fast and fun, but can carry almost twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.



'Adventure Cat II' is fast and fun.

- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly-scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Argosy Venture: This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her bright-work and period styling are an eye-catching sight when she roars across the Bay at 12 knots.



'Argosy Venture' is a rare classic.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; charters@argosyventure.com; www.argosyventure.com

Bay Lady: At 90 feet long, she is the largest Bay Lady: At 90 feet in length, she is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Built of steel, her design combines modern strength and safety features with an old-time sail plan. Guests are invited to participate in sailing this great schooner.



The steel schooner 'Bay Lady' carries 80.

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- Corporate offsites, Angel Island BBQs, private groups, weddings, celebrations, baseball parties to McCovey Cove, some scheduled sailings (individually ticketed Brunch & Sunset Cruises).
- (415) 543-7333; spinnaker.sailing@yahoo.com www.rendezvous-charters.com/sailing-yacht/bay-lady.

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.



'Bay Wolf' is a former offshore racer.

- Certified to carry up to 24 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.
- Available for private group charters, teambuilding, lessons, corporate charters, ash scattering or special events. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Caprice: This lovely, Australian-built, Seawind 1160 was delivered to SF Bay by owners Dan and Carol Seifers. Dan holds a USCG Master's license and is an ASA instructor qualified to teach on catamarans and monohulls.

- Carries up to 12 passengers.
- Berthed in Point Richmond.
- Available for private charters, special events, intimate weddings, corporate events, preparation for bareboat catamaran charters, private celebrations of life with ash scattering, and sailing instruction.
- (510) 232-5820; seifers@pacbell.net; www.sailingcaprice.com

sailingcaprice.com



'Caprice' has crossed the Pacific.

Cat Ballou: Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, especially teambuilding.
- (855) 724-5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com



'Cat Ballou' on the move.

Chardonay II: This sleek Santa Cruz 70 is one of the most popular charters on Monterey Bay. Custom built for fast sailing, she offers a wide array of themed charters and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate teambuilding.
- (831) 423-1213; charters@chardonay.com; www.chardonay.com



Sleek and sexy 'Chardonay'.

Derek M. Baylis: With a large rear deck and yacht-like living quarters, this 65-ft wishbone ketch provides a safe, comfortable, fast, and environment-friendly platform for fun corporate, recreational and educational cruises.

- Carries up to 35 passengers for day charters or 12 passengers for overnight.



The custom Wylie 65 'Derek M. Baylis'.

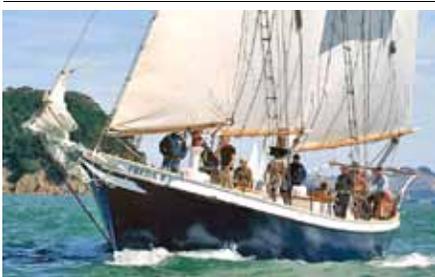
- Berthed at Marina Bay in Richmond, CA
- Available for day sails such as teambuilding and corporate events, individually ticketed celebrations, private parties, and marine education sails. Highly suitable for ocean charter and scientific voyages. • (415) 580-0335; www.wyliecharters.com; sail@wyliecharters.com

Eros: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, making her one of the Bay Area's most eye-catching yachts.



'Eros' sails the Bay and beyond.

- Carries up to 12 passengers. Berthed at Sugar Dock, Santa Fe Channel, Richmond.
- Available for private group charters, special events including weddings and corporate events, and for long-term charters in the Pacific N.W. this coming summer.
- (510) 232-4282; bodle.grace@gmail.com; www.schoonereros.com



The schooner 'Freda B' can carry 49.

Freda B is an 80-ft luxury schooner built along the lines of traditional coastal schooners from the mid-1800's. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable

crew, flat screen TV, iPod-compatibility and excellent catering paired with Sonoma and Napa Valley wines.

- Carries: up to 49 passengers.
- Overnight accommodations for 8 guests
- Berthed: Sausalito Yacht Harbor.
- Available for: Private day charters including teambuilding, weddings/elopements, memorials, birthdays, and custom special events including offshore excursions. Individually ticketed sails available weekly Feb-Nov include sunset sails, eco sails, SF Giants games, local history tours.
- (415) 331-0444; info@schoonerfredab.com; www.schoonerfredab.com

Gas Light: This 72-ft schooner, built in Sausalito, is a modern version of an 1874 SF Bay scow schooner. Exceptionally stable and comfortable, she boasts an 18'x30' cabin and plenty of seating both above- and belowdecks.



'Gas Light' is a replica of bygone days.

- Carries up to 49 passengers
- Berthed at Schoonmaker Point Marina, 'D' dock in Sausalito
- Available for private day sails, special events, corporate outings and teambuilding
- (415) 331-2769; gaslightcharters@gmail.com; www.gaslightcharters.com

Glory Days is a Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.



The Morgan OI 51 'Glory Days'.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate teambuilding and private day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.
- (800) 849-9256 or (415) 336-0392; captam@sailsfbay.com; www.sailsfbay.com

Just Dreaming: Rich deep teak and mahogany Gatsby-era yacht. Experience elegance from another era. Three staterooms, two heads (one with shower), full galley, and a luxurious main salon.

Forward and aft decks allow plenty of space for socializing.

- USCG certified for 42 passengers and a crew.
- Berthed at South Beach Harbor, San Francisco.
- Available for AT&T Park parties, corporate celebrations, birthdays, bay cruises, weddings, rehearsal dinners, bachelor(ette) parties, networking events, reunions, holiday dinners, backwater California vacations, singles events.
- (888) SFO-BOAT or (415) 678-0707; justdreamingyacht@gmail.com; www.justdreamingyacht.com

Nehemiah: This classic wooden ketch has circumnavigated twice. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including "at-risk" youth sail training, the captain's true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, 2600 Spinnaker Way, Marina Bay, Richmond
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; captain@sailingacross.com; www.sailingacross.com



'Nehemiah' has circumnavigated — twice!

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sightseeing, stay high and dry in the center cockpit, or enjoy the large salon. Luxury sailing.

- Certified for up to 25 passengers, but focuses on groups up to 18.
- Berthed at Jack London Square, Oakland.
- Available for corporate teambuilding, birthdays, anniversaries, lessons and ash scattering charters. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim, and many bronze fittings. Come see her mysterious stained glass.



'Privateer' was built for a rock star.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Specializes in scheduled 90-minute and two-

WORLD

hour Bay sails (individually ticketed). Also available for private charters for all events and occasions.

- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and the Delta, her skipper and crew have lots of party experience.



The custom steel sloop 'Ruby'.

- Certified for 28 passengers.
- Berthed at The Ramp Café, S.F.
- Private parties and public sails.
- Call (415) 272-0631; rubysailing@yahoo.com; www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wile E. Coyote cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

- Certified for 36 passengers.
- Berthed at Pier 39.
- Offers private charters for all occasions, also match racing with the Privateer for teambuilding events. These are the only two identical inspected vessels on the Bay.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Schooner Seaward: Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner's primary function is Marine Environmental Education for Northern California students. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.

- Carries up to 40 passengers on day trips; 12 for overnights.
- Berthed at the Bay Model Pier in Sausalito. Free parking.
- Available for youth educational day sails, scheduled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; info@callofthesea.org; www.callofthesea.org

Tahoe Cruz: This Santa Cruz 50 sails daily out of the Tahoe City Marina with Tahoe Sailing Charters, with captains Mike and Tyler, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.

- Certified for up to 30 passengers.
- Specializes in affordable and scenic two-hour cruises with complimentary refreshments. Also

available for private parties, company charters and Emerald Bay luncheon sails.

- Daily departures from Tahoe City Marina (home of Tahoe YC).
- (530) 583-6200; tahoosailingcharters@gmail.com; www.TahoeSail.com



The 'Tahoe Cruz' screams across the lake.

Tahoe Dreamer: Enjoy a private charter aboard this 36ft. power catamaran. Cruising daily on three-hour tours of Emerald Bay from Tahoe City. Complimentary beer, wine, snacks and appetizers served on all charters.

- Certified for up to 12 passengers.
- Specializes in private scenic two-hour afternoon and sunset cruises and three-hour Emerald Bay charters. Available for private groups and company charters.
- Daily departures from the Tahoe City Marina, North Lake Tahoe
- (530) 583-6200; tahoosailingcharters@gmail.com; www.TahoeSail.com

Team O'Neill: O'Neill Yacht Charter's 65-ft catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.



'Team O'Neill' operates on Monterey Bay.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Public one-hour, 1.5-hour and special event sails run May to October. Private charters available year-round. Wine tasting, live music, whale watching, afternoon and sunset sails.
- (831) 818-3645; sailingsantacruz@gmail.com; www.oneillyachtcharters.com

USA 76: 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.



'USA 76' is an America's Cup veteran.

- Carries up to 20 passengers.
- Berthed at Pier 39 in San Francisco.
- Available for 2.5-hour ticketed sails and custom private events.
- (415) 990-9992; info@acsailingsf.com; www.ACSailingSF.com

Yukon Jack: Check out the adrenal thrill of blasting across the Bay on this ultralight Santa Cruz 50. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days.



'Yukon Jack' is a former ocean racer.

- Carries up to 25 passengers (most comfortable 16-18).
- Berthed at South Beach Harbor, San Francisco.
- Corporate offsites and our most popular Angel Island BBQ, Private group charters, weddings, celebrations.
- (415) 543-7333; spinnaker.sailing@yahoo.com; <http://rendezvouscharters.com/charter/sailing-yacht/yukon-jack>

Six-Passenger Vessels (alphabetically)

Apparition: Sleek, speedy, and custom-built in Sausalito, Apparition has been chartering for more than 20 years! Captain Stan Schilz loves introducing guests to multihull sailing. This 38-footer has two double cabins, spacious salon and a full galley.

- Carries up to 6 passengers for private charters.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events, multihull sailing instruction.
- (415) 331-8730; info@sailapparition.com; [www.sailapparition.com](http://sailapparition.com)



'Apparition' is a familiar sight on the Bay.

Beowulf. Set sail on a beautiful 51' Swan for an afternoon or sunset sail. Passengers are allowed to participate if they wish, or just sit back and enjoy the experience and view.

- Carries up to six passengers
- Berthed in Sausalito
- Available for all types of custom charters including corporate and special events.
- (415) 331-3400; southbeachriggers@gmail.com; www.sfsailcharters.com

Between The Sheets: An Islander 36, she's one of the most popular boats not only on the Bay but also on the West Coast of the U.S. One of the smoothest sailboats ever built.

- Carries six passengers
- Berthed at Pier 39
- Available for private charters and sailing lessons
- (415) 378-4887 www.sailsf.com; www.sailingles-sonssf.com; sailing@sailsf.com

Bolgeskrek: This Irwin Citation 34 is well suited to Bay sailing. On blustery days she often does better than seven knots, outperforming many other sailboats her size. Her spacious cockpit easily accommodates six passengers, and her teak interior is a delightful space for relaxing.

- Carries up to six passengers.
- Berthed at Treasure Island Marina.
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.
- (510) 499-0134; www.goldengatesailingtours.com; capt_bob@goldengatesailingtours.com

Carrera: At the smaller end of the spectrum is Gene Maly's Capo 32 racer/cruiser. Based at Monterey, Carrera balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.



'Carrera' sails out of Monterey.

- Carries up to six passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails in Monterey Bay Marine Sanctuary, sunset cruises, private char-

ters including memorial services, and "teambuilding challenges" for corporations.

- (831) 375-0648; www.sailmontereybay.com; captaingene@sailmontereybay.com

Desiderata: This elegant Islander 41 ketch is in her third year of delighting sailors. Six passengers can sail to the ballgame, cruise the Bay, picnic at Angel Island, or voyage overnight to Napa for winery visits, all in the comfort of this stable, high, dry center-cockpit ketch.

- Carries up to six passengers.
- Departures from San Francisco and Marin.
- Available for all kinds of small events, custom trips.
- (415) 259-7695; staffordjm1@gmail.com; www.desideratasailing.com

Evening Star: This is a beautifully restored C&C 43 run by Mark Sange, one of the most experienced charter captains on the Bay. An elegant classic with great performance and comfort, it's perfect for the SF Bay.



'Evening Star' is Capt. Marco's dream boat.

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events.
- (415) 868-2940; (415) 987-1942; www.captainmarco.com; www.sailingsf.com; captainmarco@cs.com

Excalibur: A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.

- Carries up to six passengers.
- Available for all types of charters; teambuilding events, relaxed day charters, day and nighttime sailing lessons, various workshops, such as COB practice and motoring skills.
- (650) 619-6896; info@sailnow.com; www.sailnow.com

Fansea: Captain Paul Adams sails the Bay and beyond on his modern Catalina 34 Mk II. Guests may participate in driving and sail trimming if they wish.

- Carries up to five passengers.
- Berthed at Sausalito (near parking).
- Takes small groups, often two couples. Marriage proposal and special occasion charters are Capt. Paul's specialty.
- (415) 269-1973; www.sailsausalito.com; captainpaul@sailsausalito.com

Flying Tiger: This Sovereil 36 is a former racing yacht custom-built for the designer's personal use. Ideally suited to charters for those who enjoy high-performance sailing and lessons on a responsive

yacht.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
- (650) 492-0681; www.sfbaysail.com; info@sfbaysail.com

Gentle Storm II: Rick Niles' 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper – a new boat.

