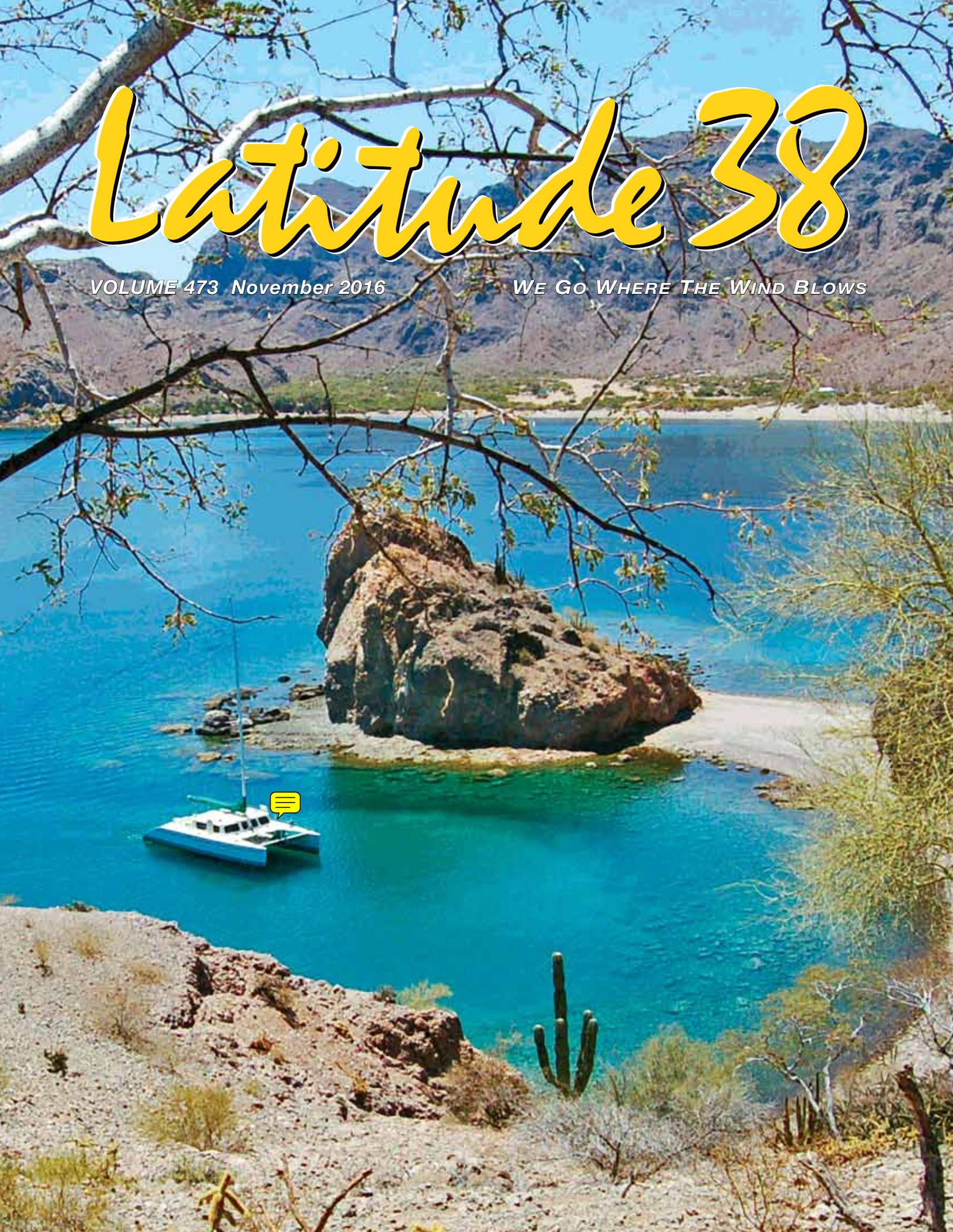


# Latitude 38

VOLUME 473 November 2016

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# It's a Family Affair

Bill and Susan Nork, with twin sons Paul and Tom, and fellow Islander 36 boat owner Jim Lovell, sailed *Zenith*, the Nork Family boat, to victory in last month's Islander 36 Nationals.

The Islander 36s were all built in the 1970s and 1980s. They are a testament to the success of fiberglass boat construction of that era. In the same 30 to 40 years, sail materials have changed dramatically. Bill wanted the best possible match in a new genoa for *Zenith*, combining durability and performance. After several conversations, he chose a special Dacron, woven to make radial sails. It may not last 30 or 40 years, but it will be going strong and fast for many years to come.

Bill gives much of the credit for his success at the Nationals to that new Pineapple genoa, a triradial Dacron furling sail.

A new Pineapple sail may not be enough to get the whole family to crew for you, but it will certainly speed up your boat\*!

\* ...and make it more fun to sail!

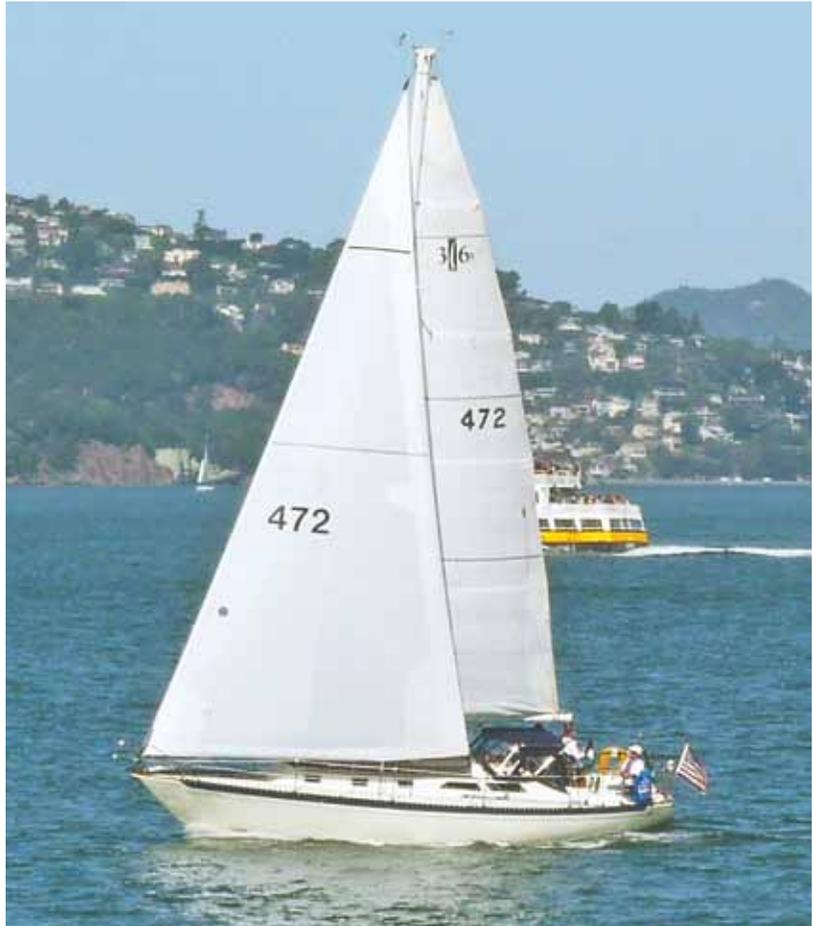


PHOTO BY RICK VAN MELL

*Zenith*\*

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Cover: "As this is the last issue of *Latitude* on my watch," writes the magazine's founder Richard Spindler, "I've chosen to re-run this cover photo from June 2006. It was a shot I took of *Profligate* on the hook at Aqua Verde in the Sea of Cortez. While many West Coast sailors have gotten to enjoy the Sea of Cortez already, many more still have that treat awaiting them. We hope you all get to enjoy its spectacular beauty one of these days."

Photo by Latitude/Richard.

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



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# Latitude 38

*"we go where the wind blows"*

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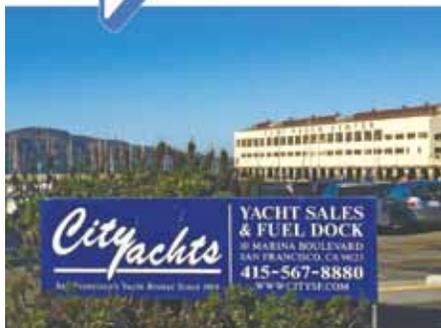
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# CALENDAR

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**Nov. 1-Dec. 10** — The tall ship *Hawaiian Chieftain* will be in Sacramento through 12/5 and in Morro Bay 12/9-10. *Lady Washington* will be in Antioch on 11/1, Half Moon Bay 11/3-9, Moss Landing 11/10-29, and Morro Bay 11/30-12/10. Info & tickets, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

**Nov. 2-30** — 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](http://www.stfyc.com).

**Nov. 2-30** — 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](mailto:mossfish@gmail.com).

**Nov. 3** — Corinthian Speaker Series presents 'There and Back Again: Racing to Hawaii and Returning on *Oaxaca*, a Santa Cruz 50', with Michael Moradzadeh. Free & open to the public. Info, [www.cyc.org/club/speaker](http://www.cyc.org/club/speaker). RSVP to (415) 435-4771.

**Nov. 3** — 'Unlocking the Mysteries of the Deep: Recovery of Channel Islands Marine Reserves' film and lecture by ocean engineer Dirk Rosen. Aquarium of the Bay, Pier 39, San Francisco. \$10 includes light food & one drink. Info/tickets, [www.thebayinstitute.org](http://www.thebayinstitute.org).

**Nov. 5** — 'Float Commodore's Boat' Benefit Party, Spaulding Marine Center, Sausalito, 2-6 p.m. Live music, BBQ, refreshments. \$50 donation recommended, to raise funds for *Flashgirl's* refit. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org). RSVP to (415) 332-3179.

**Nov. 5, 12, 19** — Sail aboard the historic scow schooner *Alma* out of Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Nov. 5, Dec. 3** — Chantey Sing, aboard *Eureka*, Hyde Street Pier, San Francisco, 8-11 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

**Nov. 5-26** — 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](http://www.baads.org).

**Nov. 6** — Fall back one hour for standard time.

**Nov. 6** — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Nov. 6, Dec. 4** — 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](http://www.nps.gov/safr).

**Nov. 6-27** — 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](http://www.baads.org).

**Nov. 10** — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Nov. 11** — Veterans Day. Take a veteran sailing!

**Nov. 11** — Baja Ha-Ha XXIII Cabo Beach Party, Cabo San Lucas, all afternoon. Site TBA. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 12** — Cruising Season Kick-Off Potluck Party & BBQ, Downwind Marine, noon. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 12** — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, San Francisco, 8 p.m. With John Roberts & Debra Cowan. \$12-\$14. Tickets through Eventbrite. Info, (415) 561-6662 or [www.nps.gov/safr](http://www.nps.gov/safr).

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## CALENDAR

of prefabricated parts in the record time of 4 days, 15 hours, 29 minutes, was launched in Richmond, CA.

**Nov. 12-13 or Nov. 18-19** — ISAF Sea Survival Course, SFYC, Belvedere, 8 a.m.-6 p.m. \$240. Info, [www.sfyf.org](http://www.sfyf.org).

**Nov. 14** — Sail under the full moon on a Monday.

**Nov. 14-15 or Nov. 16-17** — International Certificate of Competence licensing, SFYC, Belvedere. 6-9 p.m. on 1st day, 2-5 p.m. on 2nd day. \$150 + 45GBP. The ICC is required to charter in most European countries. Info, [www.sfyf.org](http://www.sfyf.org).

**Nov. 15** — YRA Year-End Trophy Party, Berkeley YC, 6:30 p.m. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Nov. 20** — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Nov. 22** — La Paz Beach Party, La Costa Restaurant, 4-7 p.m. Mexican folk dancing, food & drinks, door prizes. Free for the first 50 Baja Ha-Ha XXIII participants; everyone welcome. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 24** — Thanksgiving Day

**Dec. 3** — 40th annual Lighted Yacht Parade on the Oakland-Alameda Estuary, 5:30 p.m. Theme: Celebration of Lights. \$30 entry fee includes skipper's goodie bag. Info, [www.lightedyachtparade.com](http://www.lightedyachtparade.com).

**Dec. 3** — Lighted Boat Parade on the Sacramento River between Delta Marina and the Rio Vista Bridge in Rio Vista, 6-7 p.m. Info, [www.deltamarina.com](http://www.deltamarina.com).

**Dec. 3** — Lighted Boat Parade on Mare Island Strait, 5 p.m. Vallejo YC, [www.vyc.org](http://www.vyc.org).

**Dec. 3** — Lighted Boat Parade in Santa Cruz, 5:30 p.m. SCYC, [www.scyc.org](http://www.scyc.org).

**Dec. 4** — Lighted Boat Parade in Monterey. Monterey Peninsula YC, [www.mpyc.org](http://www.mpyc.org).

**Dec. 10** — Lighted Boat Parade in Sausalito, 5 p.m. Sausalito YC, (415) 332-7400 or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Dec. 11, 18** — Parade of Lights in San Diego Bay, 5 p.m. Theme: It Began with a Roar — San Diego Zoo Celebrates 100 Years. Info, [www.sdparadeoflights.org](http://www.sdparadeoflights.org).

**Dec. 16** — Decorated Boat Parade on the San Francisco Cityfront. St. Francis YC, [www.stfyf.com](http://www.stfyf.com).

### Racing

**Nov. 4, 18** — Remaining Friday Night Races. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 5** — Amazing Grace Cheney Cup for all-women crews; skipper must be RYC member. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 5** — Commodore's Cup. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Nov. 5** — Last Gasp Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 5** — Turkey Shoot. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Nov. 5, 19, Dec. 3** — Sinnhoffer Series/Hot Rum Regatta in San Diego. SDYC, [www.sdyf.org/race](http://www.sdyf.org/race).