- Carries six passengers
- Berthed at Clipper Yacht Harbor, Sausalito
- Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.
- (707) 235-6295; www.gscharter.com; Rick@gscharter.com

Hasty Heart: One of the largest and most elegant boats on the Bay, this immaculately kept 61' Nautor Swan was the longtime pride and joy of a S.F. bon vivant, and is now available for private catered charters.



'Hasty Heart' is a lovely center-cockpit Swan.

- Carries up to six passengers (bareboat w/ 12).
- Berthed at Clipper II in Sausalito. Plenty of free parking.
- Available for all types of charters including daysails, sunset cruises, birthdays, photo shoots, ash scatterings, corporate gatherings, weddings, and other special events.
- (415) 690-7245; www.sailhastyheart.com; info@sailhastyheart.com

Imagine: An Irwin 34 that is at home on the San Francisco Bay. Kayaks are available for (Giant's games) home runs and fishing tours. Hands-on sailing experiences, overnight sails to Half Moon Bay and Drake's Bay, leisurely and romantic sunset sails available.

- USCG qualified Skipper up to, and including 6 passengers.
- Docked in Berkeley Marina, free parking, excellent access to SF Bay.
- Available for private tours. Set your own itinerary, or ask for suggestions.
- (916) 813-8285; www.imaginesailingtours.com

Karisma: This Catalina 470 has a roomy cockpit and nicely appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by arrangement. Catalina 42s and 34s also available.

- Carries up to six passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, and

WORLD OF CHARTERING

scattering at sea services, with affordable prices.

• (831) 429-1970; www.lighthallcharters.com
sail@lighthallcharters.com

Kuani: This Cascade 42 ketch is a proven bluewater vessel with a colorful history. Originally intended to be a fishing vessel, she came to be part of SF Bay's Peace Navy. Her ample deck, cockpit and cabin make a great platform for any Bay excursion.

- Carries six passengers.
- Berthed at Marina Bay, Richmond.
- Available for all types of private Bay charters.
- (530) 263-5214; www.wingandwing.net; ken@wingandwing.net

Lady J: This comfortable, well cared-for Islander 34 Mk II is the first boat in SF Sailing Company's fleet, started 10 years ago, which has now grown to 11 sailboats.

- Carries six passengers.
- Berthed at Pier 39.
- Available for private charters of all types.
- (415) 378-4887; www.sailsf.com; sailing@sailsf.com

Magick Express: This French-built Dynamique 62' luxury charter yacht is sleek and gracious, with ample room above- and belowdecks. Enjoy a fast smooth ride touring SF Bay.

- Carries up to six passengers; or can bareboat (with a chosen captain) with up to 12 passengers max.
- Berthed in the Oakland/Alameda Estuary.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting experiences, catered events, and even live music via the piano built into the salon table.
- (510) 535-1954; www.afterguard.net; info@afterguard.net

Magnificat: This Prout 38 "British-luxury" sailing catamaran is owned by Captain Jim Keenan's company, Magnificat-4-Charter, and is skippered by veterans! Organize a group supporting SF-Bay-Jobs-4-Veterans by chartering at discounted rates and earning rewards for future charters.



'Magnificat' is a relative newcomer to the Bay.

- Carries up to six passengers (can be bareboat with 12 by special arrangement).
- Berthed at Emery Cove Marina, but also will pick up in San Francisco, Sausalito & Oakland/Alameda.
- Available for corporate events, private charters, shared group cruises, sunset/full moon, sightseeing tours, proposals/weddings & showers, Giants games, Bay events, holidays and teambuilding.
- (415) 889-0428; www.AmericaCupCharters.com; Captain_Jim@AmericaCupCharters.com

Magnum 44: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to six passengers; available for bareboat charter to qualified sailors; up to 12 guests.
- Berthed in Tiburon.
- Available for private group charters, sunset sails, and corporate events.
- (415) 332-0800; www.yachtcharter.com; info@yachtcharter.com

Next Adventure: This Beneteau Oceanis 423 is roomy, fast, well-appointed and extremely comfortable. She is a three-time Newport to Ensenada Race vet, and Captain Brad, with 35 years sailing, brings a wealth of expertise, local knowledge and humor!

- Carries up to six passengers.
- Berthed in Berkeley Marina.
- We specialize in creating safe, fun, exhilarating, memorable days for friends, family, and associates. Available for private groups, corporate charters and special events
- (925) 984-9697; www.funsbaysailcharter.com; bradenelson@sbcglobal.net

Ohana: Beneteau 45f5 designed for comfort cruising and racing. Beautifully appointed salon, cockpit, perfect for any private celebration. Competently skippered by USCG-licensed captain and mate. Let us show you our Bay's splendors. Three staterooms, two bathrooms.



'Ohana' has three comfy staterooms.

- Carries up to six passengers
- Berthed in Sausalito
- Available for leisurely Bay/city cruises or hands-on participation in local races. Ocean trips and overnights to Drakes Bay or Half Moon Bay upon request.
- (415) 457-4417; (415) 250-9850; www.OhanaSailing.com; Ohanasailing12@yahoo.com

Oli Kai: This lovely 38-ft Seawind 1000 cat provides a comfortable and stable platform for all sorts of Bay charters. Her Treasure Island berth makes her easily accessible to all.

- Carries up to six passengers; or bareboat with 15 passengers max.
- Berthed at Treasure Island.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting sail trips and more.
- (510) 535-1954; www.afterguard.net; info@afterguard.net

Pegasus: Since 1994, this 1972 John Alden 51-ft ketch has specialized in sails for school groups and

at-risk youth (at no charge to schools or parents). To subsidize those programs, they've made this Philippine mahogany beauty available for private charters.



'Pegasus' also does programs for at-risk kids.

- Carries up to six passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters, special events including weddings and ash scatterings, special youth sails. Passenger participation is welcomed.
- (510) 717-4439; www.pegasusvoyages.org; info@pegasusvoyages.org

Perseverance: Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 Mk II through a wide variety of charter offerings, including lessons.

- Carries up to six passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101

Sensei: A sailing adventure in comfort and informal elegance, this Norseman 447 is an ideal yacht for a Bay tour. Enjoy a delicious meal in a tranquil cove, then experience the majesty of the Golden Gate.

- Carries up to six passengers for a private cruise
- Pickup in San Francisco or our home docks in Marina Bay Yacht Harbor, Richmond.
- Available for private crewed charters, sunset cruises, birthday parties, anniversaries, picnics on Angel Island, nature cruises or your special event! 48 hours notice required.
- (415) 886-7245 (SAIL); www.GotSailing.com; SFSailingAdventure@gmail.com

Temptation: This Catalina 350 is a modern luxury sailboat. She was purchased brand-new in 2007 and is in pristine condition. Captain John holds a USCG Master's License and has a lifetime of sailing experience.

- Carries up to six passengers
- Berthed in San Francisco
- Available for private charters, special events, celebrations, ash scattering and corporate teambuilding
- (415) 602-8416; www.sailingsanfrancisco.com

Wow! What an impressive fleet — so many fine charter boats and so many possibilities for special sailing days on San Francisco or Monterey Bay.

— *latitude/andy & story*

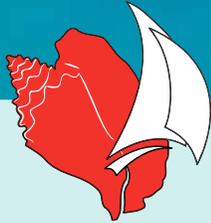
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CHANGES

With reports this month from **Folie à Deux** on cruising nine months a year in the Northeast and Caribbean; from **Pelagic** on family cruising off the beaten track; from the Horangic family, mostly in Venice; from **Sand Dollar** on eight years of cruising the world on less than \$1,000/month; from **Escapade** on tips for the Med; from **'ti Profligate** on Antigua; and **Cruise Notes**.

Folie à Deux — J/46 John and Ann Burnett Nine Months On, Three Off (San Francisco)

John, who retired from the tech world, and his wife Ann, who spent years fighting to help low-income people in the Bay Area find housing, are living the good cruising life. He moved to San Francisco in 1980, while Ann moved to the City from Boston in 1995. More importantly, in 2006 they bought a J/46 on the East Coast, and have been spending nine months a year cruising in either the Northeast or the Caribbean.

In late February and early March, the Wanderer and de Mallorca shared anchorages with the couple in both Antigua and St. Barth. While we only had the briefest of conversations with them, we did take the great drone shot of their boat — see the accompanying photo — on the hook in St. Barth.

When John and Ann aren't cruising, they spend much of their time at their place in San Francisco.

"We have a rent-controlled apartment in the Castro District," says John. "And no, we don't rent it out, because the owners would love to find an excuse to get rid of us."

The couple have split their cruising time pretty evenly between the Northeast and the Caribbean. Ann passes on the trips between the Caribbean and the Northeast, so John is joined by friends.

"There's loads of places to cruise in the Northeast, so we've really liked it,"

John and Ann enjoying the afternoon aboard their J/46 at Falmouth Harbor, Antigua. They split time between the Caribbean and Northeast.

says John. "It can be a little expensive, but it's not too bad because we usually anchor out or take a mooring."

One of the most interesting — and inexpensive — places they've gotten a mooring was New York City.

"There's a mooring field just past Throgs Neck where we got a free mooring for a week," says John. "You're only supposed to get a free mooring for a couple of days, but when we'd call the people who ran the moorings and tell them we wanted to pay, they'd tell us they didn't see us. (Laughter)"

"We're right here," we told them.

"No, we *really* don't see you," they said. (Laughter)"

The J/46 is not a typical cruising boat in the Caribbean, but John and Ann say *Folie à Deux* — 'a shared madness' — has been fine for them.

"We also have an Olson 911 on San Francisco Bay we own in partnership with some other folks. Her name is *Usually Lose*, which is what we usually do in the two or so races we do on the Bay each year."

One of the most interesting side trips the couple made was up to Canada via the Erie Canal.

"The locks were nasty because they were covered in sharp barnacles," says John. "Naturally, we had to take the mast down to get through the locks. But we made it up to Ontario, down the St. Lawrence Seaway, and up to Newfoundland. Newfoundland has a reputation for a tremendous amount of fog, but we had great weather."

Based on personal observation, we think the (mostly) cruising life agrees with both John and Ann because they both look *soooooo* relaxed.

— *latitude/rs 03/07/2016*

Pelagic — Hallberg-Rassy 42 The Bradford Family The Cruising Route Less Traveled (Portland)

We — my husband Michael and children Zander, 12, Porter, 10, and Anakena, 8, and I — just downloaded the most recent *Latitude*. We enjoyed reading it because we like to stay connected with West Coast sailing.

The last time that we veterans of the 2014 Baja Ha-Ha checked in with *Latitude* was when we were headed up the East Coast of the United States following a fantastic experience in



Cuba. We enjoyed some stellar cruising through Maine, Nova Scotia and Newfoundland. In fact, we can't say enough good things about Newfoundland, which completely surpassed our expectations. It's an understatement that the weather isn't always great, but the fjords are fantastic. And when you get that rare sunny day, the cruising is magical.

But it's the people of Newfoundland who are the real gems. While at Trepassey at the tip of Newfoundland, I neglected to check to see if the local petrol station carried diesel. They didn't. As this was our jumping off point to Europe, we didn't want to take off with empty jerry cans, so we asked around town where we could get some diesel. Before too long, a couple offered to drive me and my three empty jerry cans 40 kilometers — 24 miles — to a petrol station and back. All for a cup of coffee and some company.

We always seem to meet our share of friendly locals offering to help us. I'm never sure if it's because of the three towheads we have cruising with us, or

LATITUDE AERIAL



'Folie', seemingly floating on her own shadow.

LATITUDE / RICHARD





it was literally '50 shades of gray' out there, and the sky and sea were often indistinguishable. At sunrise on our last day the fog lifted and the clouds parted just enough for us to see the jagged shoreline and cliffs of Aran Island. What a beautiful sight!

Although ours wasn't the longest passage, higher-latitude passages do take their toll. So it was with an indescribable sense of relief that we found land, for it proved beyond a doubt that we hadn't been just circling a North Atlantic fog bank.

We then sailed along the west coast of Ireland and on to Scotland, and eventually to the Isle of Skye, which is as far north as we went. We toured whiskey distill-

eries, collected mussels, had peat fires onshore, and overnighted in some memorable anchorages with stunning backdrops.

We're not big drinkers, but from our blog entries you'd think we were alcoholics: breweries in Ireland, whiskey distilleries in Scotland, calvados from Normandy, reds from France, and port from Porto. Our bilges are being packed

A file shot of the much-traveled Zander, Anakena and Porter with dad. Anakena is named after a beach her parents visited at Easter Island.

Spread: Cruising on their own is no problem for the Bradfords. They drop the hook at places such as Loch Scavig in Scotland. Insets: This was after being pretty much alone in the fjords of Newfoundland. Amy kayaks with Anakena.

because we look completely clueless. Either way, we are finding the world is full of friendly people. Some places, however, just seem to have a greater percentage of friendly people than others.

We took the Great Circle Route from Newfoundland to Ireland, which meant we had to dodge a few icebergs. Thanks to ours being a late summer crossing, the chances of our meeting an iceberg were slim. Nonetheless, we did pore over the Canadian ice charts before leaving. We found our own little iceberg alley, and zigzagged through quadrants that were "supposedly" ice-free. As long as the icebergs got the same memo, we'd be safe. That said, we were relieved to be out of the ice zone after just a few days at sea.

We had never used a weather router before, but as the winds had been unusually unpredictable over the months prior to our departure, we decided to get a second opinion on crossing windows

from Commanders' Weather. They were very reassuring and helped us pick a perfect window. We can't say enough favorable things about them, as they provided a fantastic service tailor-made to fit our needs and budget. We talked with them three or four times on the phone before leaving, and they never seemed to tire of answering our questions.

Once at sea, our passage was 'fast and furious', as we made the crossing in just 11 days and 20 hours. That's turbo speed for an overloaded 42-ft cruising boat. We had consistent westerly winds, and only one mild depression to fight through as we neared Ireland.

The speed was great, although the constant fog was tiresome and meant we had to run the radar continuously. At times we couldn't see much past the bow, so



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with 'souvenirs' from our visits. Five years from now we'll still be nursing the port we bought after touring the warehouses of Porto.

The distilleries nonetheless provided good science lessons for the kids in filtration, condensation and fermentation. Any sacrifice to educate them. Making moonshine remains a job skill in some places in the States, doesn't it?

After stops in Wales and the Isle of Man, we crossed the English Channel to Brest, France. From there we put the boat in a marina and enjoyed a 'no carb left behind' tour of inland France. My oldest son Zander rates stops on their culinary contributions, and he absolutely loved France!

Three weeks and five pounds later, we prepped the boat for a crossing to Galicia, Spain. Although we had consistent 25-35-knot winds during our crossing of the Bay of Biscay, it was uneventful. So we home-schooled and cooked meals, and the kids bickered. It was business as usual aboard *Pelagic*.

From Galicia, we spent time in Porto, Seville, Gibraltar and a few weeks in Morocco. Although Gibraltar is part of the United Kingdom and thus technically not part of the Schengen Zone, the Spanish government doesn't recognize it as such, so we continue to dance around whether we are here legally. We are taking the 'beg for forgiveness rather than ask permission' approach to cruising within the Schengen Zone. We will let you know how successful it was when we try to clear out.

We are currently anchored off Sanlucar de Guadiana in the Guadiana River between Portugal and Spain, and we've just enrolled all three kids in the local Spanish school. In an age of helicopter parenting, we are really throwing our kids to the wolves because they speak very little Spanish. We are hoping to rem-

The Bradford kids are getting immersed in Spanish at Sanlucar de Guadiana. One side of the river is Spain, the other side is Portugal.



SANLUCAR TOURISM

edy that with some intense immersion.

We expect to hang out here for a few months, then point toward home, via Morocco, the Canaries and the Caribbean. Ours will be a late-season Atlantic crossing, but we are looking forward to seeing the less-frequented spots in the Caribbean — and maybe French Guiana and Surinam.

Somehow we seem to continually take a different path from other American cruisers. In fact, we haven't seen another American boat since we left Canada back in July. But we look forward to meeting up with some of our compatriots soon.

— amy 02/15/2016

ex-Lilahoc — Outremer 49 The Horangic Family Venice By Private Yacht (Menlo Park)

It's been almost a year since we — my wife Caroline, daughters Theodora and Helen, Little Basil, and I — sent an update, so here goes. After sailing back to the Med from the Caribbean on our rented Outremer 49 catamaran, we spent most of the summer and fall sailing around Italy. Then, with the 18-month rental of the Outremer 49 over, we returned her to France.

We are now in Myanmar on our second rental cat, this one a freaky custom combo of a Wharram and a Shuttleworth. We are cruising the 800-island Mergui Archipelago along with a few Moken sea gypsies in dugout canoes. More about this at a later date.

Our pressing urge is to tell *Latitude* readers about the fantastic eight weeks we spent docked in Venice last summer. You might remember that during our first summer in the Med we'd planned on one week for Istanbul, but were so impressed that we anchored there for a month. Well, last summer we planned on one week for Venice, but it captured us for eight! And the only reason we left when we did was that our 18-month boat rental was over.

Venice attracts very few cruisers. I would say we saw fewer than 20 boats come in all summer. That contrasts with 50,000 short-trip visitors per day coming off cruise ships, planes and other forms of transportation.

Surprisingly, there were loads of marina slips available. St. Elena was 80% empty the whole summer,

BASIL HORANGIC



and must have lost a ton of money. They quoted us 45 euro per night for our 49-ft cat. Vento di Venezia, our favorite marina, had an average of a dozen spots available all summer. We stayed there for 36 euro per night. The municipal spots right on the city front were 75% empty all summer, although in that case it was clearly because of the outrageous prices. They quoted us 320 euro per night — after a 1,400 euro mooring fee. The municipality seemed happy to let potential revenue blow out the window every day while waiting for the odd superyacht to show up.

The empty marina slips were hard for us to understand because we found Venice to be a fantastic place for visiting by boat. If *Latitude* readers ever get the chance to visit Venice by boat, we urge you to do it.

Most importantly, when you visit Venice by boat you experience it as the Venetians have for 1,500 years. When ap-

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ALL PHOTOS ITALY TOURISM EXCEPT AS NOTED



Everybody knows that Venice is one of the great destinations in the world, but who knew it is best visited by boat? Lower spread; The Grand Canal of Venice at its most colorful. Upper left; Racing in traditional boats. Upper right; This small community was the world's powerhouse for centuries.

proaching from the Adriatic Sea, it seems as though you are sailing into some lame, featureless swamp. But as you round a final corner, 'La Serenissima' (The Most Serene Republic) appears, floating on the vast lagoon. The whole thing looks like someone's fantasy. You pull into your marina slip, jump into your dinghy, and start roaming the seemingly endless narrow canals that have carried tens of millions on boats over the centuries. You can't help but be overwhelmed.

In most places we have visited under sail, as you dig deeper, you only find a certain amount of truly new stuff. Usually a few days' worth, but sometimes enough to fill a week or two. No matter how deeply we dug into Venice, it just became more fascinating. We visited over 100 different unbelievable art installations — two or three per day — and my

guess is we might have gotten to half of what was there. We saw probably 50 different historical structures, which might be half of the most interesting buildings. You can have as many experiences as you have the energy for, every day, day after day, for 60+ days, with no end in sight.

Then there are the other islands in the lagoon — Lido, the beach island; San Michele, the cemetery island; Murano, Burano, and Sant'Ariano, scattered with the bones of tens of thousands of plague victims; Sant'Andrea, with the fort from which only one shot was ever fired; Chioggia; and a couple of the protected spots off the beaten

track where the locals anchor out.

Venice is a maritime dreamland. It's a 1,000-year-old boat factory — and had the first mass-production line in history — that takes up what seems like a quarter of the city. Around 1500 A.D., Venice was turning out a new 135-foot sailing galley every day!

The locals maintain a fleet of at least 100 traditional wooden sailing craft. We stumbled onto a huge regatta with multicolored sails out in front of St. Marks, and easily nabbed crew spots with folks who then cooked us dinner and introduced us all around town!

One of the most impressive things is the way the Venetians row. They claim they row with their heads while the rest of the world rows with their asses. And they are right.

Venice developed and refined boats, oars, and a technique of rowing, all of which are incredibly sophisticated. They row by walking back and forth along the back of the boat. Their arms do very little of the work, but provide fine control of the boat by flicking and swirling the hydrofoil oar in a dozen different ways to generate lift in various directions. It doesn't take a gondolier much more power to propel them than it does for him to walk down a street.

A gondolier never pushes the water — except when going flat out. And in that case he might loft a second 20-foot oar into the air with a toe, grab the handle in mid-flight, spin it into the oarlock (or *forcola*, a work of art in itself), and instantly switch to high-speed double-handed rowing.

The oars have different foil shapes along their length that balance lift generation with just enough structural strength to withstand the forces at work. Use a Venetian oar upside-down by accident, and you'll snap it.

Theodora, an accomplished Opti sailor, takes a turn on the oar aboard a gondola. Boats are the best way to get around Venice.



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They can run straight with only one oar, scull forward and in reverse with zero clearance on either side of the boat, slide the boat left or right without longitudinal movement, and rotate the boat around multiple axes, and can coordinate up to 20 rowers in the same boat.

There are rowing clubs all over Venice, and probably 1,000 traditional wooden rowing boats of all sizes and shapes. The boat designs have been so refined over 1,000 years that they use up to 20 different types of wood, often in asymmetrical hulls, to achieve the right balance between weight, strength, performance, longevity and, of course, style. While the most recognizable type is the gondola, our favorites are the *s'ciopon* and the *vipera*.

After a few days of motoring the canals in your dinghy, you will get jealous of the elegant rowers and want to learn how. So we did. Our favorite instructors are VeniceOnBoard (veniceonboard.com), which has *s'ciopons*, *mascaretas*, and gondolas to row, and a *san pierota* if you want to try sailing on the lagoon. They even clamped a *forcola* to the transom of our dinghy and showed us how use a single Venetian oar to scull the boat around the canals.

Once you switch to rowing the canals, you are fully transported back in time to when Venice was the Manhattan of its time. You can really feel the power, the human achievement, and the decadence that was Venice's for hundreds of years, all of it built on a foundation of ships and the sea. The land the Venetians controlled was never more than certain valuable spots scattered around the Med and the Black Sea, but the wealth and power they created was unprecedented. And the immensity of what 50 generations of Venetians created and left behind for us to see is incredible.

Thanks to their ambitious sailing adventures, the Horangic kids are going to have a massive life-experience advantage over their peers.

The lagoon and canals are what allowed them to keep their rare republic safe from barbarians and tyranny for 1,000 years — in a time when republics were just a dream for 99.9% of the world. The United States only has another 800 years to go to beat their record. The republic fell only when Napoleon showed up with cannons that could finally reach across the lagoon. In wise Venetian fashion, the last elected Doge took off his doge hat, placed it on his desk, and simply handed over the keys.

If you visit Venice by cruising boat, you will not regret it.

— basil 03/05/2016

Sand Dollar — Bristol 32 Ken and Katie Stuber Eight Years Out (Sausalito)

"Not much," was Ken's response to the Wanderer's inquiry about how much it costs he and his wife Katie to cruise.

"We can easily get by on \$1,000 a month. That includes everything — except what we spend to fly back to the States. We could spend more if we wanted to. For example, the same sail repair that cost \$30 in Bequia cost \$240 here in Antigua."

Ken had surprised the Wanderer by coming up to *ti Profligate* as she was on the hook behind *Sand Dollar* at Falmouth Harbor. We hadn't seen him since he, his then-only wife Cheryle, and their two kids had done the first Baja Ha-Ha in 1994. The family had been living at Lake of the Pines in the Sierra foothills at the time, and had kept their blue-hulled Bristol 35.5 *True Blue* in Alameda.

"We cruised in Mexico for two years, then continued on to the South Pacific, Hawaii and then back to California. I was in the merchant marine at the time, so I'd leave the family on the boat in places like Puerto Vallarta or Honolulu while I

went off to work for four months at a time. Our children were eight and seven when we started what turned out to be our three-year cruise. It was a great adventure for them."

As young adults, the kids haven't done too much sailing, but they're doing well.

"My daughter, who for a time managed a factory in Bangladesh, got lucky and now works for Google, while my son



is going for his master's at Humboldt State. We flew the kids down to the boat at Port Louis Marina in Grenada last summer and everybody had a great time."

The three years of cruising only whetted Ken's appetite for more. "I bought the Bristol 32 ketch in the Bay Area in 2000, and in 2008 my new wife Katie and I took off from Sausalito on our current cruise."

We're not sure when Ken and Katie got married, but they'd had a history together.

"We met ages ago when Ken broke his leg in the Navy and I was his nurse at the hospital in Long Beach," says Katie, who spent decades as an emergency-room nurse. "It was 40 years ago that we first planned to go cruising, and we even bought a little starter boat in Florida. We were together for 10 years and were going to get married, but then we broke up. Ken was then with his first wife Cheryle for 20 years until they broke up. We've now been together for 10 years."

Katie and Ken seem to find Ken's



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LATITUDE / RICHARD

Spread; Katie and Ken on the waters of Falmouth Harbor, Antigua. They were engaged, split up for 20 years, and have now been together, mostly cruising, for 10 years. Inset; 'Sand Dollar' as seen on San Francisco Bay in 2008 before they started what's been a thrifty near-circumnavigation.

marital history amusing.

"When Katie and I took off in 2008, we started by sailing north of the equator," says Ken. "We spent four months in Hawaii, then continued on to the Marshall Islands, Johnston Atoll, Micronesia, Borneo, the Philippines and Southeast Asia."

The big problem after Thailand was how to get to the Med.

"Things were pretty bad back then, with the Somali pirates hijacking yachts near Oman," says Ken. "In fact, we'd shared anchorages with Scott and Jean Adam of the 58-ft Marina del Rey-based *Quest* and their crew Robert Riggle and Phyllis Macay of Seattle. The Adams' boat was hijacked, and four days later the four Americans were murdered. It was really sad. So we shipped *Sand Dollar* from Thailand to Turkey."