**Nov. 5, Dec. 3** — Fall Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Nov. 5-6** — Kelp Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 5-6** — Butler Cup Match Racing Grade 4 event; all skippers welcome to apply. Sailed in Catalina 37s. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Nov. 5-6** — NorCal High School #3-4 at EYC. BAYS, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Nov. 5-6** — NorCal Winter Opti #1 at SFYC. BAYS, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Nov. 6** — Jack & Jill + 1 triplehanded race for women skippers and coed crew. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 6** — Laser/Byte Short Course races. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 6** — Coronado 15 racing. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 6, 13, 20, 27** — J/22 Fall Series. StFYC, (415) 563-6363 or [www.stfyf.com](http://www.stfyf.com).

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## CALENDAR

**Nov. 12, Dec. 4** — Santana 22 Team Racing in Santa Cruz. December's racing will be followed by a holiday party. SCYC, [www.scyc.org](http://www.scyc.org).

**Nov. 12-13** — Mayor's Cup Match Racing Grade 5 event for women skippers and coed crews. Sailed in Catalina 37s. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Nov. 12-13** — PCISA #2/Anteater High School Regatta in Newport Harbor. NHYC, [www.nhyc.org](http://www.nhyc.org).

**Nov. 1986** — From *Latitude 38* vol. #114: Once again, the Metropolitan Midwinters — this year co-sponsored by Berkeley YC — turned out the largest of the midwinter fleets. More than 300 boats signed up. Heck, coming as it does on the second Saturday and Sunday of the month, it even fits our schedule. We gathered a few people from the office and went out to show them how it was done. What we ended up doing was proving that just because you write about sailing doesn't mean you know how to do it better than anyone else.

**Nov. 13** — Crew's Revenge. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 15** — The Big Sail, Cal vs. Stanford. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Nov. 19** — High School Divisional #1 Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 19-20** — Turkey Day Regatta, Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**Nov. 25** — Wild Turkey Race. TYC, [www.tyc.org](http://www.tyc.org).

**Nov. 26** — Turkey Race. KBSC, [www.kbsail.org](http://www.kbsail.org).

**Nov. 26** — Commodore's Challenge. IYC, [www.iyc.org](http://www.iyc.org).

**Dec. 3** — Diehard Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Dec. 3-4** — BAYS Winter #2. StFYC, [www.stfyc.com](http://www.stfyc.com).

### Midwinter Series

**BAY VIEW BOAT CLUB** — Midwinter Madness: 11/12, 12/10, 1/14, 2/11, 3/11. Info, [www.bvbc.org](http://www.bvbc.org).

**BERKELEY YC** — Midwinters: 11/12-13, 12/10-11, 1/14-15, 2/11-12; Champion of Champions: 2/26. Bob, (510) 530-4162; Bobbi, (925) 939-9885 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968 or [www.berkeleyyc.org](http://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](http://www.cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/21-22, 2/18-19. Info, [www.cyc.org](http://www.cyc.org) or [cyrace@cyc.org](http://cyrace@cyc.org).

**ELKHORN YC** — Chowder Cup Series: 11/5, 11/19, 12/3. Info, (831) 724-3875 or [racing@elkhornyc.org](mailto:racing@elkhornyc.org).

**ENCINAL YC** — Jack Frost Series: 11/12, 1/21, 2/25, 3/18. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 11/5, 12/3, 1/7, 2/4, 3/4. Info, (510) 926-2441 or [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days on the Estuary: 11/13, 12/11, 1/8, 2/12, 3/12. John, (510) 521-2980 or [www.iyc.org](http://www.iyc.org).

**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, [www.kbsail.com](http://www.kbsail.com).

**MONTEREY PENINSULA YC** — Perry Cup/Midwinters: 11/5-6, 12/3, 1/7, 2/4. Info, [www.mpyc.org](http://www.mpyc.org).

**REGATTAPRO** — Winter One Design: 11/12, 12/10; 2017 dates TBA. Jeff, (415) 595-8364 or [www.regattapro.com](http://www.regattapro.com).

**RICHMOND YC** — Small Boat Midwinters (Sundays): 12/4, 1/8, 2/5, 3/5. Optis & El Toro Green Fleet (Saturdays): 12/3, 2/4, 3/4. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SAN FRANCISCO MODEL YC** — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, [www.sfmcy.org](http://www.sfmcy.org).



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**55' Nelson Marek NEB Custom 2009**  
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- 2000 40' J/120..... \$153.9k
- 1998 40' J/120..... \$159k
- 1983 40' Passport..... \$119k
- 2014 38' Hanse 385 ..... \$259.5k
- 1992 36' Beneteau ..... \$58k
- 1988 36' Freedom..... \$45k
- 2001 36' Beneteau 361 ..... \$114.75k
- 1983 36' Morgan ..... \$40k
- 1998 35' J/105..... \$66.5k
- 1999 35' 1D35..... \$59.9k
- 1985 34 Islander 34..... \$39.9k
- 1996 28' Alerion Express ..... \$67.5k



**REDUCED**

**42' Jeanneau 42 DS 2006**  
\$175,000 Contact: Alameda



**NEW LISTING**

**40' Farr 400 2011**  
\$275,000 Contact: San Diego



**38' Alerion Express 38 2006**  
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\$209,000 Contact: Alameda



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**32' Jeanneau Sun Fast 3200 2009**  
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**42' Sabre Hard Top Express 2004**  
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**42' Grand Banks Classic 1978**  
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**RARE FIND**

**41' Back Cove 41 2015**  
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# CALENDAR

**SANTA CRUZ YC** — Midwinters: 11/19, 12/17, 1/21, 2/18, 3/18. Info, (831) 425-0690 or [www.scyc.org](http://www.scyc.org).

**SANTA ROSA SC** — Spring Lake Winter Series: 11/6, 12/11. 2017 dates TBA. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/5. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org) or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 11/5, 12/3, 1/7, 2/4, 3/18 (St. Patrick's Day Race). Redwood Cup pursuit race series: 11/19, 12/17, 1/21, 2/25, 3/11. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever Midwinters: 11/19, 12/17, 1/28, 2/25, 3/18. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 11/19, 12/17, 1/21, 2/18, 3/18. Info, (707) 643-1254 or [www.vyc.org](http://www.vyc.org).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

## November Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/05Sat	0456/4.4	0936/3.2	1525/5.0	2213/0.3
11/06Sun	0454/4.5	0951/3.2	1524/4.8	2210/0.4
	LOW	HIGH	LOW	HIGH
11/12Sat	0238/1.0	0913/6.4	1533/-0.3	2213/5.2
11/13Sun	0325/1.3	0953/6.7	1619/-0.8	2310/5.3
	HIGH	LOW	HIGH	LOW
11/19Sat	0359/5.2	0901/2.7	1447/5.5	2131/-0.3
11/20Sun	0459/5.2	1020/2.6	1554/5.0	2232/0.2
	LOW	HIGH	LOW	HIGH
11/24Thu	0120/1.3	0811/5.8	1431/0.9	2048/4.4
11/25Fri	0206/1.6	0845/5.9	1512/0.5	2143/4.4
11/26Sat	0248/1.9	0916/5.9	1549/0.2	2232/4.5
11/27Sun	0327/2.1	0946/6.0	1622/-0.1	2316/4.6

## November Weekend Currents

date/day	slack	max	slack	max
11/05Sat	0007	0302/2.0F	0612	0857/1.7E
	1157	1426/1.1F	1607	2004/2.9E
11/06Sun	0055	0251/1.9F	0605	0852/1.7E
	1205	1422/0.9F	1556	2005/2.7E
11/12Sat		0121/3.0E	0446	0739/3.0F
	1012	1333/4.1E	1747	2027/2.8F
	2319			
11/13Sun		0211/3.0E	0528	0822/3.0F
	1047	1412/4.5E	1832	2118/3.2F
11/19Sat		0136/2.8F	0448	0739/2.4E
	1051	1322/2.0F	1529	1913/3.5E
	2345			
11/20Sun		0230/2.6F	0544	0842/2.4E
	1209	1423/1.6F	1630	2020/3.1E
11/24Th	0330	0607/2.3F	0910	1246/3.2E
	1643	1900/1.9F	2145	
11/25Fri		0047/2.6E	0415	0649/2.3F
	0946	1326/3.4E	1730	1952/2.2F
	2242			
11/26Sat		0132/2.6E	0456	0727/2.3F
	1016	1359/3.5E	1812	2039/2.5F
	2332			
11/27Sun		0216/2.5E	0533	0805/2.3F
	1042	1428/3.6E	1852	2122/2.6F

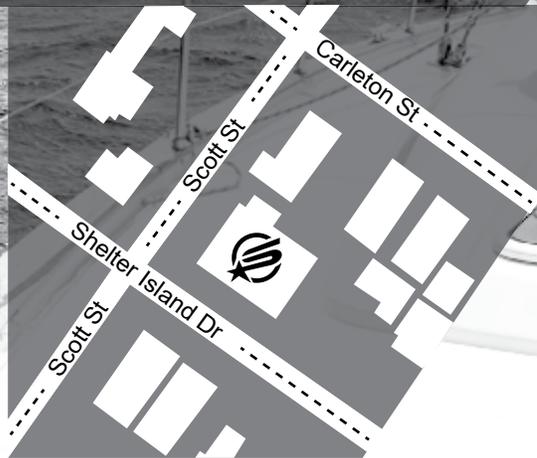


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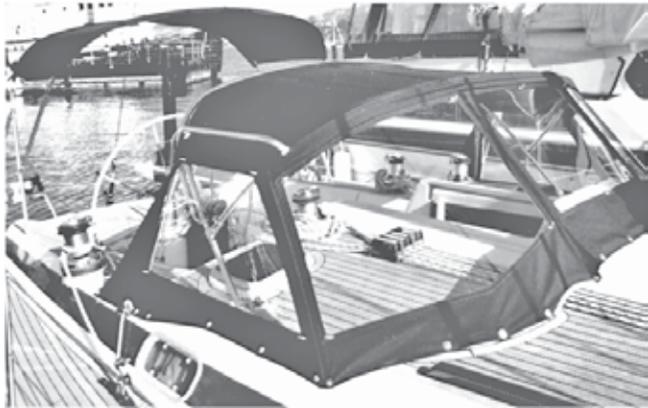
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## LETTERS

### ↑↓ NO ROOM FOR THE FIREBOY

Any chance of finding out whether there was a fire extinguisher mounted in the engine compartment of Harry Hazzard's Beneteau 51 *Distant Drum* that caught fire off Chula Vista? I have always wondered if they really work. I have one in the engine compartment of our Swan 44 *Mykonos* that is supposed to go off if the engine room reaches a certain temperature.

Myron Eisenzimmer  
*Mykonos*, Swan 44  
San Anselmo

*Myron — We presume that you're not referring to a normal powder or water fire extinguisher, but rather something like a Fireboy clean-gas fire suppression system that automatically discharges when the engine room reaches 170°.*

*Harry visited us on Profligate shortly after the fire. He told us that no, his Distant Drum did not have a fire suppression system. The problem on Distant Drum was that the Frers design had the engine located almost just behind the mast, beneath a salon bench, and there wasn't room for a Fireboy.*



KATIE WOHLSTADT

**Harry Hazzard's Beneteau Frers 51 'Distant Drum' after the fire.**

*The problem on Distant Drum was that the Frers design had the engine located almost just behind the mast, beneath a salon bench, and there wasn't room for a Fireboy.*

*We think the Fireboys are a great idea. According to the Coast Guard, 90% of boat fires start in the engine room. The mid-October fire on*

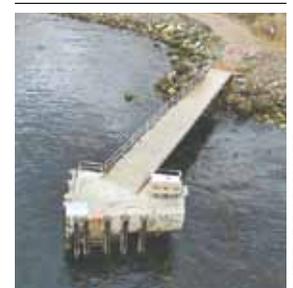
*the boat 10 miles offshore from Marina del Rey started in the engine room. So if you have a product like a Fireboy, it goes off automatically; it empties its clean-gas contents in just 10 seconds and leaves no residue. We have them in both of Profligate's engine rooms.*

*Harry said that the lessons he learned are that boats do need fire suppression systems, and that if you're on a boat, you need a personal EPIRB — they are now reasonably priced — so if you have to jump overboard far from land because of the fire, you have a chance of being rescued. One of the three crew on the boat burning off Marina del Rey decided that he had to jump into the water. Of course, depending on the temperature of the water you're jumping into, and how long it might be before you're rescued, you may want a wetsuit or drysuit, too.*

### ↑↓ THERE IS NO PRISONER'S COVE

I read with interest *Latitude's* account of September's Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner's Cove. And even if there were, it's apparently not where the Ta-Ta fleet went.

The photo captioned 'High above Prisoners with Anacapa in the distance' is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner's



LATITUDE / RICHARD

**The Pier at Scorpion Ranch.**



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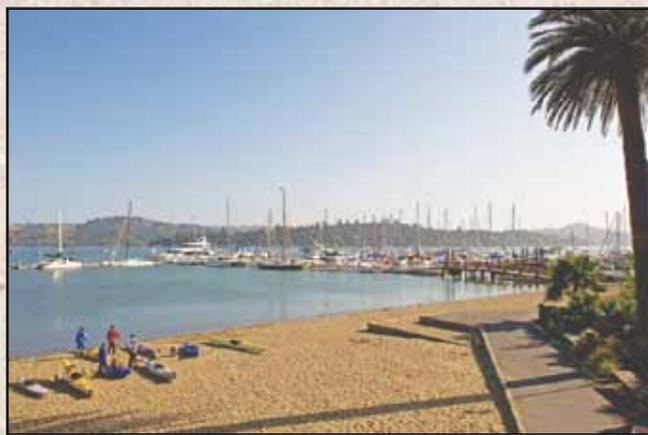
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## LETTERS

Harbor is actually about six nautical miles to the west. Beyond those two prominent rocks in the background at Scorpion is Little Scorpion, a popular anchorage only about 17 miles from Ventura.

There is a pier at Prisoner's Harbor, and it's open, whereas the one at Scorpion Ranch is, as you discovered, closed due to storm damage sustained last winter. Its closure is an inconvenience to many wishing to go ashore there, but it's hardly a reason to criticize the park ranger you encountered whose job includes looking out for the safety of visitors to the park.

An alert about the condition and closure of the pier at Scorpion has been posted on the Channel Islands National Park website since December 2015. But if folks were thinking they were going to Prisoner's Harbor when they actually went to Scorpion, they might be surprised, as well as upset, to find the pier at the location they visited was closed.

Reading your report in the October issue now clarifies an even earlier confusion as to the advertised course of Ta-Ta IV — to perhaps visit Prisoner's en route to Smuggler's Cove, which you do not when sailing from Santa Barbara.

Ray Wilson  
King's Gambit, Bavaria 38 Exclusive  
Ventura Harbor

Ray — There's an explanation for the mistakes. It's a lame one, to be sure, but we're going with it. The Grand PooBob has been sailing to Santa Cruz Island off and on for nearly 40 years, and has always concentrated on the physical quali-



LATITUDE / RICHARD

ties of the anchorages rather than their names.

The result is that we always get the names of the anchorages mixed up, to the point where misidentifying them has become a tradition. As participants in the Ta-Ta will attest, the Grand

**Members of the Ta-Ta fleet anchored off Two Harbors, Catalina. Oh, wait, it might be Paradise Cove.**

PooBob would frequently get on the radio and ask, and only half in

jest, "What's the name of this place again?" It was a bit of a joke, but we suppose it was a bit too much of an inside joke for us to misidentify Scorpion as Prisoner's in the magazine photo caption. No rum for us tonight.

As for the park ranger, we were just having a little fun, and for two reasons. First, we're fed up with 'helicopter government', which looks over every single move everybody makes, even in the semi-wild, and thinks it's doing you good by being so over-protective. And climbing up and down that closed pier wasn't half as dangerous as swimming in the ocean, surfing or scuba diving. A 'Use At Your Own Risk' sign would have been more appropriate than the 'Area Closed' sign. That kind of nanny government makes a sailor long for Mexico.

Reason number two for having a little fun with the ranger is that she, like a lot of young people fresh in positions of authority, might have been more officious than was necessary. A little sense of humor is a great lubricant in all of life — including law enforcement.

Lastly, we also think it's important for overwhelmingly law-abiding citizens to be naughty every now and then.

### ↑↓ VICTOR GOT THE BOAT'S TIP CANCELED RIGHT AWAY

I read one of Latitude's many responses to questions about Temporary Import Permits (TIPs) for Mexico in last month's



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## LETTERS

edition, and wanted to report that your suggestion to check with ship's agent Victor Barreda in Cabo was a good one. We needed to get the previous owner's TIP for our boat canceled and get a new one. Victor took care of it.

We purchased our boat in Mexico in 2011 before bringing her back to the States. I was not aware that she had an active TIP when we bought her. I learned about it when I applied for a TIP online before the start of last year's Baja Ha-Ha. My request was rejected because the boat already had one. The only advice I got was to try to take care of it at our first port of entry in Mexico.

So we arrived in Cabo with the old TIP and proof of boat ownership, and explained our plight to Victor. He said he'd get our old TIP canceled. When that was done we could apply for a new TIP in La Paz. There is no Banjercito in Cabo, which is why you can't apply for one there.

Victor took care of our paperwork and even delivered the TIP cancellation papers to us at Puerto Los Cabos a week later. In the meantime, we changed our plans and went to Mazatlan instead of La Paz, but still had no problem getting a new TIP at the local Banjercito.

The fact that we did not have a TIP when arriving in Cabo San Lucas, San Jose del Cabo and Mazatlan was not a problem, as we simply told authorities we were going to get one when we got to either La Paz or Mazatlan. A cruising couple we met in La Cruz told us they had a similar problem, and did the whole transaction themselves — canceling the old TIP and getting the new TIP in Ensenada. It did, however, take them a lot of time and walking around to find the appropriate agencies needed to complete the transactions.

We did last year's Baja Ha-Ha and thoroughly enjoyed it. Thanks for doing such a great job!

Rich and Margaret Ciolino  
Ecco Bella, Island Packet 35  
Santa Barbara

*Rich — Good old Mexico: you never know what to expect. For quite some time officials have assured us that arriving in*



LATITUDE/RICHARD

*Mexico on a boat without a current TIP was a big no-no that could have major unpleasant consequences. And that if you didn't have both the old TIP and the last exit zarpe from Mexico, you weren't going to be able to get a new TIP. But as you have learned, officials can sometimes be flexible.*

*We're glad things worked out for you and the other couple, and hope it will work out for others. Nonetheless, we highly recommend that everyone get a TIP for their boat — they are easy to get online, only cost about \$50, and are good for 10 years — before heading into Mexican waters. We also suggest that nobody purchase a boat until the owner has canceled the boat's TIP or is willing to stipulate that the boat doesn't have a current TIP.*

*Update: While it didn't come in time for last month's issue, and is effectively too late for this month's issue, we received the following press release from the Association of Mexican Tourism Marinas:*

*"Due to the recent difficulties in the process of canceling*

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## LETTERS

*Temporary Import Permits at the Banjercito office in the port of Ensenada, our Association approached Customs authorities in Mexico City in the effort to simplify the cancellation process. We understand this problem has worried many boat owners planning to visit Mexico, as they find themselves unable to cancel an existing TIP issued to a previous owner. To alleviate this situation, Customs officials will be at the Mexican Consulate in Los Angeles on October 27 and 28 exclusively to cancel Temporary Import Permits.*

*"Boatowners wanting to cancel an outstanding TIP are encouraged to be at the Banjercito window between 8 a.m. and 5 p.m. with the original vessel documentation and their passport. We are working hard on this matter and will not stop until we get a resolution. We truly appreciate your patience and trust." That's a remarkable outreach by Mexico.*

### ↑↓ MY UNHAPPY VISIT TO THE MORRO BAY YC

I wanted to share some information that might be useful for other boatowners heading south from San Francisco Bay or other parts north. We had decided to make Morro Bay one of our stops on our southbound passage to San Diego. After some great sailing and spectacular weather, we arrived in Morro Bay at dawn and dropped anchor.

As members of Berkeley Yacht Club, we thought it would be nice to visit the Morro Bay YC, meet some members, and hopefully make use of their facilities to freshen up. We have been hosts many times for sailors visiting from other clubs, and have also been guests at clubs up and down the Pacific Coast. The experiences were always great.

When we approached the Morro Bay YC, a member pointed us to a member who "handles visitors." The woman, Lynn, quickly and curtly informed us that Morro Bay YC does not offer reciprocal privileges to members of other yacht clubs, even though she did say that they are a member of PICYA (Pacific Interclub Yachting Association). We found her attitude to be pretty rude, including a statement about the club not giving "freebies."

Sadly, we would probably welcome her and any other member of Morro Bay YC into our club, with a big welcome, quick tour, access to any needed facilities, and probably even buy them a drink at our bar. Oh well.

Morro Bay is great, but don't plan on reciprocal access to the Morro Bay YC.

George Durden  
Epiphany, Jeanneau 45.2  
Berkeley

*Readers — This letter, which appeared in the October 10 'Lectronic, set off a firestorm of responses. To be honest, some of it was probably Latitude's fault, as we suggested that the 'welcome mat' wasn't out at the Morro Bay YC, a club long known for outstanding hospitality. As we wrote in the October 12 'Lectronic, it would have been more accurate had we written that the Morro Bay YC doesn't have the 'unlimited welcome mat' out, as they can't offer slips to everyone, and they do charge for reciprocal slips.*

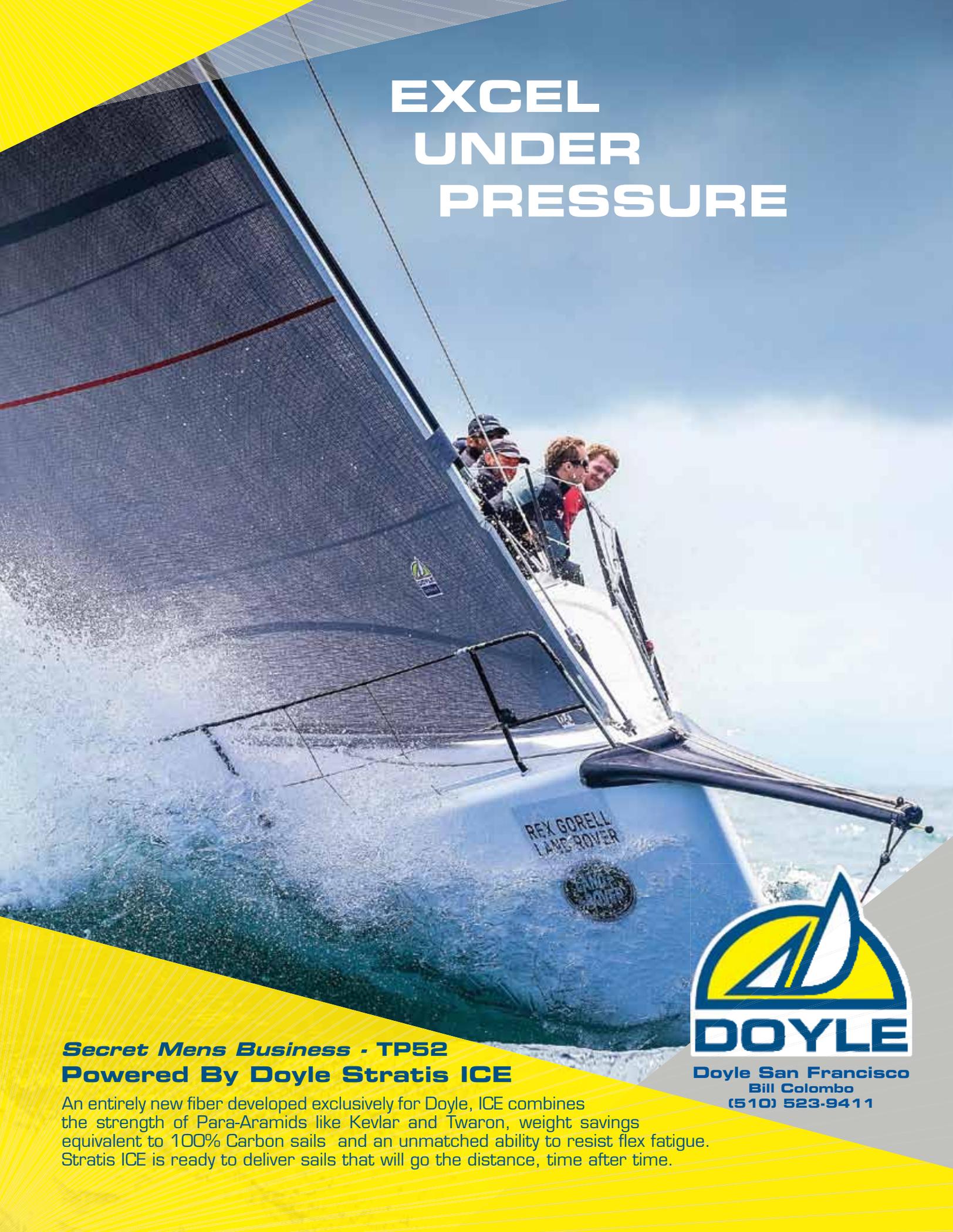
*In any event, it raised a number of issues, as you'll be able to see from the following letters.*



The yacht clubhouse in Morro Bay.

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## LETTERS

*Before we get to them, we should note that according to the bylaws of the PICYA, no club is required to offer 'reciprocal privileges'. To complicate things even further, the Morro Bay YC hasn't been a member of the PICYA in many years, and is actually a member of the Southern California Yachting Association (SCYA).*

### ↑↓ IN DEFENSE OF THE MORRO BAY YC

We must write in defense of the Morro Bay YC, where we spent a pleasant three days in September. Lynn Meissen, the club's port captain, was very welcoming and accommodating to us, even going so far as to allow us to stay in the red member's zone because the two visitor spots at the dock were full. There is a self-check-in/pay station, and we got a key to the showers from Lynn. The rates were very reasonable.

The Morro Bay YC is a small, volunteer-run club. During the week we were there, the only time the club was open was for Friday happy hour.

Mr. Durden was outraged when he arrived without calling ahead, and discovered that the club charges for the use of its dock. Yet in his own neighborhood, he would not be welcome to drop in and dine at the St. Francis YC, for example, because they have a 50-mile guest privilege exclusion. Some yacht clubs don't have guest slips at all. Others require a letter of introduction from your home club. Each yacht club sets its policies based on its particular situation.

We are members of the San Jose Sailing Club which, although 'merely' a paper club, continues to win PICYA Club of the Year. As we are a paper club, we do not expect reciprocal privileges from other clubs, but we are pleased when other clubs do indeed welcome us. We always call ahead to find out the policies of a club. Some are fun and friendly to all, while others are more concerned with maintaining status.

On our way down from the Bay, we have been welcomed so far at the yacht clubs in Half Moon Bay, Morro Bay and Channel Islands Harbor. In the week before the Ha-Ha, we'll be at Coronado Cays and Point Loma yacht clubs.

Diane Grieman and Tony Bishop  
Dolce, Cape Dory 33  
Redwood City

*Readers — At this point, you might think that maybe Durden is a bad guy and it's all his fault. But we also got the following letter.*

### ↑↓ THE PORT CAPTAIN GOT UP AT 5:30 A.M. TO YELL AT ME

We stayed at the Morro Bay YC for two nights, and it did meet our needs in a most pleasant environment — once we got past the port captain's total lack of charm and her inclination to go off on an angry tirade.