Ken says he is aware that a few skipper are taking their boats up the Red

Sea now, but he wouldn't do it himself.

"I've been to that area many times before while in the merchant marine, and I don't like the culture. Plus, when you're in the Red Sea and the weather is good, you really want to make time going north. And when it's really windy and you're stuck in an anchorage, it's not good for diving. Not that Katie and I do much snorkeling. We don't fish either — too much of a mess to clean up."

The couple spent two years in the Med before crossing 'The Pond' to Bequia last winter.

"We spent last season in the Grenadines and the southern Caribbean, and this season we've been doing the northern Caribbean. We're headed to Nevis, St. Kitts, the south coast of Puerto Rico, Haiti and ultimately Florida, where I grew

up. And we're hoping to stop in Cuba on the way."

In the early 1990s, the length of a typical cruising boat was 32 to 35 feet. These days most cruising boats are in the mid-40-ft range. We asked Ken and Katie if *Sand Dollar* was big enough.

"Most of the time our 32-footer has been just fine — although it didn't seem like it when we left San Francisco. A gale had been forecast, and I figured that we wouldn't have a problem handling that. Well, it blew 45 knots and the seas were to 18 feet in what turned out to be a five-day gale. We were miserable and got seasick, and even though it was June, got very cold. It's the worst weather we've had in the nearly eight years we've been out.

"Weather windows are a small boat sailor's friend, so we're lucky that it's so much easier to get good forecasts now. I use GRIB files I get via Air Mail and also use Passage Weather, Wind Guru and other sources.

"I would say that a 32-ft boat is a little small if you were going to cruise in the Caribbean all the time," Ken continued, "because it's windy and the waves are big. But 32 feet is a good size for the rest of the world."

Including the Med?

"Well, the Med sucked, too," laughed Ken, "as the wind either blew really hard with short, steep seas, or there was no wind at all. You do a lot of motoring over there. But in the Pacific, where there is normally a longer period between swells, a 32-footer is just fine. It's also a fine size for living aboard — as long as you're not six feet tall."

Katie prefers their smaller-than-normal-size cruising boat. "I don't want one of those boats where on a clear day you can almost see the bow from the helm."

Ken and Katie like simplicity. "We never had a watermaker, and we got rid

Ken and Katie are huge fans of their 20-year-old Walker Bay plastic dinghy, which they row and sail. They didn't have an outboard for years.



LATITUDE / RICHARD

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of the refrigeration system a couple of years ago." When we offered Ken a glass of cold water, he said he didn't want us to spoil him.

In keeping with their theme of cruising simply, Ken and Katie didn't get an outboard for their dinghy until they were halfway around the world.

"Our dinghy is a 20-year-old Walker Bay plastic dinghy, which we can both row and sail. It's wonderful. But when we got to Ao Chalong Bay in Thailand, where you have to anchor way out, we broke down and bought a Yamaha 3 hp. But we still row every chance we get, as it keeps you healthy."

The couple don't have any 'favorite' places they've visited. "It's all been great," says Ken. But he has a couple of places he doesn't like.

"My brother lives in Lakewood in Southern California. I like Southern California, especially if you live on the coast, but the traffic! And the people who live there will wait 90 minutes to eat in a place like Olive Garden. Nobody cooks!

"Good meals were very inexpensive in Mexico. Southeast Asia is like that, too. Well, it's not good at places such as Malaysia, but when you get to Thailand . . . oh yeah! Philippine food sucks. They like their fat and they like their rice. When rice comes with the meal, they always order an extra serving."

Not eating out, of course, is one of the three pillars of thrifty cruising. The others are staying out of marinas and doing your own boat work.

"I did all the work in taking four layers of bottom paint off *Sand Dollar* in Grenada," says Ken. "But I'm never doing that again. Even though I was wearing a full suit, I got rashes and burns from chemicals. Next time I'm paying money to the man to do it," he laughs.

While the couple will base out of Florida, they aren't stopping cruising.

Thailand is paradise for budget cruisers looking for healthy food. The Philippines are better for people looking to carb up with lots of rice.

Next February they'll cruise the Florida Keys — "like the Caribbean without the hills" — and the Bahamas in April and May.

— *latitude/rs 03/03/2016*

Escapade — Catana 52 Greg Dorland and Debbie Macrorie First Timer's Guide to the Med (Squaw Valley)

This is the second part of our brief First-Timer's Guide to Cruising the Med.

The easiest way to contain the cost of cruising in the Med is pretty much the same as anywhere — anchor out. Unfortunately, the anchorages — and all other tourist facilities in the Med — are very crowded from May through September because it's the summer playground for all of Europe. And Europeans are more crazy about sailing and going around in powerboats than Americans.

Nonetheless, we didn't have any more problems anchoring in the Med than we did in the Caribbean. You still have the charterboat skippers who don't care about anchoring too close, and the odd noisy boat, but we found things to be more pleasant than we'd anticipated.

We haven't been everywhere, of course, but here's a short list of our favorite anchorages: All the river mouths of Portugal's Algarve Coast. Puerto de Soller, Mallorca. The entire south coast of Menorca. Île des Porquerolles, France (which was extremely crowded when we were there, perhaps because it was Bastille Day). Villefranche/Saint Jean-Cap-Ferrat, France. Cap Martin (Menton), France. Seno di Paraggi (next to Portofino), Italy. Santa Margherita Ligure, Italy. Portovenere, Italy. Portoferraio, Elba, Italy. And everywhere in La Maddalena Islands and the facing shore of Sardinia. The eastern end of the island of Ischia is also nice, and the south of the island of Capri is very beautiful.

Unlike the Caribbean, where the trades always blow out of the east, the wind direction changes frequently in the Med. You always have to have a Plan B.

There are, of course, times when you want or need to be in a marina. This is when you're likely to be in for a shock. We were often quoted over 200 euros — about \$220/night! — for a slip in the summer. Of course, *Escapade* is 52 feet long and 28 feet wide.

One of the biggest dif-



ferences we've noticed between the Med and the Caribbean is that the Med has far fewer catamarans. The vast majority of the marinas in the Med were built long before the emergence of the modern catamarans, so berthing for cats is not only very expensive, it's very difficult to come by during the high season.

It's a different story in the off-season, as we've found good values in places such as Valencia, Spain; Ragusa, Italy; Sicily; and La Spezia, which is near Cinque Terre, Italy.

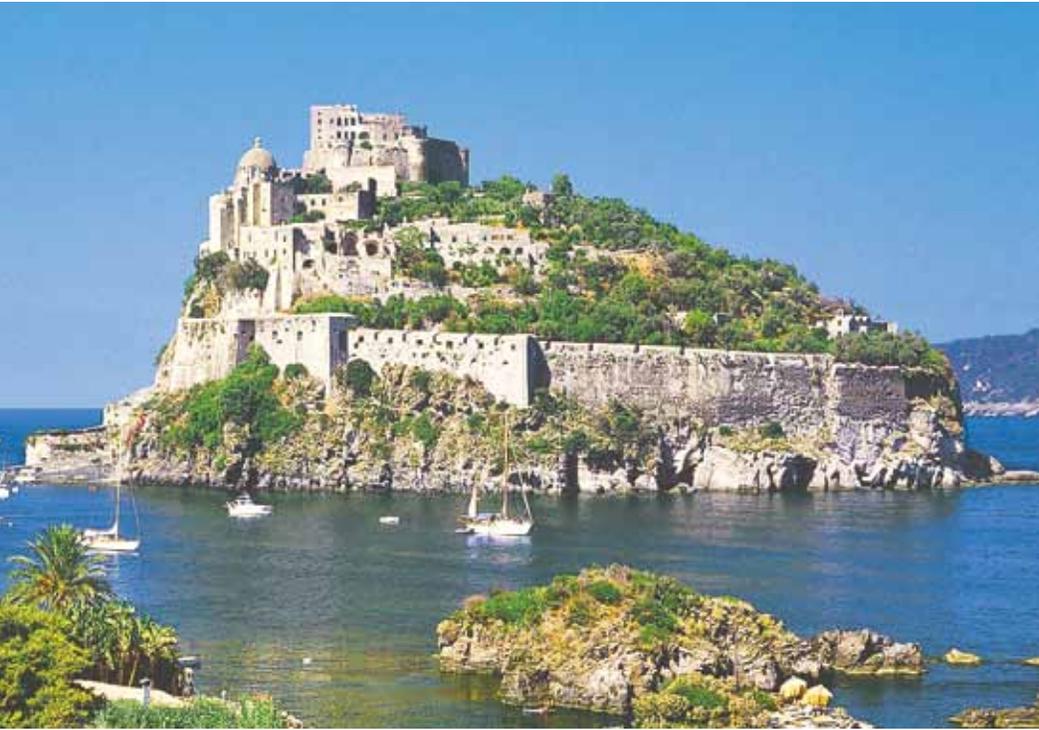
Escapade is spending the winter at La Spezia, where we are paying 750 euros a month for a side-tie without electricity. While La Spezia is a large shipping terminal and has a big naval presence, our pontile is directly across the street — through a small park — from the old town full of shops and restaurants.

Marina di Ragusa in the south of Sicily, and Marina Juan Carlos in Valencia in Spain, are approximately the same



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NATIONAL GEOGROLOGISTS



Can't name the three places in the photos above mentioned by Greg Dorland of 'Escapade'? If not, the National Order of Geographologists considers you to be deficient in the geography of the Med. They recommend a two-year cruise of the Med with your boat to correct the problem.

price. Juan Carlos is a beautiful large facility left over from the America's Cup. It's currently underutilized and priced to fill up the marina.

The warm-weather season in the Med is from May through September. The water temperature was very pleasant for swimming and hanging out for long periods of time when we arrived in Mallorca in July. Our purchase of a SUP allowed us to take advantage of the cooling waters in late September — and hopefully will do the same when we return to our cat in April.

It starts getting cold fast in October, and we nearly froze to death staying aboard during the first part of November. When the season is over in the Med, it's over!

The crews of many foreign boats spend winters on their boats, but usually

in the south of Spain at places such as Cartagena, or Marina di Ragusa in Sicily, or in Turkey. Others put their boats on the hard and go 'home' for the winter season. We are from Squaw Valley, so we have rented a small apartment in Cortina d'Ampezzo, Italy so we can ski until the weather warms up again.

The Med has an infinite number of attractions ashore, incredible history and architecture, and wonderful restaurants — most of which feature local foods and wines. We've also been blessed by a very favorable exchange rate between the dollar and the euro. The price of berthing notwithstanding, the Med

hasn't been so inexpensive in ages.

Don't forget the bikes. Ours have been very valuable, both for basic transportation and exercise.

Our current impression is that you really need a minimum of two seasons in the Med; one for the Western Med and the second for the Eastern Med. Three would certainly be better, as it would give you more time for Greece and Turkey.

The Schengen Treaty is an involved issue, but the basics are your boat is allowed in the European Union for 18 months without incurring the approximately 20% VAT. At that time, the boat must leave the EU, if only for a day. Popular destinations are Morocco or Albania. After just one day out, the boat can return for another 18 months.

Foreign humans, however, can only stay in the Schengen Area — for 90 days of any 180-day period unless they get a Long Term Stay Visa, which is valid for a year and is extendable. We had to jump through a few hoops to get ours, but it was doable. You do, however, have to arrive in the EU with the visa in hand, so allow a lot of time to apply at the appropriate consulate before departing. On the other hand, a number of foreign cruisers are simply blowing off the 90-day limit. It's unclear what penalties they might face.

The bottom line for us has been that the Med, while a long way from the United States, and despite not having the greatest sailing, is well worth it as a cruising destination.

— greg & debbie 02/24/2016

'ti Profligate — Leopard 45 Cat The Wanderer and Doña de Mallorca Almost An 'A' for Antigua (St. Barth, FWI)

When the Wanderer owned the Ocean 71 ketch *Big O* from the mid-1980s to the mid-1990s, we spent a fair bit of time at

Our mini-cruise of Antigua started in Jolly Harbor, where 'ti Profligate' — turquoise bimini and sail cover — now spends her off-seasons.



LATITUDE AERIAL

CHANGES

Antigua, the former British colony in the Leeward Islands of the Eastern Caribbean. But much of the time was during six Antigua Sailing Weeks based out of historic Falmouth and English harbors, and very little time at the island's many anchorages. That was a mistake.

We started rectifying the mistake in early February when we picked up *'ti Profligate*, which now spends the off-season at a dock behind a house at the Jolly Harbor development. We'd always known how great the sailing was in the lee of Antigua, where you zip along in strong winds in very clear and very shallow water. And that almost the entire leeward shore of Antigua, often with powder sand beaches, is good for overnight anchoring. But we'd forgotten how many fine anchorages there are on the windward side of the island, protected from the Atlantic by reefs.

After checking out the anchorage at the Hermitage, a lovely spot in Five Islands Harbor just 10 minutes away from *'ti's* Jolly Harbor base, we headed toward historic English/Falmouth harbors. These most historic nautical sites in the Caribbean were about 10 miles away on the south side of the island. In order to get there, we had to pass inside both Middle and Cades reefs, both of which are great for diving. We also stopped at both the Curtain Bluff anchorage and Carlisle Bay. Although both are lined with expensive resorts — long pants required for dinner at the Curtain Bluff — the water was flat and the scenery terrific.

We happened to pull into Falmouth Harbor a couple of days before the start of the Caribbean 600, which in eight years has become one of the top three middle-distance ocean races in the world. We soon bumped into Lloyd

When it came to natural harbors in the Caribbean, English Harbor had it all. It's been popular for the same reasons since Nelson's time.

Thornburg and co-skipper Brian Thompson of the all-conquering MOD70 *Pheado3*, which, with the help of crew Paul Allen of Santa Cruz and several others, would set a great new course record, yet beat sistership *Concise* by only 10 minutes after 31 screaming hours on the course.

We also bumped into Bay Area great Stan Honey, navigator of Jim and Kristy Hinze Clark's monster VLP 100 *Comanche*. We got the tour of the incredible boat from crewman Joe Fanelli. Two highlights hinted at how serious *Comanche* is about performance. There is but one \$20,000 carbon fiber toilet, and out in the open, for the 21 crew. Second, the cooking facilities consist of two tea kettles powered by Coleman propane canisters and two carbon fiber sinks, each one the size of half a basketball.

Comanche was not able to set a new course record, largely because she didn't get the same favorable wind angle from St. Martin to Guadeloupe that *Rambler 100* did when she set the course record a few years back.

Much remains the same in English and Falmouth harbors, not just since we were there 20 years ago, but since Admiral Nelson was there a couple of hundred years before. English Harbor exudes history more than any spot we've been to in the Caribbean.

But there is new stuff, too. We're primarily referring to the three greatly expanded marinas in Falmouth and English harbors. The two in Falmouth had been quite modest when we were doing Sailing Weeks, but were now home to the likes of Jim Clark's 292-ft *Athena*, the 218-ft *Hetairos*, and many other very large yachts that simply didn't exist two decades ago.

Once the yachts started the Caribbean 600, we headed past Eric Clapton's mansion on Indian Creek Point — the *Pheado3* crew house — and made our way up to the Green Island area about 10 miles away. Talk about your idyllic places to just get away, with room for scores of boats to get away on their own.

We grabbed a free mooring just in front of an almost entirely exposed reef, and not an hour later the 60-ft charter cat *Wadadli* cut between our transom and the 100-ft-



distant reef to leeward. It would have been a risky move for most skippers, but the big cat has circumnavigated Antigua every day of the year for something like the last 20 years, and is said to know her way around the reefs without any help.

Had we had more time — like a month or three — we would have liked to make a leisurely counterclockwise tour around Antigua. Of particular interest would be inside the reef on the northeast side. Making the experience even better would have been the fact that we were getting free unlimited data as part of our U.S. T-Mobile plan. Not high-speed enough for work, but decent.

Alas, we didn't have a month or three, so after returning to Falmouth Harbor for the Caribbean 600 finish, we sailed 85 miles off the wind to St. Barth, where even more work beckoned.

As we see it, the biggest shortcoming



IN LATITUDES

ALL PHOTOS LATITUDE /RS

man and Shelly Ward's Peterson 44 from Whitestone, VA; **Jade**, Pete Cook-ingham's Anderson Island, WA-based Fuji 45 that he'll be sailing with his son Erick; **Huzzah**, Gerry and Jody Gilbert's Jeanneau 45.2 from Gig Harbor, WA; **Cinnabar**, Tom and Sylvia Seaberg's Schumacher 52 from San Francisco; **Koza**, Jim Graham and Carola Melville's Jeanneau 49 from Brisbane, Australia; **Compañera**, Joe and Laura Sorum's Tartan 38 from Vallejo; and **Morning Light**, Scott Thomas' Explorer 45 from San Diego.

"Three of the crews have lived in La Paz for long periods of time," reports La Reina. "Pete for 25 years, Shelly for 11 years, and me for nine years. We were inspired to do the Puddle Jump to at least some extent by the deaths of our dear friends Paul Whitehouse and Simone Wood of the ketch **Tabasco II**. The couple tragically perished in La Paz Bay during hurricane Odile in September of 2014. It had been Paul and Simone's dream to sail to the South Pacific. We will join their families in the Marquesas for a ceremony in which their ashes will be scattered."

Does sailing to the South Pacific mean that Le Reina del Mar will miss her first **Baja Ha-Ha** in a decade? What a silly question! By the way, remember that this year's Ha-Ha will start October 31, Halloween, a week later in the calendar year than previous Ha-Ha's. Signups begin in early May.

Last year we did a report on Guirec Soudee, the Frenchman from Yvanec, Brittany, who two years ago spent 90 minutes teaching himself how to sail before setting off singlehanded across the Atlantic aboard his 10-meter steel sloop **Yvanec**. As you may recall, the singlehander picked up a hen during a stop in Madeira so he would have fresh

Lord knows why, but Guirec and Monique decided to trade another winter in salubrious St. Barth for one being icebound in Greenland.



Three shots of Green Island area anchorages, clockwise from above. Spread; West Bay, with the schooner 'Germania Nova' on the hook. Tenpound Bay in the upper right of the photo, big enough for just one boat. The sailmakers' berth, English Harbor. A different perspective on West Bay.

of cruising Antigua is the food. It's mostly so-so in restaurants and cheap. And the variety and quality in markets is dismal. It's a shame. The best food we had was with locals at a street stand, but the place isn't even open every day.

Antigua has a population of about 80,000, with 91% being black or biracial, and less than 2% white. We assume that the vast majority of whites live at English/Falmouth Harbor or Jolly Harbor. When we did our last three Antigua Sailing Weeks in the mid-1990s, there seemed to be a lot of racial tension, at least among some of the younger Antiguan males and the whites on the gauntlet between English and Falmouth harbors. We're delighted to report we felt none of that this time around. In fact, we

met some of the nicest and most friendly people you could ever meet — and two of them were government officials! We can't wait to go back, but even with the poor food, we still give Antigua an A-

— latitude/rs
03/10/2016

Cruise Notes:

Patsy 'Le Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 **Talion** reports that an unusual number of La Paz-based boats — including hers — will be doing the Pacific Puddle Jump this year. They include: **Avatar**, Mike Rick-



COURTESY YVANEK

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eggs all the way across the Atlantic. Guirec and Monique became good mates, so after landfall Guirec would not only take Monique surfing with him, but also out to candlelight dinners on the beach at La Plage in St. Barth.

Last winter Guirec told us that his plan for the upcoming winter was to get his sloop trapped in the ice in Greenland, and be self-sufficient and out of communication with the outside world until spring. With Monique, of course. Well, the two did make it to Greenland, and they intentionally got trapped in the ice out of touch with the outside world. This according to reports from a fisherman from a nearby village who stopped by to check on Guirec and the hen from time to time.

Mike and Deanna Ruel of the Manta 42 **R Sea Kat**, having just celebrated their 37th year together, had every reason to expect they'd have a glorious last leg of their circumnavigation, 7,648 miles from Cape Town to Miami. After all, once a couple of hundred miles from Cape Town, the passage up the South Atlantic is generally considered to be one of the most pleasant in the world of



One of Mike and Deanna's many tribulations prior to their 7,600-mile crossing of the Atlantic was having to remove the Volvo diesel.

cruising, with reliable moderate trades blowing from aft of the beam. Plus, the couple had done all kinds of work on the boat in South Africa, fixing everything from sails, to engine seals, to replacing

the broken gooseneck bolt, and more.

But if it wasn't for bad luck, the couple wouldn't have had any. It started when their autopilot crapped out 140 miles into the passage. They'd just about made it back to port when an engine temp alarm went off. It turned out the mechanics who replaced a lower engine seal on one diesel hadn't done it right and all the oil had leaked out. When the Volvo mechanics arrived, it was decided to remove the engine to make sure the repair was properly done.

Then the bearings froze up on the dynamo in the Kubota diesel, starting a fire. The generator had just been gone over. When restarting the generator, Mike noticed a crack in the exhaust riser. Mike tried to repair it with JB Weld, but it didn't work. After having a welder try to repair the exhaust, they learned it was easier to just have him build a new one.

Having finally gotten away for the last time, surely their luck would turn. It did for a bit, as they had some very nice sailing weather. Alas, then the almost always excellent sailing conditions went to heck, and required as many as "27

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sail modifications in just 24 hours." It was frustration upon frustration. "We're now 500 miles from St. Helena," reported Mike, "and despite my issues with unanticipated forces of nature, I have no complaints about our progress. We've averaged 150 miles a day for our first eight days."

On the other hand, we haven't heard any complaints about the weather on the same passage from Jim Fair, Linda Powers and Sylvia Petroka on the Berkeley-based Outbound 46 **Chesapeake**, who were several weeks in front of the Ruels.

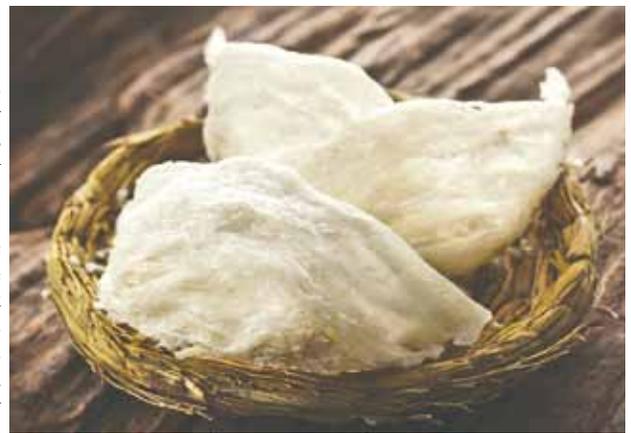
"We arrived in Trinidad last night and completed check-in this morning," reported Fair. "We did the last 3,800-miles of our trip from South Africa in 23.5 days. It was probably the nicest long-distance sail on the planet."

"My new crew, a young lady from England, and I were chased away from Ko Rang Island, which is to the east of Phuket, Thailand, by a man brandishing an AR-15-style automatic rifle," reports Tom van Dyke of the Santa Cruz-based Searunner 31 trimaran **En Pointe**. "I later learned the guy worked for a bird's

nest company that has rights to the island, and that they protect their birds' nests as much as Humboldt County farmers protect their pot crop. Not wanting to die for an anchorage, I re-anchored a little more than half a mile off the island, hoping that was out of his weapon's range. It was an open roadstead, but it was already dark and there wasn't another anchorage for many miles.

"The next day I called the local chief of police, who blew me off. Then I got a call from the chief of police of nearby Koh Yao Yai, who told me he'd spoken to the guard and explained things. He said we were invited to return and re-anchor. Have you heard anything like this? Backpackers described the incident as a 'Tit', meaning 'This is Thailand'.

The birds' nests you are referring to are made of the solidified saliva of swiftlets, and are among the most expensive



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animal products consumed by humans. An average nest retails for around \$1,000 a pound. Birds' nests are highly prized by the Chinese for their nutritional value and supposedly exquisite flavor.

The board of the Hidden Port YC of Puerto Escondido in the Sea of Cortez, Baja California, voted to close the club that was started 22½ years ago by Bob and Pettie of **Vela** and Norm and Gigi of **Phase Two**. The club's most famous

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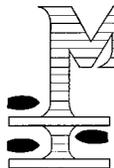


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event has always been **Loreto Fest**, which started 20 years ago and sometimes attracted over 200 boats. Loreto Fest will be held one last time on May 6 and 7, so if you're in the area, you are encouraged to attend.

No reason was given for shutting the club down, but it was noted that members of the Puerto Escondido community plan on starting a 'social club' in December 2016. We're not clear on the distinction between a yacht club and a social club.

The United States' longstanding and ridiculous policy of prohibiting American tourists from visiting **Cuba** became even more bizarre last month just before President Obama's historic March 20-22nd visit to the 'Worker's Paradise'. For the last half century or so, US Treasury law has prohibited American tourists from visiting Cuba on the grounds they would be spending money and thus 'trading with the enemy'. Exceptions were made for members of "educational, cultural and religious groups," who jumped through countless hoops to get US government permission to make a visit. As if membership in some educational, cultural or religious group should



ROSE ALDERSON

The Melia Marina in Varadero looks like marinas all over Florida. To see the real Cuba, you have to get off the beaten track — if you're allowed to.

give someone greater rights than those accorded regular citizens.

In any event, President Obama issued an executive order that says while American 'tourists' still can't visit Cuba, individual Americans can decide for themselves whether they are on some

kind of educational, cultural or religious mission, which would make their trips legal. Ridiculous, isn't it? That's why 20 years ago we just said 'f-'em', and visited Cuba for two weeks with our Ocean **Big O** without asking permission of our government.

If you wanted to visit Cuba before it got Americanized', it may be too late. In addition to a visit by an American President, it was announced that US-based **Starwood Hotels** would be opening three facilities in Cuba, two under the Starwood luxury brand and a third under the Sheraton Four Points brand. Nothing like living in luxury while your hosts are not allowed freedom of speech, freedom to travel, or even freedom of thought, and where people convicted of murder in the United States are allowed to live free and are treated like celebrities. Ah, the contradictions of the modern world!