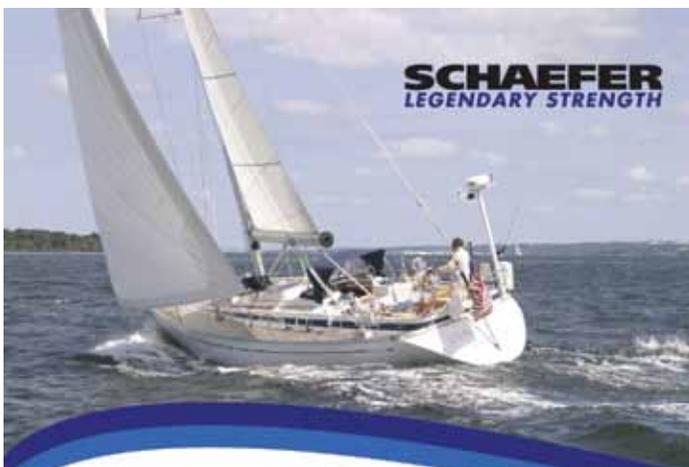
We got up at 5:30 a.m. to start the 12-hour run to Santa Barbara. The port captain also got up to yell at me for being a bad guy in all sorts of ways. Her list was long and surprising to me.

Dudley and Jean King  
Stormy Weather, Hatteras LRC48  
Seattle, WA

### ↑↓ THE COMMODORE RESPONDS

As the Commodore of the Morro Bay YC, I'd like to thank *Latitude* for its balanced response, in its October 12 *Lectronic Latitude* response, to the issue of yacht club members staying at our docks.

We at the Morro Bay YC try to be welcoming hosts to all of



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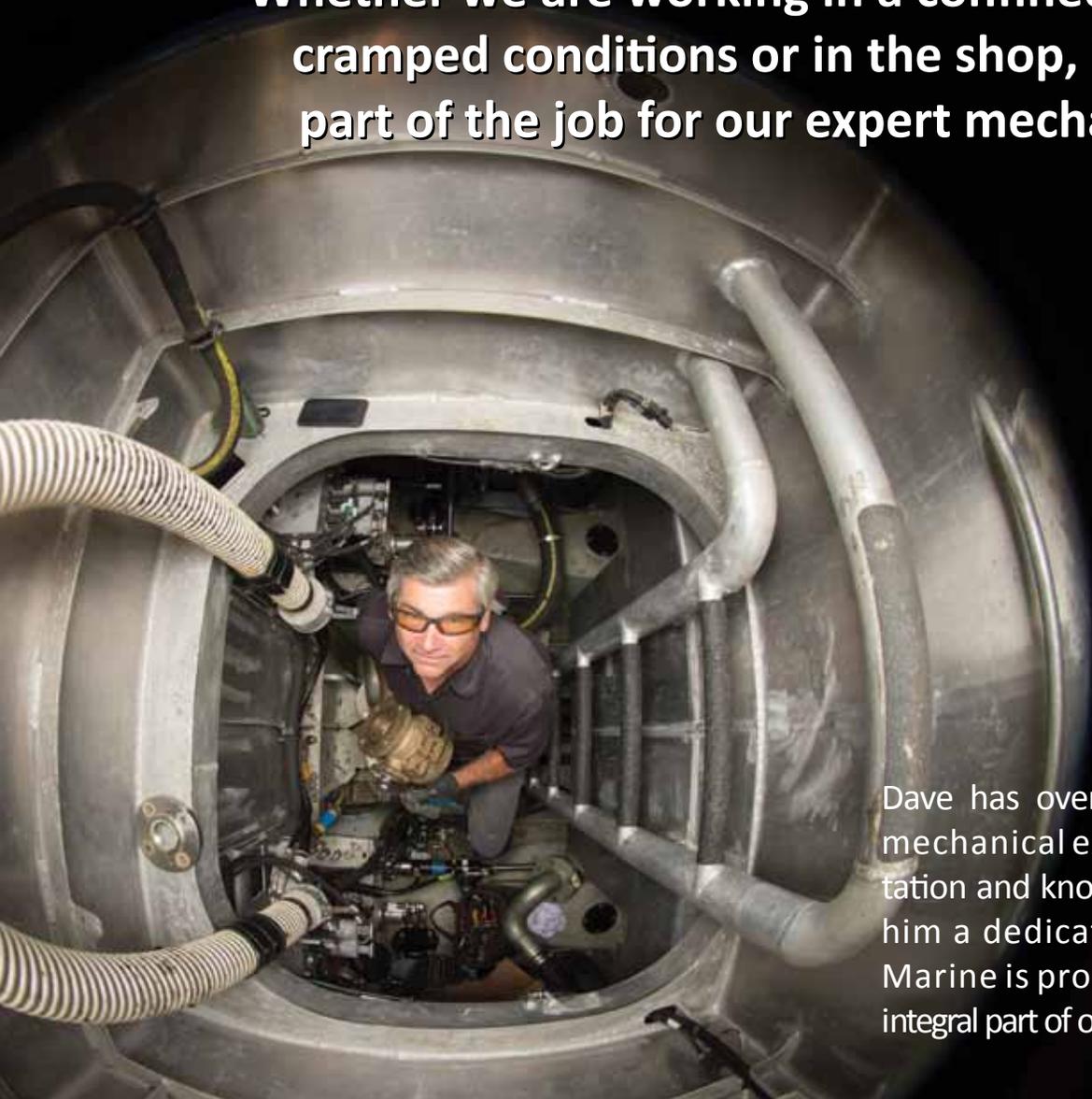


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## LETTERS

our guests. I'm not sure how many guest boats are accommodated at other clubs each year, but our small and volunteer club hosted 250 boats in the last calendar year.

Sometimes, especially in the late summer and fall when lots of boats are headed south, it can get pretty busy and all of our guest moorings as well as our dock will be full. Our policy for guests is on the club web page. We do not offer any free nights for members of other clubs. I'm told that our rates are very reasonable. We also do not restrict access to the club to just members of other clubs. Everyone is welcome.

Morro Bay YC is an all-volunteer club. That means that our port captain, a liveaboard in our harbor, volunteers her time. I think most of the time she deals with the job with aplomb, and, as commodore, I am very grateful for her countless hours of service to the club. I think sometimes, when multiple people are looking for something from our volunteer port captain, the responsibilities can get overwhelming and she'd really rather go sailing.

Todd Hansen  
Commodore, Morro Bay YC  
Morro Bay

*Readers — After thinking about the matter more, we decided that the fault isn't that of the port captain at the Morro Bay YC, or George, or even Latitude, but whoever came up with the term 'reciprocal privileges'. The next letter and response will explain.*

### ⇕ I'M WRONG ABOUT 'RIGHTS'

I belong to three yacht clubs and each one has different reciprocity rules. Reciprocal privileges are one of the most rewarding parts of membership. However, they are not rights, as the clubs offering them need to accommodate their own members and calendars first. And reciprocal doesn't mean the berthing is free.

On the West Coast we are blessed that most of the clubs keep it very casual and loose. Many other areas have strict rules and require letters of introduction in advance.

I've averaged about two stops a year at the Morro Bay YC for the last 10 years. Morro Bay YC gets a lot of traffic and they seem to go out of their way to accommodate as many boats as they can. Each time I have 'gusted' there, I signed in and was given a key to the gate and showers, and was invited in for drinks and food when they were open. Morro Bay YC seems to have a very reasonable fee structure and reasonable time limits from my experience.

Mike Priest  
Carry On  
California

*Readers — We think our old friend Mike has inadvertently hit upon the real source of the problem, which is the term 'reciprocal privileges'. Based on his experience with yacht clubs, Mike knows that 'reciprocal privileges' are, for practical purposes, not a 'right'. The problem is that the very definition of 'privilege' is 'a special right'.*

*Similarly, when something is 'reciprocal', it is 'bearing on two parties equally'. So just as 265° is not a true reciprocal of 90°, it's not really 'reciprocal' if one club gives visitors free berthing and the other doesn't have berthing or charges for it.*

*But we're not trying to confuse theory with reality, as we know that in the real world different clubs have very different facilities and very different demands on those facilities, so it's never really going to be reciprocal.*

*So we think it's high time that the Pacific InterClub Yachting Association and the Southern California Yachting Association*



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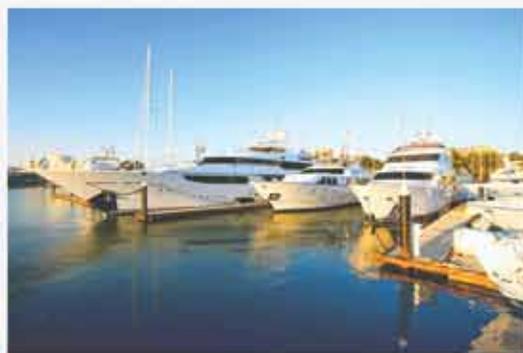
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## LETTERS

*dump the term 'reciprocal privileges', because it's misleading and leads to misunderstandings and hard feelings.*

*We'll have a lot more letters on yacht clubs in the December 1 Latitude.*

### ↑↓ THAT 'WOMAN' IS PROBABLY ON THE BOTTOM OF THE OCEAN

The former owner of the Peterson One Tonner *Kentucky Woman* asked what happened to her after she was abandoned south of Half Moon Bay a while back. The skipper, whom I call 'Shawn Twin', told me that neither he nor the Coast Guard opened any seacocks, nor did they put a beacon on her. So she could still be floating out there.



**'Kentucky Woman' as she was last seen, on April 25.**

US COAST GUARD

The skipper was a very good sailor who sailed *Kentucky Woman* all around the Pillar Point Area. But in my opinion he was an idiot for going out in gale conditions.

Kerry B. Davis  
 Pulsar, Cal 29

Pillar Point Harbor, Half Moon Bay

*Kerry — We doubt that Kentucky Woman is still floating out there. She was taking on water when the Coast Guard chopper showed up to take the skipper off, and there was no reason to believe that stopped in the rough conditions. We have no doubt that she's on the bottom now.*

### ↑↓ NO SECURITY GATES FOR US, THANK YOU

There has been some discussion about marinas without security gates, and how few of them there are. Alamitos Bay Marina in Long Beach doesn't have any security gates, but for an unusual reason. When the new berths were being put in, the tenants asked to not have security gates.

Bill Gaffaney  
 Wayward Wind, Catalina 42  
 Long Beach

*Bill — Although we have no proof, we suspect that most thieves who steal valuable stuff from boats arrive and depart by water, in which case security gates offer no protection.*

*Now that we think of it, the Ala Wai Yacht Harbor in Honolulu is another marina where not all berths are protected by security gates.*

### ↑↓ MAY THE OLD FORCE 10 BE WITH YOU

We read the September 23 *Lectronic* about the Wanderer's adventures with his Force 10 stove, which had a broiler and an oven that were problematic, and some knob issues. It sounded familiar.

Our 2001 Force 10 three-burner stove had no igniters, the valves were upside down thanks to someone's tinkering, then one of the crew forced the oven valve to a mismarked 'off' position, knocking the oven out of commission. So we figured it was time for a new stove.

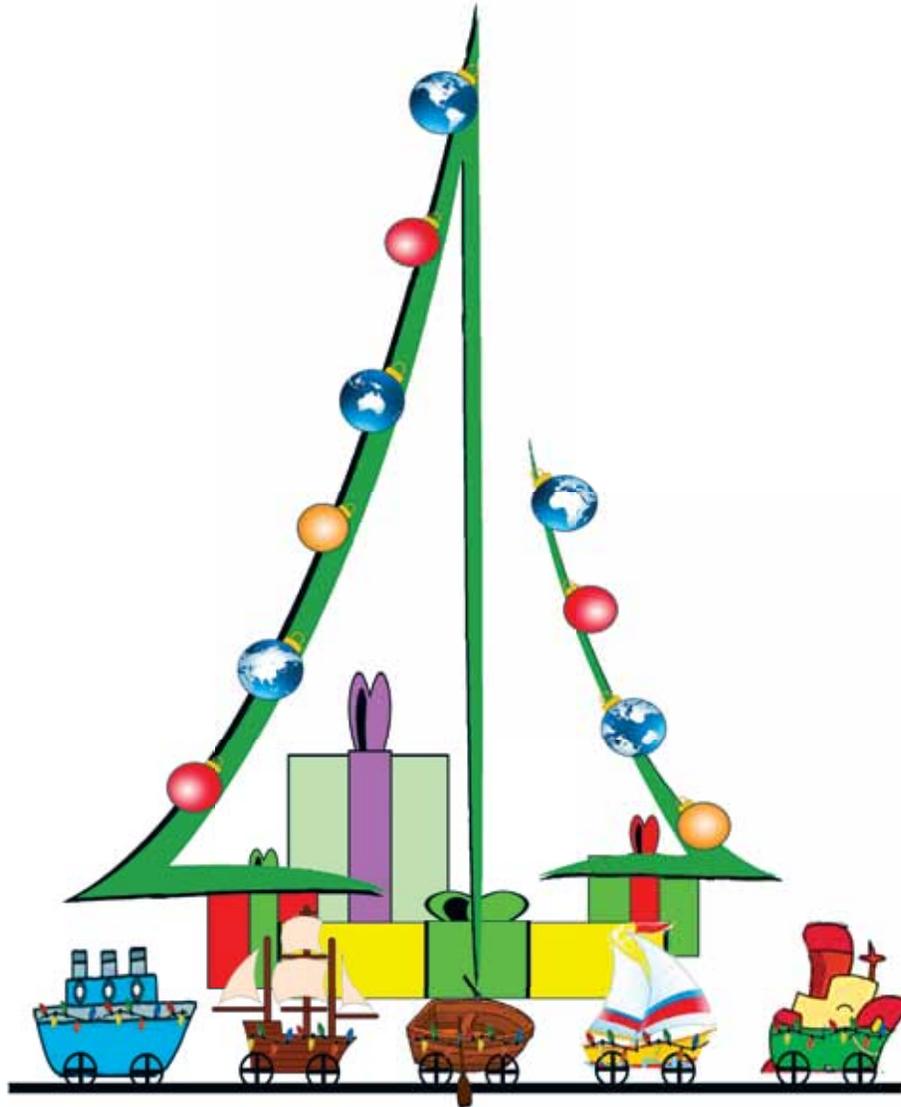


LATITUDE / RICHARD

West Marine got a new Force 10 stove to their Monterey Express store. The stove came in a box that looked as though it had been sent around the world, which seems to be the norm.