A month or so ago the Wanderer gave his Phantom Vision 2 Plus drone to John Rogers of the San Diego-based Deerfoot 62 **Moonshadow**. The reason was simple. John and his wife Debbie are soon going to the South Pacific, where there are tremendous possibilities for

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drone photos, and the Wanderer isn't. Having already lost a couple of Phantom drones to the deep blue, the Wanderer repeatedly told Rogers not to worry if the thing crashed and was destroyed, as it was a business risk.

It didn't take long for the risk to become a reality. "I had gotten pretty good at flying the drone, and was learning to operate the camera and drone using the real-time video on the iPhone," reports Rogers. "But on the last flight I brought the drone alongside *Moonshadow* for the final landing of the day. It was hovering 10 feet from the foredeck when it descended below the lifelines on its own. As I attempted to regain altitude, the bird sank lower, then spun into the water and sank like a stone. Gone! I think the battery was down to 38%, but the damn numbers are so hard to read. If so, it was too low to be operating the drone, at least according to others I spoke to later."

The Wanderer isn't surprised, because all along he suspected that Rogers would get hooked on the drone and, if necessary, buy a new one of his own. Sure enough, Rogers reports that he now has a Phantom 3, the same as the Wanderer's

new one. The Phantom 3 drone and controller are vastly superior to the Vision 2 Plus, with many more fail-safe features, despite not costing any more. So Rogers is flying again and by the time you read this will have taken off for the South Pacific.

Then there is Jason Hite, who did the 2015 Ha-Ha with his wife Vicky on the Long Beach-based Caribbean 50 **Volare**, and who also just bought a Phantom 3. He reports that he got his drone up to 400 feet on his maiden flight, at which point he took the terrific accompanying photo of Grand Marina at Barra de Navidad. "I went higher and farther today," he later reported, "until the remote started to lose connection."

Phantom encourages all drone operators to start slow and not press the drone boundaries until they've become more experienced. We echo that advice for Hite and all other new drone pilots.



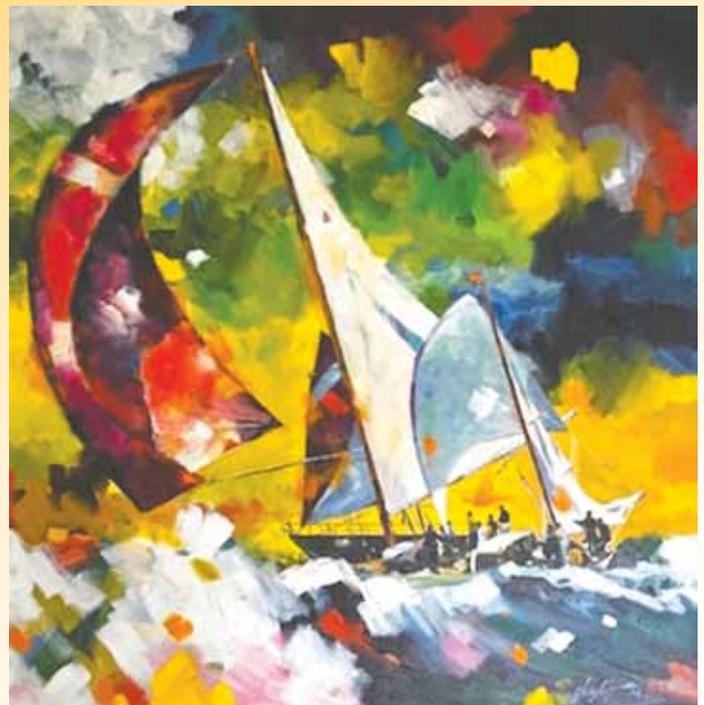
Jason came up with this terrific photo during his first drone flight. 'Baby steps' are best when learning to drone, as mistakes are costly.

That said, we think drones are going to prove to be valuable navigation tools in the South Pacific and elsewhere.

As usual, we've been spending a couple of winter months in St. Barth, because that's where much of the action in the sailing world takes place in the spring. While in St. Barth, you come across some interesting sailors. Take Dan 'The Man' Harper of the Swan 42 **Corban**. We've known Dan for years, but

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only recently learned that he's sailed his Swan 42 between the Eastern Caribbean and the Northeast "about 30 times". To say nothing of the other boats he's delivered for others. For Dan, the 1,500-mile trips are no big deal. "If there's a good weather window, I just grab a couple of Power Bars and take off. I usually make the trips singlehanded because it's easier that way." Dan is the founder of Siren Marine, which "monitors, tracks and controls" recreational boats from afar.

You bought them where? Jeff and Judy Wahl of Yankton, South Dakota, finally made it to Puerto Vallarta with their new-to-them Deerfoot 60 **Just Passing Wind**. They are now headed to Marina Chiapas in southern Mexico, where they will get their old boat, the Wellington 47 **Island Mistress**, ready for sale. The couple rave about their boat bikes, which they bought at . . . Ace Hardware!?

Looking for inspiration in your sailing and in your life? We think you can find it by reading Jack van Ommen's **Solo-Man**, which is the incredible story of his visiting six continents and 51 countries during a nine-year period — shortly after

going bankrupt. What makes the story all the more remarkable is that he did it with **Fleetwood**, a 30-ft plywood boat he'd built from a kit many years before, and that when he set sail from Alameda for Viet Nam, he had but \$150 and the promise of a modest monthly check from Social Security to his name. Van Ommen almost gave up the voyage when he was rescued by the Coast Guard off Monterey, but as was the case that time and many times later, he was able "to transcend certain adversity with hope, persistence and an abiding faith in God and his fellow man."

Fleetwood was lost on some rocks near Mallorca in November 2013 after a series of storms left Jack and his boat somewhat disabled. Van Ommen now has a sistership that he plans on using to complete his 'around the world in less than 80 years' dream.

If *Latitude 38* had a sailors' Hall of Fame, van Ommen would surely be in it.

Want to see how not to ride a wave into the rocks in front of Kona's **Honokohau**

Harbor? You can find a demonstration video in February 29th's *Lectronic Latitude* (www.latitude38.com). The unidentified charter cat operated by Sea Paradise charters on the Big Island rode the wave directly onto the rocks. Fortunately, only the operator was aboard. He was not hurt, but the catamaran was soon in small pieces.

Sometimes you're lucky. Bruce Harbour and Jennifer Martindale of the Montana-based St. Francis 44 cat **Skabenga** were going to be in Savu Savu, Fiji, but had to make a trip to Suva to pick up some batteries. So when Category 5 Tropical Cyclone *Winston* came Fiji's way, they took shelter in the mangroves at Denerau on Viti Levu. Like most boats in the mangroves and at Vuda Pt. Marina, their cat came out unscathed. The same can't be said for the boats at Savu Savu, where they were supposed to have been.

Like a number of other cruisers, Bruce and Jennifer loaded *Skabenga* up with relief supplies as soon as they could, to assist those ashore and afloat at Savu Savu.

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14-FT LIDO, 1969. Susanville, CA. \$1,500. Bright in color, in great condition. Two newer sets of sails & two older. Lake sailed. Trailer very good. Fun easy boat. Contact Scotts01@icloud.com or (530) 228-7266.

24 FEET & UNDER



19-FT OPEN 5.70, 2012. RYC. \$19,750. One-design planing hull, yet easily handled by a crew of 2 or 3 on the Bay. Proven, fast boat, season champ, active Bay fleet with almost 20 boats. Main, 2 jibs, 2 asymmetrical spinnakers. Complete USCG and one-design fleet gear. 2012 Honda 2hp outboard. Galvanized trailer. Always dry sailed. Ready to race or day sail. Custom-made full boat cover. Contact dave.peckham@gmail.com.

19-FT O'DAY MARINER, 1969. Susanville, CA. \$3,500. Great fun 8-ft. cockpit, 5hp Nissan long shaft, 4 newer sails by Doyle. Main with 2 reef points. Trailer and boat in very good condition. More information Scotts01@icloud.com or at (530) 228-7266.

CATALINA 22, 1984. Sacramento. \$5,800. Swing keel, pop top, main, jib and genny sails. Near-new Yamaha 8hp motor with electric start and tilt. Cushions and miscellaneous gear. Trailer included. Very nice condition. Contact (916) 715-1960 or bpooulton1960@gmail.com.



15-FT MONTGOMERY, 2010. Santa Cruz. \$11,000/obo. Very lightly used, mostly fresh water. Always garaged. Single-axle trailer with extendable tongue. 2hp Honda. Double-reef main and jib. Fully rigged and ready to sail. Looks new! Info at keck.zest@gmail.com or (408) 203-0409.



17-FT HOLDER, 1984. Auburn, CA. \$4,500. 17-ft Holder (like a Vagabond). New genoa, near-new main, OK working jib. 1992 heavy duty galvanized trailer. New mast and 6hp 4-stroke Nissan in 2013. Easy mast raising. Clean solid boat, much more. Please call (530) 885-0559.



18-FT IDEAL, 1995. Alameda. \$8,900. Self-tacking jib, spinnaker. Easy to single-/doublehand. Perfect (ideal) boat for Oakland Estuary sailing/racing. Great beer can race record. Boat and roadworthy trailer licenses are current. Video on website: www.shumwaymarine.com. Contact for more information (925) 349-8576 or sailorsteve41@yahoo.com.

25 TO 28 FEET



28-FT LASER, SAUSALITO. \$22,000/obo. Very good condition. Rebuilt recently. Sails in good shape. Standing and running rigging redone. Comes with trailer. Ready to go in the water now. Contact michaellscott@gmail.com or (707) 834-8983.



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27-FT CAL 2-27, 1976. Stockton Sailing Club. \$9,500. Atomic 4 rebuilt, exceptional interior, lots of extras, new Garmin echoMAP/BlueChart coastal mapping, symmetrical and asymmetrical spinnakers, self-tacking jib, vang. Winner 9 championships. Contact (209) 981-2449 or kittygutierrez@comcast.net.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Contact (415) 577-1148 or fred@fredandersen.com.



MERIT 25, 1980. Monterey. \$5,500/obo. Fast, functional and easy to sail, old gear and need for sails, TLC, some repairs. Newly rebuilt trailer. Old sails (2 each: mains, spinnakers, genoas, 1 jib). Hull in good condition. For info and details contact 3constables@gmail.com.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$45,000. Classic English pilot-house; seaworthy, warm and dry sailing on the Bay. Sails and powers well, with lines led aft for singlehanding. 9 tons, 4'6" draft, full keel. Total refit including power, bow thruster, epoxy bottom, and electronics including radar. Very roomy. New upholstery, no mildew. Fantastic anchoring setup. Hot water showers in head and cockpit. Comfort all the way! Info on website: <http://fog-northamerica.org>. Please contact (916) 719-9355 or micgoose@aol.com.



PACIFIC SEACRAFT 25, 1978. Marina Bay, Richmond. \$12,500. Main with 3 reefs, 120% jib on Profurl roller furling, asymmetrical spinnaker, Yanmar YSM8 with 230 hrs, 20 hrs on new top end, dodger, tiller/pilot, VHF, solar panels, trailer. More information at (530) 394-7860 or Stirlingbuilders@gmail.com.

26-FT MARIHOLM, 1971. International Folkboat. Sausalito. \$11,000. New Yanmar inboard diesel, new standing rigging, Awlgrip hull, new bottom paint. Original interior wood recently refinished, upholstery very good. Main, 3 jibs, spinnaker. Tough boat, ready for the Bay. Info at (707) 480-0365 or Fginn@aol.com.



25-FT S2 7.9, 1982. Medford, Oregon. \$10,000. New running and standing rigging, faired epoxy bottom, no blisters. Quantum Kevlar sails, EZ Loader trailer. Contact for more information (541) 690-8153 or S27.9forsale@gmail.com.

29 TO 31 FEET



ALBERG ODYSSEY 30 YAWL, 1969. Santa Barbara slip. \$16,000/obo. Beautiful boat well equipped for cruising. Fiberglass hull/deck. Lead ballast. 2010 rigging. Reliable diesel. Excellent ground tackle. Solar, dodger, sails. Email for specs, photos to jfride@gmail.com or call (805) 234-3137.



28-FT ALERION EXPRESS, 2008. San Rafael, CA. \$80,000. Beautiful condition with larger 2-cylinder Yanmar diesel engine. Full electronics. Shoal draft keel, trailer option. Dodger not included. Contact (415) 699-4290 or (415) 456-7650 or pdcatalina320@gmail.com.



CATALINA 27, 1978. Berkeley. \$6,000. Rebuilt Atomic 4, dinette, great family and Bay boat, good condition, VHF, extras. For more information contact Rick at (510) 527-7268 or (510) 517-1636 or Richardgw@comcast.net.

29-FT BRISTOL, 1967. Hidden Harbor, Rio Vista, CA. \$6,000. Beautiful Herreshoff-designed sloop. Sleek, fast, seaworthy. Recently restored. Sleeps five. Dependable Gray Marine Scout engine, runs like a dream. Mainsail and three headsails. Peaceful, extraordinary harbor location. More information at (209) 543-4879 or writenotes123@gmail.com.



GARY MULL CUSTOM 30, 1972. Vallejo Yacht Club. \$21,500. SF Bay racing legend for sale. Designed by Gary Mull and built by Hank Easom, *Pretty Penny* enjoys a great pedigree. In her youth, racing out of the San Francisco Yacht Club, she won practically everything there was to win, and she still does very well against more modern boats, a testimony to Mull's genius. Newish rigging, sails, and electronics. New Awlgrip, interior paint, and varnish. A delight for the eyes, a pleasure to the senses, and a rare treat to sail. Call (707) 642-6765.



27-FT CATALINA, 1984. Monterey. \$9,500. Standard rig, roller furling, fin keel. Dinette interior, diesel, propane stove. Wheel steering conversion removed, all parts come with sale. Tiller installed. Tiller/pilot. Bottom Jan 2014. Non-transferable slip. Please contact (831) 601-9322 or tom@tomleduc.com.



25-FT O'DAY, 1978. Folsom Lake. \$3,000/obo. Swing keel trailerable sailboat for sale. Roller furler, spinnaker with pole, 9.9hp 4-stroke Evinrude long shaft outboard. Great Delta or lake boat. She needs TLC. For more information contact chconstruction@sbcglobal.net.



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 HUNTER, 1989. San Francisco Yacht Club. \$24,900. Hunter's most beautiful and versatile model ever. Complete and livable cabin sleeps six. Kids love the teak bow seat and swim ladder. Singlehanding is easy with Autohelm, lazy jacks, roller furling 125% genoa, and all lines leading to cockpit. Updates and upgrades, including terrific sound system. For more information contact (415) 773-5985 or fholden@orrick.com.



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WYLIECAT 30, 1997. Santa Barbara. \$55,500. *Dazzler*. Major refit 2007-08, Yanmar diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shorepower, charger. For more information contactv rrwawles@gmail.com.



ERICSON 35, 1972. Berkeley Marina. \$12,500. Excellent cosmetic condition, good sails, new jib. Universal diesel. Great liveaboard: wood-grain cabin sole, custom futon bed. Hot/cold running water. Refrigerator. Flat screen TV. CD/DVD/Xbox. For more info contact (510) 213-0202 or quickjantony@gmail.com.



35-FT WAUQUIEZ PRETORIEN, 1982. Baja, MX. \$50,000/obo. Set up to go cruising with operating fridge/freezer, VHF, SSB, GPS, dinghy davits, water-maker, repowered engine 1999. Boat is in good condition, sails and dinghy. Contact mec1518mac@yahoo.com.



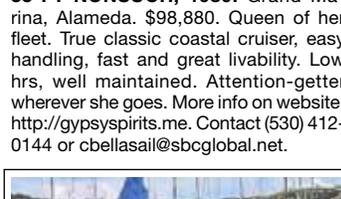
33-FT CANADIAN SAILCRAFT, 1981. Tiburon. \$13,000. Now is the time. We have upgraded and must sell our loving boat of 9 years. Sailed by a group of friends who have been sailing together for more than 30 years. 2-year-old mainsail, good jib, GPS, autopilot, galley, head, sleeps 5. Great Bay boat. Solid and secure. Clean and ready to sail. Will help with basics of sailing for a couple of days if needed. Info: (925) 200-8411 or pburkeb@hotmail.com.



31-FT SENORITA HELMSMAN, 1977. Alameda, CA. \$22,000. 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://sailing901.wix.com/sviduri> then call (510) 501-2225.



35-FT CRUISING KETCH, 1947. Sausalito. \$25,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri pine hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



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 on website: <http://gypsypirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

C&C 35 MK III, 1983. Stockton, CA. \$42,000/obo. VHF, Autohelm, radar, chart-plotter, depth finder, 3-blade feathering prop. Windlass w/2 remotes 100-ft chain and 300-ft 8-plate line. New CoolBlue 12v fridge/freezer, Raritan PHII head, new faucet w/shower, 120v water heater, propane stove. Roller furling jib 135, Harken batt car system, Garhauer boom vang, lazy jacks, all lines led aft, full dodger, hyd back stay, rod rigging, radar tower w/lift. Extra sails: Mylar 155, 150, 110, spinnaker w/pole and sheets. Call for more detail and photos: (209) 887-3762 or Johnnarmanino34@yahoo.com.

32 TO 35 FEET



34-FT HUNTER LEGEND, 1984. Barra de Navidad, MX. \$24,000/offers. Newer rig with very good standing and running rigging. Schaefer furling on 140% genoa, main, 3 reefs, asymmetrical spinnaker in sock, full spinnaker gear. Lewmar #48 primary. Yanmar 3gmf, 23hp with 22 hrs. Many spares. Autohelm 3000, VHF, depth, GPS, LPU hull and decks. Honda EU2000, Engel reefer. Teak interior. 3 doubles 1 single. Dodger and bimini. 4 anchors. 11-ft. Achilles with 8hp Tohatsu. Hot and cold pressure water. Nice condition. Call (949) 482-8467.



32-FT JEANNEAU SUNFAST 3200. \$139,500. Turnkey ready for shorthanded offshore racing or cruising. Asymmetric and symmetric spinnakers. Satphone, AIS, watermaker, EPIRB, liferaft, 50W solar panel, spare carbon pole. Well maintained and in excellent condition. More info: www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.



CAL 34 MK III, 1979. SFYC Marina. \$19,000. Westerbeke diesel, Harken furling, self-tailing winches. Comfortable live-aboard, six sleeping berths, large cockpit. Very clean boat. Call (415) 860-0543.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$39,500/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. Website: www.danger-zone.net. Steve at info@americanglobal.org or (617) 838-4648.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$39,000/obo. *Little Packet* has a unique cockpit with a built-in dodger for warmth on SF Bay. She has always been well maintained including refastened hull, renewed keel bolts, varnished spars and trim. Same owner since 1971. Sailed as far as La Paz. Has a very comfortable interior. For more information contact (510) 654-7704 or dickwr8@gmail.com.



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32-FT MARINER CUTTER, 1977. Newport Harbor, Newport Beach, CA. \$25,000. Newly painted deck, recent cushions inside, major engine service as well and new fuel tank. 1992 Volvo 2003 30hp diesel. Good sails. More info at (978) 821-5719 or (310) 804-9533 or contact nptboats@hotmail.com.



38-FT S & S CATALINA. Boulder City, NV. \$39,500. Priced to sell. Fresh-water boat located at Lake Mead Marina. Never been in salt water. Four headsails, Universal Atomic diesel engine. Good condition, great boat. Hull #200. Call Gary at (702) 875-3144.



37-FT TAYANA PILOTHOUSE, 1981. San Diego. \$72,900. A proven offshore cruiser. New bottom paint. Aluminum mast. No teak deck. Cruise-equipped/liveaboard-ready. Numerous upgrades. Baja Ha-Ha ready! For detailed portfolio and photos go to website: www.tayana37ph.com/. Contact mail@tayana37ph.com or (619) 426-2335.



INGRID, 1979. Bellingham, WA. \$49,000. Well maintained 38-ft Bluewater Ingrid ketch can take you safely across the Pacific. Isuzu 54hp repower in 1999, new Staaf mainsail, Dickinson Pacific stove, custom mattress. For more information contact debrandoug@gmail.com or (360) 770-4525 or (360) 856-9016.

34-FT WYLIE, 1980. Newport Beach. \$10,000. *Winter Project* needs a new home. SF built racer cruiser. Nice hull, newer standing rigging on original mast. Needs TLC, engine and cushions. Info on web: <http://wylie34-winterproject.blogspot.com>. Contact (949) 371-5202 or gordon.wanlass@gmail.com.



38-FT MORGAN 382, 1978. Brisbane Marina. \$39,900. This Morgan has a large protected cockpit, is rigged for two-person handling, with all lines down into the cockpit. Her 3-bladed prop cuts fantastically through the Bay chop with aid of her original Yanmar 3QM engine. (Just 500 hours). Her interior is beautiful, spacious and comfortable. For info contact jerry@jscpm.com or (650) 722-4546 or bh.hackel@gmail.com.

38-FT CATALINA 380, 1997. Richmond. \$115,000. Excellent 450hr diesel, folding prop. New: Pineapple sails, North genaker, Raymarine Chartplotter, autopilot, instruments, VHS w/AIS, Fusion stereo with XM, custom mattress. Awesome! For more information contact (415) 309-4476 or bob@lesnettrealestate.com.



37-FT CUSTOM CRUISER, 1992. Delta. \$85,000 firm. *Sisu* a 37-ft custom cruiser built by owner/professional boat builder. Launched in 1992. Unstayed carbon fiber mast, hard dodger, 3 watertight compartments also 2-piece dinghy. All-teak interior with a lot of built-in storage, 2 staterooms. Propane heat and galley with refrigeration unit. 150 gals water, 85 gals fuel. Yanmar diesel. Docked at residence on the Sacramento River. Call Jack at (209) 200-9200.



32-FT CORONADO, 1974. Alameda. \$13,500. Beautiful sailboat with roller furling, 27hp engine runs great, wheel steering, recent inspection, cleaning. All around dodger, walk-in power toilet, sleeps 6, roomy, great stereo, oven, heater, many extras. Excellent condition, will sell fast. Please contact (209) 541-4448 or stargate3000@earthlink.net.



38-FT BENETEAU FIRST 3855, 1991. Vallejo, CA. \$64,500. See this gorgeous boat! Ocean going and Bay friendly 2006 PacCup winner, SSB, diesel heater, radar, recent rod rigging/bottom, Philippe Starck wood interior, dodger, Max-Prop, Volvo diesel, strong AGM batteries, Dutchman, private owner's head. For information contact (916) 233-6269 or (916) 441-4441 or jvetter@vetterlawoffice.com.



39-FT CAL, 1971. San Diego Harbor, Chula Vista Marina. \$12,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet Instruments, Big Richie compasses. Ready for Newport to Ensenada, trophied last time. Contact (949) 280-6220 or granahan@cox.net.

36-FT ISLANDER, 1972. Marina Village, Alameda. \$25,500. Don Wilson out-of-area-retired original Islander dealer/personal boat. Yanmar diesel 550 hrs; Harken roller furling, jib, self-tailing winches, interior cushions and headliner. Good condition. Please call (925) 963-3178 or bevexpert@aol.com.

34-FT ROBERTS STEEL CUTTER. Santa Cruz. \$29,500. Well-running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacle mast. Diesel heater, watertight bulkhead w/navy door. Hard dinghy, S.S. roller windlass, Monitor steering vane, sonar ranger, VHF radio. Email for info: sol999911@gmail.com.

39-FT BAVARIA, 1994. Everett, WA. \$65,000/obo. Great opportunity! Selden custom cutter rig, radar, wind generator, solar panels, SSB, Hydro, raft, dinghy, Honda 4-stroke, EPIRB, 40hp Volvo 1380 hrs, dodger, cover, cushions, windlass, etc. Info on website: <http://1drv.ms/1spFYLQ>. Please contact (509) 370-4222 or gastonmartin@hotmail.com.



36-FT CAPE GEORGE, 1987. Vancouver, BC. \$189,000 USD. Must see! There were only approx. 30 CG 36s completely built by the craftsmen at CG Marine Works (prev. Cecil Lange & Son). This is one of the finest examples afloat! A 2-owner boat with extensive refits in 2007 and 2014. Meticulously maintained in Bristol condition. This is a true bluewater world cruiser, or will sail your local waters in comfort and style. Compliments wherever she is moored. All custom-built magnificent teak interior. Too many extras to list here. For complete description and photos please email or phone: (575) 770-1872 or wse541@gmail.com.



36-FT PEARSON 365, 1978. San Diego. \$48,500/obo. Well maintained. Replaced rigging, mast step, shaft seal, cutlass bearing, too many upgrades to mention. Strong, reliable diesel engine, 150 gallons water, 50 gallons fuel. Updated radar, Simrad autopilot, davits, Avon dinghy, 4 golf cart batteries 2015. Fully enclosed cockpit, custom teak interior, updated upholstery, cruise ready. Broker open listing allows owner to sell for better price. Website: <http://samsdc.wix.com/pearson-365>. Contact (619) 993-7267 or samsdc@hotmail.com.

36 TO 39 FEET

36-FT HUNTER VISION, 1994. Hidden Harbor. \$62,500. Unstayed rig. 500+ hours on Yanmar 3JH. Bimini/dodger, instruments, refrigeration, cockpit cushion and more. Excellent condition. Contact (775) 741-3770 or steved@pyramid.net.



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40 TO 50 FEET



42-FT TATOOSH, 1981. Alameda. \$99,900. Price reduced! From Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise-ready. Beautiful teak interior, 2 cabins, 2 heads, Cruisair heater/air conditioner, new dual Seafrast refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, 10-ft Zodiac inflatable dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmins, radar, Icom SSB, new Iridium satphone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. Contact (415) 497-9079 or jonesail@aol.com.