**'Profligate's old Force 10.**

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## LETTERS

But the contents were intact.

The new Force 10 is certainly different from the old one. But not necessarily in a good way. For example, the burner grates on the previous stove lifted up and held in place, so you could clean the stove top. A new 'feature' allows you to remove the grate, creating a 5-pound missile to rocket around the salon.

In addition, the metal on the stove seems to be thinner. The oven burner, for example, seems like a thin-walled tube à la a Weber gas grill, the kind that last two years, instead of the cast burner in the old stove. In addition, there is no oven-door gasket, so the control panel gets so hot that it can't be touched in the course of cooking one lasagna. This probably means an abbreviated lifespan for all the plastic bits like the ignitor button.

If I were the Wanderer, I might dig in and see if I could find someone to rebuild his original Force 10.

Michael and Lisa Britt  
Footloose, Catana 471  
Roy, NM

Michael — The Wanderer now has the original Force 10 stove, in mostly working condition, for sale because he bought another stove rather than recondition the old one. We did this because we have a lot of enthusiastic cooks on Profligate during the Baja Ha-Ha, and you want to keep your crew happy with good equipment.

As always, there is a bit of a story here. We initially went to the nearby West Marine Super Store in San Diego, and, lo and behold, they had the Force 10 three-burner stove we were looking for right there on the shelf. The Wanderer called Force 10 in Canada to find out if the trim from his old stove could be used as trim on the new stove, because the trim was all that held the old non-gimballed stove in place for 19 years. The installation wasn't as drawn up in the manual, but it had worked perfectly, and we could pop the stove in and out in seconds. Alas, nobody at Force 10 answered the phone during working hours, and nobody called back for days.

In the interim, we took another look at the stove in West Marine and noticed that there was an unsightly dimple in the stainless on the front. The Wanderer isn't very persnickety, but a big dimple on a \$1,500 stove seemed a little much.

The next thing the Wanderer knew, he was ordering the 'Mercedes of marine stoves', the Dickinson-built three-burner Mediterranean stove from Defender Industries in Connecticut, because they were having a big special on them. Even with the discount, it was going to cost \$300 more than the Force 10, what with its having first been shipped from British Columbia to Connecticut, and then shipped from Connecticut to San Diego.

But anything for the crew.

Doña de Mallorca isn't completely enamored with the Dickinson stove, as she thinks it looks more 'commercial' than 'modern'. And for her, looks are the most important thing in a stove, because she doesn't cook. But we think she'll come around.



LATITUDE / RICHARD

**The Dickinson Stove looks commercial. We like it.**

While the Wanderer hasn't used the stove or broiler yet, he likes the looks of the stove and notes that the main burner seems to generate much more heat than did the one on the Force 10. The bigger problem was that while the new stove fit in the space of the old stove, there was nothing to support it,

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## LETTERS

because the trim package on the Dickinson isn't strong enough to support the nearly 100-lb stove. So it probably cost another \$500 to get the stove opening reconfigured for the new stove. What boatowners won't do for their crew.

### ↑↓ LEARN TO LOVE THE DIMPLE

When I was a kid, other kids used to tease me about my dimples, while grown-ups thought they were cute! I would have asked West Marine for a \$250 'freight damage' discount on the Force 10 model you wanted that they had in stock — and learned to love the dimple.

Our new-to-us Newport 30 has an alcohol stove/oven that appears to have gone unused for many years. I haven't been brave enough to try it yet. For now we'll be using a propane canister-fueled Coleman Fold-N-Go stove on the cockpit table.

Bill Crowley  
 Erewhon, Newport 30  
 Napa



LATITUDE / RICHARD

Bill — What we really should have done was recondition the old stove and spent the money we saved on plane tickets to South America or something like that. But you live and you learn. As for the dimple, it was really going to annoy us.

**Dimples may be cute on kids, but not on \$1,500 stoves.**

### ↑↓ A STICKY KNOB WAS THE ONLY PROBLEM ON OUR FORCE 10 STOVE

I just read the 'Lectronic on the problems with Profligate's Force 10 stove, and it reminded us of our problems. I thought one of the burner valves on our Force 10 had gone bad, as it was nearly impossible to turn it without stripping the knob. I managed to order a part from Force 10, but it was the wrong one. My bad. Having taken the top off the stove and having had a look, there is no way I could have pulled any of those valves anyway, as they're connected with solid tubing under the deck with zero clearance.

With an \$80 part in hand that I couldn't use or return due to freight and restocking charges, I decided to clean the bad valve. And when I did, everything started to work! It seems that over the years grease had gotten into the valve and was binding it up. I can't remember what I used to clean it up, but probably 409 or something similar. Other than taking the knob off, I didn't disassemble the valve at all.

P.S. See you on the Ha-Ha.

Mike Scheck  
 No Worries, Jeanneau 45 Sun Odyssey  
 Alameda

Readers — Perhaps because of the marine environment, boat stoves seem to need more maintenance than those in homes. As such, it's probably a good idea to follow the recommendations of manufacturers, most of whom recommend giving everything a good cleaning every year. We suspect that a good cleaning might well have been all that was needed to get Profligate's Force 10 into proper working order again. But our crew was in the mood for a new stove, and we thought a bright and shiny new one might distract them from the hard work they had to look forward to on the Ha-Ha.

### ↑↓ NOT TOO MUCH INFORMATION FOR ME

I have to disagree with the letter in October's *Latitude 38* complaining about too many AIS targets. It's no worse than

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## LETTERS

what you would see on radar if you were relying on it — and sometimes even more reliable in low-visibility conditions given the poor radar target presented by small boats. And obviously, no combination of electronic aids eliminates the need for a set of eyeballs scanning the water.

One of the great advantages of having my AIS turned on is the availability of DSC to call a specific boat if there is a potential course conflict. There is little likelihood of my missing an incoming DSC call — the alarm is quite loud. Personal and anecdotal evidence suggest that boats are more likely to answer a DSC call than a 'boat on my starboard bow' hail.

In some cases turning off the AIS is inconvenient. My Icom MA-500TR also contains a GPS receiver. There is no way to turn off the AIS broadcast without losing the GPS. This has obvious disadvantages for those using chart plotters for navigation.

Ralph Lewis  
Planet Earth

*Ralph — The points you make are good ones, but when sailing on San Francisco Bay in good weather we don't see the need to have small boats transmitting their AIS information all the time. But then 'less clutter' is one of the goals of our life.*

### ↑↓ WE TOOK STEVIE NICKS ON A CHARTER

I read about the return to the Pacific of the Bruce King-designed 76-ft sloop *Free Spirit* with keen interest. I was in Marina del Rey in 1979 when she was being built. After completion, she made a trip through the Panama Canal to the Caribbean. After sailing in the Caribbean for a while, I was hired in April 1981 to navigate her from St. Thomas in the US Virgins to Antigua, the ABC Islands, San Blas, back through the Canal, and up to Marina del Rey.

This was back in the day of having to rely on sextants and radar for navigating, and obviously cloudy, hazy and foggy weather made it difficult to get good sights. *Free Spirit* was a good sailing and motoring yacht, so we could pretty much rely on making 200 miles a day. That made navigating in those pre-GPS days even more difficult.

I did some day charters on *Free Spirit* out of Marina del Rey in July 1981. I fact-checked that time because I remembered we took rock 'n roller Stevie Nicks on a charter with her friends and played her new solo album released July 27, 1981.

I lost track of *Free Spirit* after that, so it sounds as though she must have gone back through the Canal again to the Caribbean and Europe.

I'd love to talk about the boat with current owner Scott Rhoades, so please publish my email address: [richmccreedy@gmail.com](mailto:richmccreedy@gmail.com).

Rich McCreedy  
Intuition, Antrim 27  
Kaneohe, Hawaii

*Rich — We remember coming downwind to the low-lying San Blas Islands with our Ocean 71 Big O in the pre-GPS days, navigating by radar and DR. Given the torrential rain, the sextant was useless. Given the lightning, nobody wanted to stand at the wheel, let alone between the wheel and engine. Seeing that we survived, they were good times.*

### ↑↓ ITS BIOCIDES HASN'T BEEN CLEARED BY THE EPA

Hey, check out this shot of the Micron 66 bottom paint that we had applied to our Hallberg-Rassy 46 *Mahina Tiare* in Auckland, New Zealand, in April 2014. That was 30,000

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## LETTERS

miles ago.

If anybody wants to see how the bottom looked after 10,000 miles and 20,000 miles, they can see photos online at [www.mahina.com/newsletter.html](http://www.mahina.com/newsletter.html).

I've been told that Micron 66 isn't available in the European Union. But representatives of International Paints at the United States Sailboat Show in Annapolis last month said that Micron 77 is available in the EU but not in the United States, as its active biocide hasn't been cleared by EPA. I have the boatyard in Sweden checking on that.

Micron may be expensive, but to my thinking, any paint that allows you to skip recoating two seasons in a row is a winner!



JOHN NEAL

**Forget Kim K's big butt, here's a smooth and good-looking bottom.**

John Neal  
Mahina Tiare, Hallberg-Rassy 46  
Friday Harbor, WA

John — We agree that when it comes to painting bottoms, 'less is more' when it comes to the number of times you have to do it. Peter from the La Cruz Shipyard put some 'super paint' on Profligate more than a year ago, and it's still going great, despite the fact that we kept the boat in Marina Riviera Nayarit, which, like all marinas on Banderas Bay, is paradise for barnacles. It certainly helped that we have the bottom cleaned every three weeks.

Anybody else have good luck with bottom paint?

### ↑↓ A MOORE 24 ON THE HA-HA?

Mark English and I are talking about our next adventure on the Moore 24 ¡Mas! We thought sailing south of the border, perhaps in the Baja Ha-Ha, might be good idea for 2017 or 2018. But when we looked up the minimum length for a boat in the Ha-Ha, it's 27 feet. How strict is the Ha-Ha on the length requirement? We could extend our Moore 24 by adding a three-foot bowsprit, if necessary. Or is this a bad idea?

Ian Rogers  
¡Mas!, Moore 24  
Point Richmond

Ian — The 27-ft length requirement is not a hard-and-fast rule, as the Grand Poobah has made, and will continue to make, exceptions when he thinks it appropriate. Since you guys raced to Hawaii, you'd be welcomed in the Ha-Ha without any need for a bowsprit.

To our thinking, the downside of taking a Moore 24 to Mexico is that there's not much room inside if you wanted to stay longer and cruise the Sea of Cortez. Based on personal experience, the perfect dirt-cheap boat for cruising in the Sea of Cortez is an Olson 30. Not only do they sail really well in light winds, they are big enough to sleep two in comfort and have a modicum of a galley. And you can put two lawn chairs on the aft deck. It doesn't hurt that you can trailer them home.

The one drawback to the Olson 30 — like the Moore 24 — is the lack of headroom. The 6'4" Wanderer's being stooped over in one surely was a contributing factor to our having to have back surgery. That's why we never go below in the Olson 30 La Gamelle in the Caribbean.



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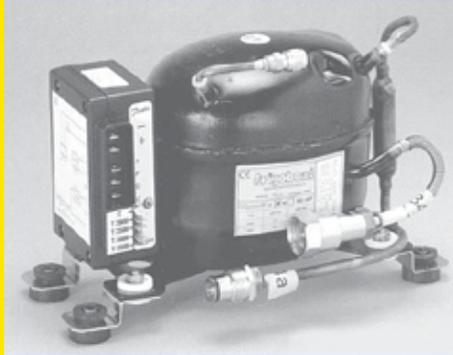
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# LETTERS

## ⇕ CNG IS LIGHT, BUT CNG TANKS ARE HEAVY

In the editor's response to Mike Kennedy's letter regarding the lack of widespread availability of compressed natural gas (CNG) for cooking on boats, I think you missed what to my mind is the biggest advantage CNG has over propane. It's less dense than air, and thus doesn't collect in bilges and explode. Propane is more than twice as dense as natural gas, and will settle into the bilges, lying in wait for a source of ignition.

You did, however, mention that propane is more explosive than natural gas, with a significantly lower LEL (lower explosive limit).

Gene Bennett  
Everett, WA

*Gene — What an oversight on our part, as the primary benefit of CNG is that, as you say, it doesn't collect in bilges and wait to explode. Alas, propane is better in almost every respect, providing more heat, being easier to find, and not requiring as heavy a tank.*

## ⇕ FROM THE HA-HA TO THE WORLD

I started reading *Latitude* way back, and over the years have written several articles. We sailed our F-31 trimaran *Noor* to Mexico in the 1997 Baja Ha-Ha. This caused us to buy the *Catana 44* catamaran *Chesapeake* in France in 1998. We cruised her to San Francisco in 2004 and sold her.

Four years later we bought the *Catana 471 Toucan Tango* in Malaysia. After sailing her up through 'Pirates Alley' near Somalia, we cruised across the Med, then across to the Atlantic. We sold her in St. Lucia.

After going without a boat for several years, we now own the *Catana 431 Toucan*, and have spent the last two winters in the Caribbean. But we've now had enough of the Caribbean, so we'll either sell her or sail her to Mexico.

By the way, I'll be 80 next year.

We enjoyed the Wanderer's articles on canal boating and may do a bit more of that. We often rented a houseboat near London in the late 1970s.

I noted that you frequently rode the bike you kept on your boat in Paris. I also ride a lot. Six months ago I bought an electric kit for my bike, and I absolutely love it. I paid \$595 for the better 3-lb. lithium battery. It does 12 miles at speeds to 20 mph. See [www.electric-bike-kit.com](http://www.electric-bike-kit.com).

Marvin and Ruth Stark  
*Toucan*, *Catana 431*  
Caribbean/Sacramento



LATITUDE / RICHARD

## **Bikes on a boat are a blast.**

*Marvin and Ruth — It's great to hear from you, and learn that the Ha-Ha launched you into many years of cruising. You're preaching to the choir when it comes to electric bikes. The one we have on *Aqua Rosa* in France is a Holland-style 'power assist' bike. When you pedal, but only when you pedal, you can get one of three levels of assist. Doña and the Wanderer hadn't ridden in years, yet our first ride on the power-assist bikes was 30 miles on a poder in the Neth-*

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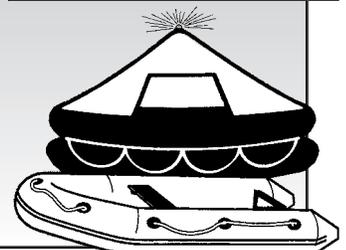


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## LETTERS

erlands. This summer we put in at least 200 miles on the bike in the core of Paris. We love that bike!

Yet for down in San Diego, we have a heavily customized — and trashed — manual-only bike. As much as we like electric, we can't bear to part with her.

Bikes — manual or electric — are great on boats. Assuming, of course, you're sailing somewhere you can ride them.

### ↑↓ A FAIR VIEW ON ALL SIDES OF ANY TOPIC

Congratulations to Richard, now the former publisher of *Latitude*, on giving up the business part of his life by selling *Latitude*. But I'm glad to hear that he will still be writing, as he gives us a fair view on all sides of any topic.

Dan Lawler  
Seaduction, Catalina 42 Mk II  
Holladay, UT

Baja Ha-Ha 2007, 2008, 2010, 2014

Dan — I feel like an old guitar player, except I write instead of playing a guitar. So if I go more than a couple of days without writing, I start having serious existential questions. I need a purpose in life, and for decades now my purpose — other than my kids, of course — has been trying to bring a little happiness to the world through writing about sailing and organizing sailing events. Lucky me.

There were some times when I wasn't quite as unbiased as I might have been, and I look back on them with embarrassment. But I'll try to do better in the future. I'm also proud of the fact that I often weighed in on controversial or dark subjects when other magazines wouldn't. Taking a stand or being opinionated has never been a weakness with me.

[All the replies to letters about the sale of *Latitude* are being written in the first person as opposed to the 'royal we', to make it a little less awkward. In addition, these letters and replies are going to be rather self-indulgent, so brace yourself or skip them.]

### ↑↓ ONE OF THE GOOD GUYS

Great news for Richard Spindler and new *Latitude* owner John Arndt. The new publisher is one of the good guys.

Norman Davant  
Sail California, Alameda

Norman — I think it's great news, too. One of the best things about having bought a home in Tiburon 34 years ago, and a rundown house/office building in Mill Valley 33 years ago, is that over the years I've inadvertently acquired a bit of real estate equity. As a result of the explosion in real estate value in Marin, I was able to publish the magazine for 40 years as an art project rather than a business, and I was able to sell the assets of *Latitude* to John Arndt with the overwhelming consideration's not being money, but the magazine's continuing service to readers, advertisers and the sailing industry.

### ↑↓ 'RICKY SPRINKLER' WHIPPED EVERYONE'S ASSES

Mixed congratulations on Richard's semi-retirement. I've been with him since Volume 1, and hope that the mag survives the change in ownership. Richard's unusual combination of wisdom and general carefree attitude has always been refreshing — even when I disagreed with him.

My memories of his reign included his once-only foray into singlehanded racing, when 'Ricky Sprinkler' and his Freya 39 *Contrary to Ordinary* whipped everyone's asses in the Lightship Race by coming home on the 'wrong' side of the ebb. That was back in the good old days of the Association of

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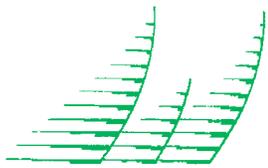
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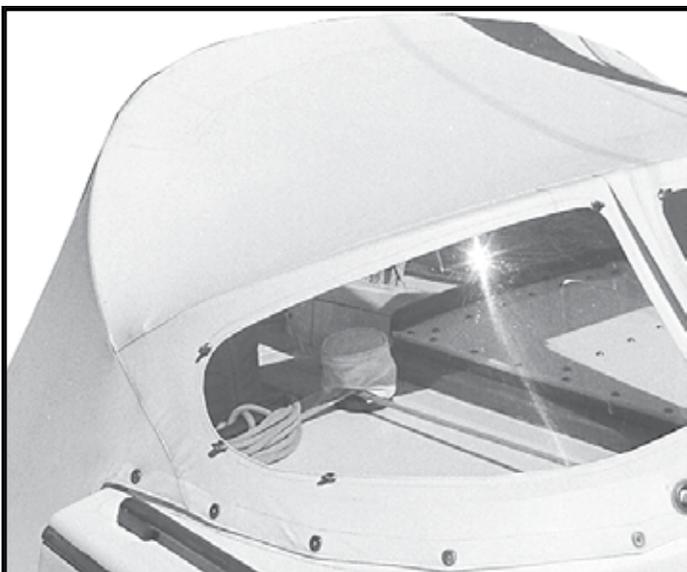
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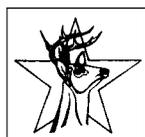
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— Elmore Leonard, R.I.P.



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## LETTERS

Singlehanders, well before singlehanding was anointed with the balm of acceptance.

Anyhow, these two die-hard cruisers hope that you enjoy the fruits of your undying labours.

Jim and Ann Cate  
*Insatiable II*, Sayer 46  
Moreton Bay, Queensland, Australia

*Jim and Ann — I remember that Lightship Race, although to be honest, I think I only got a second or third. I was new to singlehanding, so when I crossed the finish line in front of the St. Francis YC I didn't really know how to douse the spinnaker. So I just let the halyard fly. The chute dropped into the water, but fortunately didn't get caught in the prop or rudder. The great thing about singlehanding is that you learn fast and well.*

*My fantasy? Put a single reef in Profligate's main, and with just a small jib and a screacher on a roller furler, do the Singlehanded TransPac. It probably won't happen, but it might.*

### ↑↓ WATCH OUT FOR LOGS

I've read every issue of *Latitude* since the first one in 1976. How far Richard and crew have taken us, and what wonderful destinations you have shown us! Fair winds, following seas — and for God's sake, watch out for logs! You'll remember that my Morgan 45 sank in the Caribbean in 2000 after an encounter with a log.

Capt. Ron Landmann  
Minden, NV

*Capt. Ron — We remember a log passing between Profligate's hulls while we were sailing downwind in the mid-teens about 100 miles off the mouth of Colombia's Rio Magdalena. It was spooky, because the sun was just going down and we were in a 'river' of debris coming out of the mountains of Colombia. We couldn't have been that far from where your boat hit that log and sank.*

*For the record, I started working on Latitude 38 on July 4, 1976, but the first issue didn't appear until March 1977.*

### ↑↓ PLAYING FAVORITES

My history with *Latitude* is that I was at the Cal Sailing Club with Paul Kamen when it was first popular. At the time I had no idea it was a new magazine. And for 40 years it has been my favorite.

In many ways Richard has lived the Walter Mitty life I wish I had lived. But I will always appreciate his generosity sharing it with me and the rest of his readers.

E.J. Koford  
*Patches*, Floating Fourteen  
Elk Grove

*E.J. — The downside of the 40 years of Latitude is that whenever I was in the Bay Area, which was almost all the time in the first 20 years, I basically lived behind a keyboard in the office. Weekends and holidays were just regular work days, and regular work days were never just eight hours. I remember a Christmas Day when my second wife was so lonely because I was working all day that she actually knocked on my first ex-wife's door seeking consolation and understanding. I guess working that much might have been a factor in my second wife's and my divorcing, too.*

*Such workaholicism and its downsides were somewhat balanced by the fact that I've basically been free to do whatever I've wanted to do editorially. I can count on the fingers of one hand the number of advertisers who have given me editorial*

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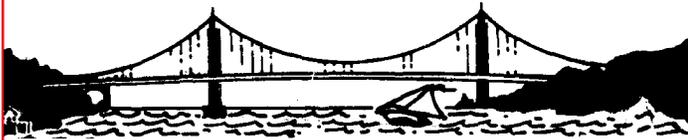
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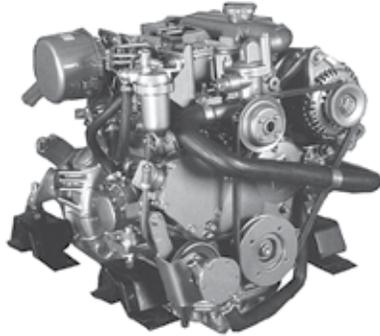
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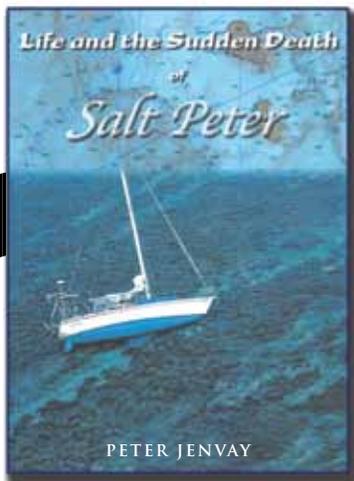
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## LETTERS

*grief.*

Similarly, I've been free to start numerous sailing events — the Baja Ha-Ha, the SoCal Ta-Ta, Sea of Cortez Sailing Week, the Catnip Cup, Sea of Cortez Sailing Week Revived, Zihua Sail Fest — without having to partner or consult with anyone. Having this freedom was critical, because I don't think I could have otherwise handled the stress.

Despite being so incredibly lucky in all kinds of ways, I still identify with the great line in Joe Walsh's *Life's Been Good* to Me: "I can't complain, but sometimes I still do."

### ↑↓ I ALMOST FLUNKED OUT OF LAW SCHOOL BECAUSE OF LATITUDE

I have only met Richard a time or two, but I write to wish him well in the next phase of his life. I was lucky to live in Santa Cruz in the 1970s with the likes of George Olson, Bill Lee, Ron Moore, Phil Vandenberg, Chuck Hawley and so many others.

I have raced through, cruised with, curled up with, and ravaged every issue of *Latitude* 38. I almost flunked out of law school when the arrival of a new issue coincided with a take-home final.

I crewed with my old Portland friend Patsy 'La Reina del Mar' Verhoeven in the South Pacific this June on her Gulfstar 50 *Talion*, and have done lots of racing off the Pacific Coast, be it on Banderas Bay, in the Big Boat Series, the N2Es, Swiftsures, races to Hawaii, coastal races, and local races for 30 years. I never would have done half of it if I hadn't learned from *Latitude*. I can't tell you how grateful I am and how much I wish you well. You laid down some good tracks for all of us.

David Paul

Nelly, Martin 24-1  
Portland, OR

### ↑↓ DO PEOPLE STILL USE PAPER CHARTS?

We are prepping to depart Hawaii for remote portions French Polynesia and wondering if anybody would be willing to donate their old paper charts. We're headed to the northern Tuamotus, but would like to have as many charts as possible onboard for landfalls downwind of the Tuamotus. You never know where you may end up.

Naturally we'd be happy to pay for the shipping to Maui. We plan to depart around December 1. Yep, it's the beginning of the South Pacific cyclone season. But we want to avoid the crowds.

Kerstin Edwards and Brian Ponzi  
*Sea Dragon*, Celestial 48  
Lahaina, HI

Kerstin and Brian — Given how far north and east the Tuamotus are, if you're leaving on December 1, we wouldn't worry too much about tropical cyclones.

What we would worry about is November to April's being the hot and rainy season. For example, Takarua gets almost eight inches of rain in November, December and January. That's



Takarua gets almost eight inches of rain in November alone.

more than Lahaina gets in a year. From May to October, the dry season, it gets about half that much a month. And that's still plenty. If you're talking about Tahiti, it rains even more,



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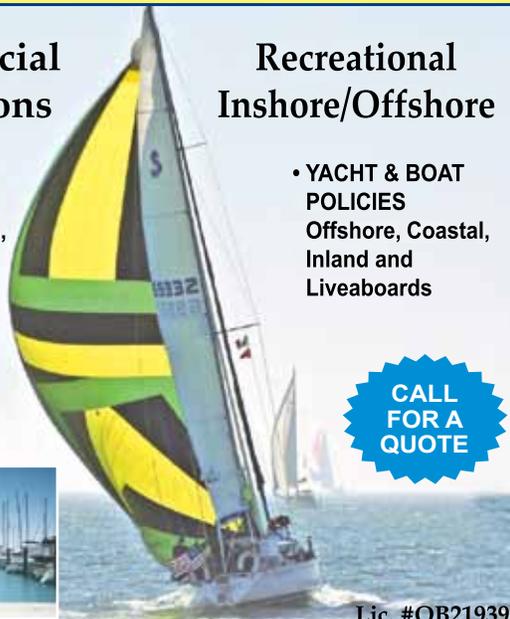
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## LETTERS

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### ↑↓ **VIBRATION MAY CAUSE THE WRENCHES TO CRACK**

The unusual motor-mount repair that was featured in the 'Fine Line Between Stupidity and Genius' piece in the September 30 'Lectronic looks clever, but I hope the boatowner could get the parts needed, including a replacement rail, before that repair fails.



STEVE ENGLISH

### **Wrenches to the rescue.**

In a best-case scenario, the repair would last until the engine could be pulled, the compromised rail replaced, and the correct engine mounts installed. In the worst case, the repair would fail and the engine drop, punching a hole through the hull along with causing other major damage.

'Do it right once' has always been my motto.

Bill Ogilvie

*Dragon Lady*, Cheoy Lee Clipper 36  
San Francisco Bay

*Bill — Yours is an excellent motto to live by, but sometimes mariners are faced with situations where they have to make do or do without, and the latter might not be an option. And in emergency situations, much lower rpms would give propulsion, but put much less stress on the 'mounts'. We're not experts, but we don't see the engine free-falling and punching a hole in the bottom of the boat. But we'd have rags ready to put around the stuffing box.*

### ↑↓ **WHEN HANDED WRENCHES, MAKE MOTOR MOUNTS**

Gotta love fixing things on the fly. But I'd be checking those wrenches often, as they'll loosen from the engine vibrations. Nonetheless, when handed lemons, make lemonade.