42-FT CATALINA, 1995. Marina San Carlos, MX. \$110,000/firm. Clean Mexico cruiser, 6-foot draft, 2-cabin Pullman layout, 2 heads. One refrigerator and one freezer. Excellent condition. Yanmar diesel, Solar panels, 10-ft Achilles dinghy, 8hp 2-cycle Yamaha outboard, Full canvas, kayaks, spares. Located at the heart of the gorgeous Sea of Cortez. See our website for details: www.greatcircle.wix.com/catalina42. Mexico number: 52 (622) 147-8178 or (520) 390-7220 or (622) 147-8178 or brio.sailing@gmail.com.



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



48-FT BENETEAU FIRST 47.7, 2003. San Francisco, CA. \$195,000. One of the nicest examples of this fast cruiser/racer available. Well maintained; "Euro" galley model; owner's stateroom forward, two guest cabins aft, many options. Details on website: www.sloopveronese.com. Contact (415) 637-6678 or (707) 781-7145 or sloopveronese@hotmail.com.



47-FT VAGABOND, 1981. Newport Beach. \$65,000/obo. Project boat. Interior cosmetically overhauled beautifully. Needs electronics, mast, rigging on board. Ford Lehman 85hp needs work. Teak decks need attention. Hull in good condition. Call for details, photos. (949) 689-4978 or lisa@bywaterbyland.com.



49-FT JEANNEAU SUN ODYSSEY. 2007. Ventura Harbor Village Marina. \$335,400. Exceptional performance cruiser. Three-cabin configuration. Wood interior, stainless appliances. Full electronics, autopilot, bow thruster, full-batten mainsail/3 reef points, 150% roller furling genoa. For info contact (805) 220-0705 or Jeanneau.perception@gmail.com.

46-FT LYMAN MORSE SEGUIN, 1983. Newport Beach. \$179,000. This Sparkman & Stephens design is a semi-custom cutter that is a cruising vet of both the Atlantic and Pacific. Equipment includes updated electronics, engine-driven and electric refrigeration, oversized freezer, watermaker, windvane, solar panels, 200 gallon fuel capacity, extensive sail inventory, and 3 blade Max-Prop. Built in Maine for the open ocean and a real head turner. For more information contact (949) 515-5150 or aitchhamilton@outlook.com.



40-FT HINCKLEY BERMUDA 40, 1970. Newport Beach, CA. \$79,000. Beautifully maintained Bill Tripp centerboard yawl. Warm traditional interior; exterior shines. Equipped for local cruising. Great for Bay and Delta. Info at: <http://occsailing.com>. (949) 645-9412 or Brad@occsailing.com.

41-FT NEWPORT, 1984. Delta. \$39,500. Excellent condition. Rod rigging, diesel, radar, GPS. Autopilot, dinghy and O/B. Prepared for cruising, Health changes plans. Fresh-water berth. Contact (916) 217-6908 or chardonnaymoon@att.net.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$220,000. 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. Call (805) 235-4046 or tackorjibe@gmail.com.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$54,900. Reduced price! This turnkey, go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Meticulously maintained/updated. More info on website: <http://thissideupyacht.com>. Please contact (408) 431-4333 or (360) 431-3723 or tsusailboat@gmail.com.

41-FT SCEPTRE PILOTHOUSE, 1987. Dana Point, CA. \$179,500. Raised dinette, forward and aft cabins, custom Sparcraft tall rig, rod rigging, 55hp Yanmar diesel, Mase 3KW generator, pristine condition, many cruising extras, must see to appreciate. For more information contact (949) 493-3575 or jgoffman@cox.net.



43-FT BENETEAU 423, 1987. South Beach, SF. \$99,000/obo. Great live-aboard and passage maker! 3 stateroom layout, central heat and air, large quality refrigeration, roomy cockpit and swim scoop with handheld shower! Great for living, entertaining and loaded for comfortable passage including all new sat. weather, moving maps, autopilot, radar and 2 new Garmin 15" touch screen navigation systems. All new hatch and port windows, rigging and more! Website with pictures: <http://tinyurl.com/k8s8b56>. Contact beneteauforsale@gmail.com or (510) 253-5883.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Single-handed all over Pacific Mexico in comfort and now lying in a fantastic location. For more information see website www.sanctuarycharters.com/sabbatical.php. Contact office@sanctuarycharters.com.

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42-FT BENETEAU 423, 2005. San Pedro, CA. \$165,900. Two cabins, deep keel, classic rig. This Mexico veteran is completely outfitted and ready to go cruising. For detailed information visit our web site: <http://finisterraspecifications.blogspot.com>. Contact (949) 491-3521 or (949) 500-4364 or yatdesign@aol.com.

47-FT CATALINA. San Diego \$229,500. Customized bluewater ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Call Keith at (916) 607-9026.



49-FT TRANSPAC KETCH, 1980. Point Loma, San Diego. \$125,000. Pristine. One owner. Professionally maintained since new, this is a very elegant and spacious 3-stateroom yacht. With 120hp Ford diesel, 13-ft Boston Whaler. Huge master stateroom, private head with stall shower. Call Paul at (619) 222-9463 or contact pointproperties@yahoo.com.



40-FT SCHUMACHER CUSTOM, 1991. Australia. \$138,000/obo. Numerous podium finishes from Bermuda to SF Bay to PacCup. Strip plank/GRP composite by Mark Lindsay. Dry wt 13,300. Solid boat that loves any condition, any direction. Hall spars, rod, carbon pole, race and cruise sails good to excellent. PHRF 72. Presently in cruise mode; dinghy, Honda 9.9, Spectra, DuoGen, IC-M802, Lewmar windlass, three sets ground tackle, Viking raft, etc., easily removable for race mode. For info contact jkcoggan@gmail.com.

41-FT ISLANDER FREEPORT KETCH. 1977. \$75,000. Center cockpit cruiser, great liveaboard. New Doyle main and headsails, Harken furler, mainmast standing rigging, lifelines, halyards. Five new batteries, new bottom paint. Genset, watermaker, SSB, autopilot, solar panels. Pix: www.desideratasailing.com. Contact staffordjm1@gmail.com.



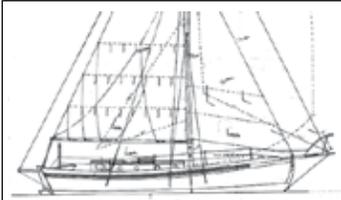
47-FT GULFSTAR SAILMASTER, 1979. Richmond. \$115,000. Price reduced! Ha-Ha veteran! If your dream is to go cruising or live aboard on the Bay, this well equipped and well maintained cruising sloop is ready to set sail. Please take your time reviewing the extensive details on the website. I'm sure it'll 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. More info on website: www.svwish.com. Please contact (559) 269-6930 or (925) 461-1822 or captwish@gmail.com.



41-FT HUNTER, 2003. Ventura Harbor. \$119,000. One of the best equipped 410s on the West Coast. For full specifications and pictures see website: www.hunter410.net. Contact (805) 320-5600 or yourboat@hunter410.net.



42-FT JEANNEAU, 2006. Berkeley Marina. \$195,000. Jeanneau 42 deck salon. Beautiful, well maintained boat with brand-new genoa and up-to-date servicing. King bed in rear berth, 2 flat screen TV's, dinghy with engine and well outfitted. This is the most affordable waterfront living in the Bay Area. Serious buyers only. To schedule an appointment to see this beautiful, well maintained vessel contact mbrown@ultimatevitality.com or (775) 813-4459.



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48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, MX. \$109,000. Sleek and graceful Mayflower ketch. Properly equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadel II, the *Oriana* has proven performance, good construction, and attention to detail. Ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the dependable Perkins 92M, under power the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300-ft. chain anchor rode, three sturdy anchors, watermaker, and more. More information at www.theoriana.com. Contact (480) 447-7316 or info@theoriana.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. Contact (408) 666-3261 or jerryfisa@aol.com.

43-FT SWAN, 1969. San Francisco. \$75,000. 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. For more info contact (415) 606-4716 or pibbs1@aol.com.

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68-FT DERECKTOR, 1971. Richmond, CA. \$199,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. More info at www.apolloduck.com/feature.phtml?id=267073. Contact (415) 663-8776 or lorcarrossman@gmail.com.

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30-FT BIRD BOAT, 1924. San Francisco. \$5,000/obo. Classic SF Bird Boat, *Mavis* #4. Restored, 2 sets of sails including spinnaker, inboard Yanmar engine, marine radio, auto water pump, elegant interior. For more information contact (415) 260-2224 or rob.ingalls@comcast.net.

35-FT HINCKLEY PILOT, 1969. Sausalito Yacht Harbor. \$120,000. Classic Sparkman & Stephens sloop, captain/owner-maintained, easy to singlehand, large sail inventory, excellent condition. Transferable slip close to boardwalk, with parking pass. US-documented for charter. E Dock, slip #223. Info at (415) 269-8145 or tfunk50@gmail.com.



38-FT NAUTILGAL, 1938. Point Richmond. \$20,000. Myron Spaulding of San Francisco designed, built. Historically significant. Fir on oak classic. Sails like a witch. Varnished teak. Good sails, spinnaker, gear. 26-year owner, ask me anything. (925) 787-6741 or cjffstokes@msn.com.



27-FT ROBERTS, 1999. Alameda. \$15,500. *The Jewel Box*. Beautiful custom cold-molded 27-ft Roberts sloop. 25 years to build, one of a kind. Shows like new. For information contact (916) 872-5043 or michaelhart321@yahoo.com.





26-FT HACKER-CRAFT REPLICA. Alameda. \$35,000. *Cloudy Bend.* Beautiful mahogany runabout, John Hacker design. This vessel has been maintained with meticulous care. Built in 1992, she is a replica of a 1929 Hacker-Craft. Very low hours, runs great, always stored with cover and warehoused. Contact (510) 521-8454 ext. 301 or mford@svendsens.com.

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MULTIHULLS



35-FT BENETEAU CATAMARAN, 1986. Ensenada, MX. \$60,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. For more photos and information contact (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



50-FT TRIMARAN, 1980. Sacramento River. \$28,000/obo. 50-ft by 26-ft wide Trimaran. Diesel motor. Clean interior. Mast rigging and sail. Functional live aboard. Has great potential. Contact star@iamlove.es or (916) 521-9847 or (916) 604-0219.

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SAILBOAT SWAP. San Diego. Free. Wanted: sailboat in San Diego to sail and live aboard June 27 to July 3 in exchange for use of Hunter 28.5 in Portland, OR for a week - whenever you want. Contact sailing@palebluedotllc.com or (541) 543-0525.

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Newport Beach. \$2,200. Hood multi-purpose sail/spinnaker (cruising spinnaker). ATN sleeve for setting and dousing and ATN tackler. Pristine condition. 53' luff, 49.5' leech and 35' foot. Suitable for a 45-50 foot sailboat. Please contact (949) 295-6514 or leguaya@yahoo.com.



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BYC ANNUAL SWAP MEET. Sunday April 17, 6:00 a.m. Berkeley Yacht Club. One Seawall Drive, Berkeley. Marine flea market, bargains galore. Open House. Tour the Club. Enjoy the view. Space for sellers: \$20. More info on website: www.berkeleyyc.org. Contact (510) 843-9292 or swapmeet@berkeleyyc.org.

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WEST PALM BEACH-BEAUFORT NC. West Palm Beach, FL. Need 1 crew, experienced sailor on sailboats 40+. Leave WPB FL for Beaufort, NC, with good weather window in late April or early May on 1991 Able Marine 48. *Alchemist* is well maintained, with updated electronics and rigging. Transportation negotiable, provisions included. Please call for a conversation about trip or if you want further details of boat or Captain. (508) 654-7800 or marksbryant@comcast.net.

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MARINE COMPOSITES TECHNICIAN. Tahoe Vista. Fiberglass Specialties of Tahoe Vista is accepting applications for technicians skilled in cosmetic and structural composite repairs; including hand layup, bulkhead and stringer replacement, vacuum processes, fairing, gel coat color matching and refinishing. You should have a least two years experience in marine composites repair, a good understanding of scarf ratios, resin matrix systems. Have working knowledge of vacuum assisted air and power tools, be able to lift 60 lbs. and keep an organized clean work area. Benefits include: production bonuses, paid holidays, PTO time, and vacation time. Fax or email your resume: (530) 546-2236 or fiberglassspecialties@tol.com.

SAILMAKER/CANVAS FABRICATOR. Needed in Portlandia! Thinking of moving to Portland, Oregon? We are looking for an experienced canvas shop sewer/supervisor and sailmaker. Must be able to work with minimal supervision and complete most sail and canvas work independently. Supervising employees is a plus, as is the ability to work with customers. Salary is commensurate with experience and abilities. More information on website at www.waagmeester.com/contact.html. Call (503) 288-6591 or email resume to officemanager@waagmeester.com.

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CAPTAINS. Sailing Instructors and crew. San Francisco Bay Area. Spinnaker Sailing and Rendezvous Charters is hiring. P/T or F/T, midweek and weekend shifts available. Building sea time? We offer top pay in SF Bay for qualified sailing professionals. Great People = Great Job. More information at www.spinnaker-sailing.com and www.rendezvouscharters.com. Resume: spinnaker.sailing@yahoo.com.

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25' RANGER TUG R-25, 2012 Late model Ranger Tug that shows practically as new. All amenities of a 40-foot trawler in a 29-foot boat – that's TRAILERABLE! **\$129,000**

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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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