Curt Simpson  
Palm Desert

*Curt — Three sides of the 'mouth' of each wrench are welded to the rail, so there is no way it could open.*

### ↑↓ **THEY RAN OUT OF NAMES FOR HURRICANES**

I took the accompanying photo in early October 2005 while off Gibraltar bound for Annapolis via Madeira and Bermuda. Readers might remember this was the year that they ran out of names for hurricanes. We discovered that the *Sunder* 56 we were delivering had a bent prop shaft, which set up a severe vibration. That resulted in a sheared-off alternator mount and broke an engine mount.

I managed to scrounge up a piece of steel from something I found onboard and laid it on the broken mount, straddling the break. Then I used a C-clamp and two pairs of vise grips to hold it together until we got to Madeira. There we had a proper repair done to the mount and alternator.

We ended up leaving the prop shaft as it was due to lack of time and materials, and took off for Bermuda. We had



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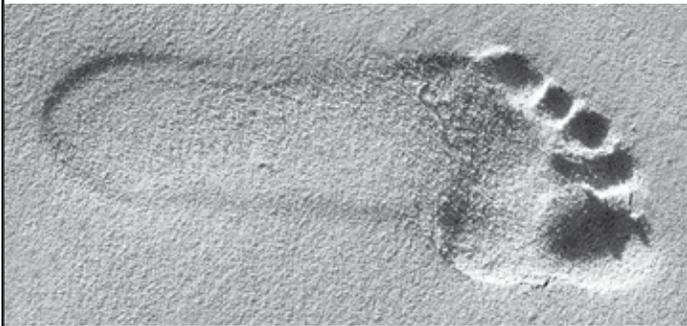
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## LETTERS



WALTER WAITE

**A C-clamp and vice grips to  
the rescue.**

plenty of fuel, but couldn't use the engine for propulsion due to the shaft. But we were able to charge the batteries. We bobbed around in the North Atlantic for three weeks, chasing puffs, only to enter Town Cut, Bermuda, as a stormnado, a strange, sudden storm that built up to 50 knots, arrived. We tied up at the Customs Dock just in time. It was a fun trip and a grand adventure.

Walter Waite  
Redondo Beach, CA

### ↑↓ USING CHOPSTICKS TO FIX A DIESEL

Yesterday I pulled apart the heat exchanger and filled the freshwater coolant side with water, but found that seven of the 19 copper tubes were leaking on one of the passes. I was considering using JB Weld to plug the holes on both sides, but first asked Alyssa if we had any wood dowels that would fit the tubes. She looked around the galley and handed me a set of bamboo chopsticks that we had bought in Chinatown when we were still back in San Francisco. They happened to fit into the tubes perfectly!

We had enough chopsticks to plug both sides of the seven offending tubes, so I hammered them in and broke them off flush. I filled the coolant side again — and there were no leaks! We reinstalled the heat exchanger, flushed the cooling system, and ran the engine up to temp. I'm sure there are many mechanics who are cringing as they read it, but thanks to the bamboo chopsticks, the exchanger is holding coolant and not restricting any raw-water flow compared to normal, and the engine temp is staying cool after the thermostat opens.

Only time will tell if our jury-rig bamboo-chopstick repair will hold up. We're just hoping it makes it to Savusavu, Fiji, where we are having a new exchanger coming in from the States.

Lewis Allen and Alyssa Alexopolous  
*Quixotic*, Voyager 43  
Redwood City/Fiji



QUIXOTIC

**If you have to use chopsticks  
to fix your diesel, you have to  
use chopsticks.**

### ↑↓ I DIDN'T WANT TO MISS ANY OF THE FUN

The Perkins 4-107 diesel on my Columbia 43 *Adios* started overheating as we motored into Turtle Bay during the Baja Ha-Ha three years ago. I had a new thermostat in the engine, but I sure didn't want to unbolt the expansion tank and lose all my antifreeze to get to it. I also didn't want to miss any of the fun on the beach.

Musing it over, I realized that maybe I could reach in through the pressure cap and jam it open with something. To that end, I got a quarter-inch stainless bolt, cut off the threads, and rounded the end. Using needle-nose vise grips, I was able to jam the thermostat open.



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## LETTERS

The unusual solution worked perfectly clear down to Zihuatanejo, and then all the way back up to Sausalito. While waiting for a weather window in Sausalito, I installed the new thermostat so that my Red Dot cabin heater would work in the colder waters.

I'm look forward to seeing the Poobah, de Mallorca, and all my old friends in this year's Ha-Ha.

Craig Shaw  
Adios, Columbia 43  
Portland, OR

### ↑↓ TIPS FROM THE VOICE OF EXPERIENCE

During the adventures of two Singlehanded TransPacs and five solo Baja Bashes, I have come to appreciate preparation and spare parts. I have dealt with loose motor mounts, such as in the September 30 *Lectronic*, which caused the PYI shaft to leak copiously when the engine was put into forward gear. The crew's solution was to sail most of the way.

However, I urge all sailors to carry the following two spares: First, a brass adapter that allows small propane gas canisters designed for BBQs to screw into the main propane tank hose fitting in place of an empty tank.

The second, and more critical, involves the VHF radio, system. Many of us carry a spare VHF antenna kit in the clear plastic cylinder with orange caps in case we lose the masthead antenna. One year my built-in VHF quit shortly after I'd begun heading north from Cabo, and I was faced with making the trip with just two handheld VHF's, which have limited range. Fortunately, I had 12-volt chargers for each, as well as the battery packs for standard AA batteries in the ditch bag.

The exquisite piece, however, was a hard-to-find adapter that allowed me to attach the large cable fitting from the masthead antenna to the handheld antenna plug. Thanks to that solution, I never missed the longer range of the defunct built-in VHF.

After a several-year hiatus, this year I am doing the Baja Ha-Ha on the Hylas 56 *Manuela*. She's quite a quite a step up from my Swan 51 *Seabird*.

Dr. Lou Freeman  
*Seabird*, Swan 51  
San Diego

### ↑↓ TEN DEGREES OFF

I don't know if you saw it, but the *BoatUS* Magazine had a short piece on the publisher of *Latitude*'s bringing so many cruisers down to Mexico over the years. Except they identified the publisher of this magazine and the leader of the Baja Ha-Ha as being the publisher of 'Latitude 48'. What do you think of that?

Jim Gleason  
Catalina 22  
Roseville

*Jim — We thought it was pretty funny. Lord knows we've made our share of mistakes over the years, so we could empathize with the good folks at BoatUS, who apologized profusely.*

*For the record, the publisher of this magazine started Latitude 38 in 1976 and published the first issue in early 1977. A year or two later some folks in the Pacific Northwest started a nearly identical publication called Latitude 48. Thinking that it wasn't very original, we, and a restaurant in the Pacific Northwest also named Latitude 48, suggested the magazine change the name. They did, to 48° North, which still has people confusing the two publications and/or thinking they are owned*

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# LETTERS

by one company. But onward and upward.

## ↑↓ ABOUT KILROY

I knew the late Jim Kilroy, international maxi-yacht racing pioneer, slightly. There was one Newport to Ensenada Race where he was building another *Kialoa* and didn't have a boat. So he crewed for Allen Puckett, who owned the Ericson 46 *Blackbird*. It was fun seeing them together, and knowing that Kilroy would rather crew for someone else than stay home.



**Jim Kilroy at the helm of 'Kialoa IV'.**

There was also a group called ORCA, the Ocean Racing Club of America, and Kilroy used to come to the board meetings. He was a down-to-earth guy.

Michael Kennedy, Sr.  
ex-Audacious, Choate 40  
Los Angeles

*Michael — It's a coincidence, but Kilroy died last month at age 94, while Puckett died two years ago at age 94. There must be something to sailing that is conducive to long lives.*

*Puckett, an engineer, was known as 'the father of America's guided missiles', and later became chief executive of Hughes Aircraft. We did our first race to Mexico in 1981 aboard our Freya 39 Contrary to Ordinary, and one of the competitors was Puckett and Blackbird. If we're not mistaken, Kilroy and some other 'sailing eagles' were aboard. We later met Puckett a couple of times. He was a very nice guy.*

*Our favorite memory of Kilroy was from Antigua. It was after an Antigua Sailing Week race when the weather mark had drifted off-station. Jim and Dee Smith, the latter a sailing pro formerly of the Bay Area, were standing on a porch at Copper & Lumber having a quiet but spirited debate. Kilroy was insisting that he'd gone around where the weather mark should have been, while Dee was going over the math out loud, insisting that it meant *Kialoa* had to have been going to weather at 11 knots. Kilroy was saying that if that's the speed it would have taken, that's how fast they'd gone. Dee, a mere hired gun on another boat, was politely trying to tell Kilroy he was full of it. Touché! What good times.*

*Both Puckett and Kilroy left huge marks before departing this vale of tears.*

## ↑↓ TO GET INVOLVED OR PLAY SWITZERLAND

I read with great interest the 'Feeling the Squeeze of Development' piece that appeared in *Sightings* in the October issue of *Latitude*. All of us sailors in Richmond have a love of the water and environs, and none of us want a massive development. Elected city officials do want the development and the tax base that comes from it. That is true in all developments in all cities.

**Civics 101:** You get the government that you deserve. A year before the city officially opened the bids for this plot of land to be developed, a few other sailors and I decided to get out in front of the city and beat them to the punch. I drafted a plan, and had a developer run the numbers, and we would be able to pay the city the \$10 million they wanted — but only have 75 units instead of the 325 units that are now being proposed. We did it by keeping things simple.

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## LETTERS

We published the plan, then tried to circulate it to the various Home Owners Associations (HOAs) in Brickyard Cove as well as at the Richmond YC. We needed huge local support to influence the city council. The Richmond YC was contacted many times, but nobody returned our calls. We were finally told, "The club does not want to play the game of politics in this city." So we got no support from them.

Only two of the four HOAs were interested. The others did not want to get involved in politics. So it was half support.

In the end, the city council ignored our modest development proposal because it lacked support by the very folks who are now suing the developer because they will lose their views. This wouldn't have happened under our plan.

Being part of a city: When you live in a city or have your business in that city, you are a de facto citizen of that city, and it is your choice to either participate in that city and elect the very representatives that will support what you want. Partici-



LATITUDE / CHRIS

**A new housing development is planned for the site of this 1915 warehouse in the Brickyard Cove neighborhood of Point Richmond.**

pating in a city and voting is what our democracy is all about. I am on the Design Review Board of the city of Richmond. As a sailor, I understand how this works, so I tried to get the Richmond YC involved for a long time — and got the same negative answer over and over. We had six public meetings, and no representatives of the Richmond YC ever showed up.

My point is that if we as a sailing community do not involve ourselves in the democratic process and be part of the solution, then we become part of the problem. Yes, there is a lawsuit, and the two HOAs and the Richmond YC that did not want to support a more modest plan and play the game of politics early on are the very ones that are now pissing and moaning over what they once had the power to change.

I encourage everyone in the Cove to remember that you are part of the city, and you should get more involved instead of suing. Elect officials who will listen to you, get on planning boards, and make a difference. Make your city work for you. Vote!

Jonathan Livingston  
Punk Dolphin, Wylie 38  
Richmond

Jonathan — To play the devil's advocate, we suspect that the city of Richmond potentially has a lot of power over the Richmond YC and could make life very difficult for it. In which case we could understand why they would like to play Switzerland and hope for the best. In retrospect, that might not have been a very good idea.

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

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

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

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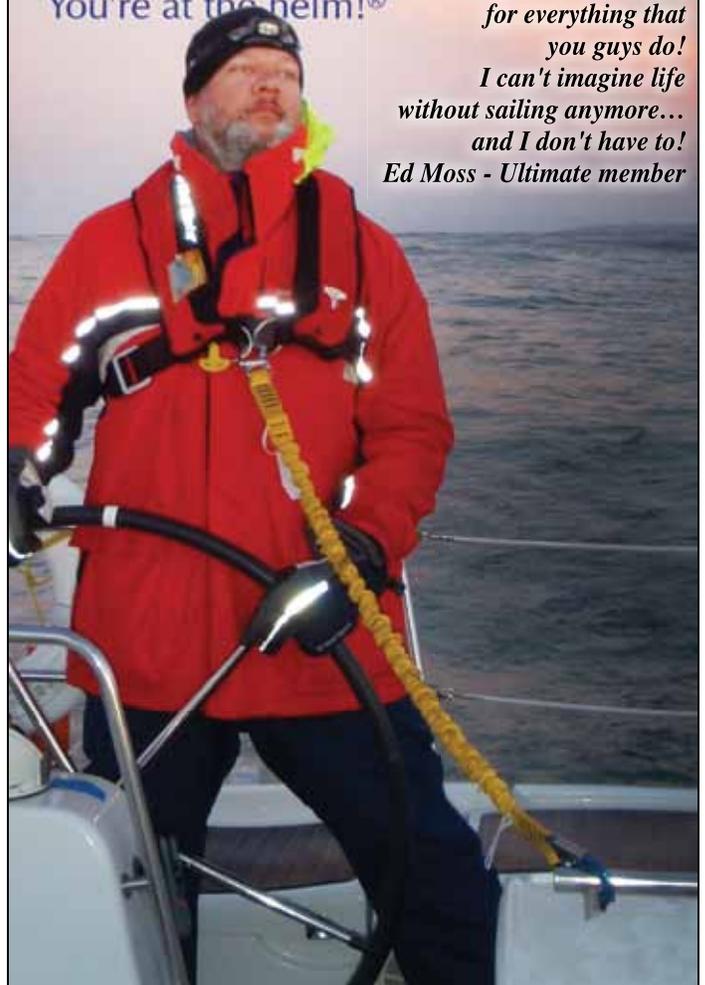
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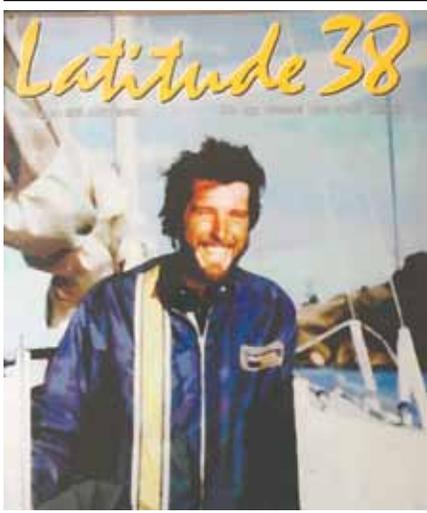


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# SIGHTINGS

## changing of the watch

Richard Spindler (aka the Wanderer, aka the Grand Poobah, aka the Grand PooBob) who founded *Latitude 38* and has been the publisher since 1976, is pleased to announce that the magazine has been sold. "I made this move," said Spindler, "because I sincerely believe it's in the best interest of *Latitude* readers, advertisers, employees, and the sailing industry. I'm very excited about it.



As seen in this classic cover mock-up, in the early days of publishing *'Latitude'* founder Richard Spindler was just a kid.

"The best part about the sale is that the buyer is John Arndt, who has been the advertising manager for most of his 30 years at *Latitude*. So the magazine is staying in the 'family'. No other buyer was sought. John, who is also the founder of Summer Sailstice, believes in sailing as much as I do, and has long been a leader in the sailing industry.

"The second-best thing about the sale," says Spindler, "is that I'll still be doing a bunch of the *Letters* replies, *Changes in Latitudes*, at least three *Lectronic Latitudes* a week, and a number of *Sightings* pieces. So much of the 'voice' and the attitude of the magazine will continue. The cool thing is that I get to keep doing what I love — writing, as well as photography and layouts — while

I no longer have to do what I've never cared for, which is business.

"Most of the rest of the *Latitude* staff, most of whom have been with *Latitude* for decades, will be staying on. Although I've been writing for 40 years, words truly can't express what a pleasure it has been to work with these people, who always did their jobs without needing my supervision.

"I'd also like to recognize Kathleen McCarthy, who was with me from issue number one, and who was so instrumental in getting the magazine off the ground. We were two kids with little publishing experience or money in 1976, and, thanks to non-stop work and great timing, we made it work. Kathleen and I later married, had two kids, and divorced. I'm happy to say that today we're better friends than ever, and have frequent great get-togethers with our kids.

"I'd like to thank everyone who has helped make *Latitude 38* a success for all these decades: the dedicated readers, the terrific advertisers, and everyone else who has ever worked for *Latitude*.

"While I have sold *Latitude*, I will continue to own and operate the Baja Ha-Ha as an independent company, now in its 23rd year. And the SoCal Ta-Ta. Both events will continue to work with *Latitude*.

"The bottom line is that while I have sold *Latitude*, you won't be getting rid of me anytime soon.

"Lastly, I'm certainly not swallowing the anchor. I have 3.5 boats between California, Mexico, the Caribbean and Europe, and will

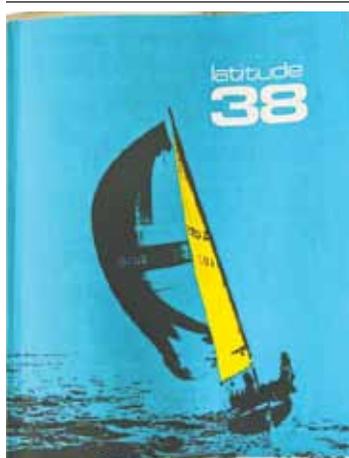
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## midwinter racing

Although winter doesn't begin until December, Midwinters begin the first weekend of November.

If you've sailed on San Francisco Bay for more than a year or two, you may have already discovered that conditions for wind-powered craft are much mellow during winter than in summer. For that reason, we encourage novice racers to give it a go in a Midwinter Series. You'll find a good-sized list of them in this issue's *Calendar* on pages 14-16.

If you want to crew on someone else's boat during the winter season, check out the skippers on *Latitude 38's* Crew List,



The magazine's first cover didn't win any design awards, but it launched an institution that is widely revered.



DON WIENEKE

## begins this month

and consider taking out your own crew listing. It's free. Find it online at [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html).

A couple of caveats about winter sailing: Although the wind is usually lighter, currents are often much stronger. Add to that the debris washing downstream — usually found riding a very visible current line — after a winter rainstorm, and you'll need to keep a sharp eye out and be aware of your surroundings. The days are now much shorter than the nights; check your lights and make sure all are proper and in good working order.

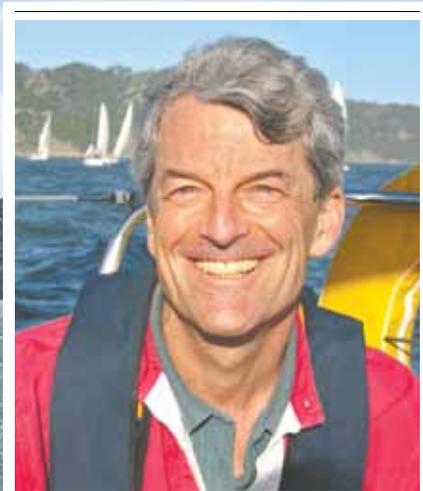
— chris

## change of the watch — continued

spend all my time living aboard them with Doña de Mallorca, doing all I can to cover sailing the best I can and to foster ever more mischief around the world."

New owner John Arndt writes, "Of course I want to thank Richard for creating such a completely captivating publication, forum and community with his unique style, wit and insights over the past 40 years. And, if my past 30 years weren't proof enough that the magazine's readers, advertisers and my workmates have made this a completely fulfilling place to work, my goal to continue the fun and flourishing sailing culture surrounding *Latitude 38* should allay any doubts. I still enjoy every issue as a reader and enjoy every sail that I take. In the months ahead, I look forward to reading the ongoing adventures and inspiration from Richard, our editors, and sailors from the Bay and beyond."

— richard



SARAH ARNDT

*'Latitude's new owner, John Arndt, has been with the magazine for decades and is tirelessly passionate about sailing. His blue Ranger 33 'Summer Sailstice' is a familiar sight on Bay waters.*

# SIGHTINGS

## creating your own cruising blog

In the good old days, when dinosaurs roamed the earth and 'high tech' referred to push-button telephones, family and friends of cruisers counted themselves lucky to get occasional postcards from exotic ports. Phone calls practically took an act of God.

Today's cruisers have it easy by comparison. Facebook and Twitter offer simple platforms for keeping in touch, but nothing quite beats the ubiquitous blog. Not only can cruisers now post lengthy articles and as many photos as they have the bandwidth for, but if their site becomes popular, monetizing it can add a little extra padding to the cruising kitty.

If you're new to the blogosphere, the Mack Daddy of all blogging platforms is Wordpress. It's certainly not the only game in town — plenty of cruisers happily write about their travels on SailBlogs, Blogger or Blogspot — but Wordpress is the most feature-rich, secure and supported platform available. Plus it's free, unless you want your own domain name (i.e. *www.MyBoatName.com*). In that case, expect to pay roughly \$50-100 annually for the domain and

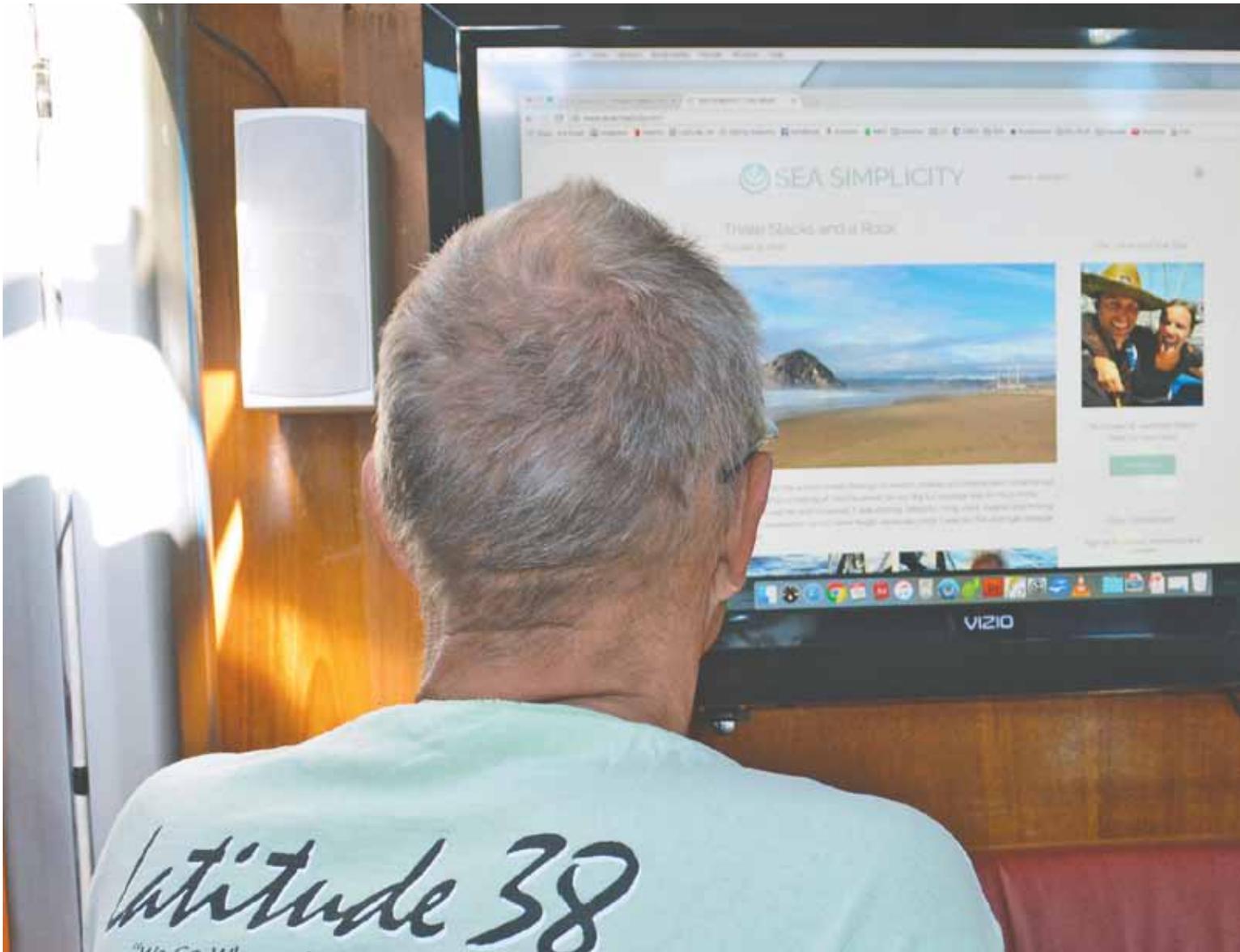
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## america's cup 2017

America's Cup 35 carries on ye olde tradition — of change-ups. In October, the schedule was updated for the main events in Bermuda. If you've been waiting to make travel plans, shop now for May 26-June 27.

Race 1 of the Qualifiers on May 26 will pit the Defender, Oracle Team USA, against Groupama Team France, for the first official racing in the new America's Cup Class foiling, wing-sail catamarans, to be sailed by six crew.

"All the America's Cup teams now know who they will line up with in the Louis Vuitton America's Cup Qualifiers, allowing them to plan their race strategies for each of their double round-robin races," explained Sir Russell Coutts,



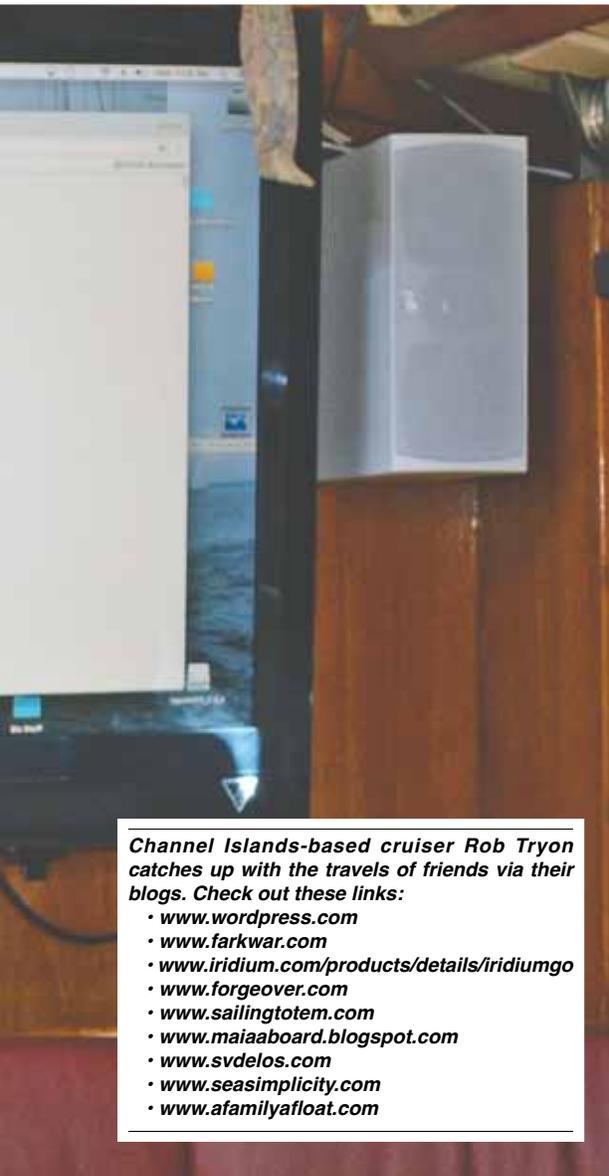
## calendar updated

CEO of the America's Cup Event Authority. The Challenger Playoff Finals are scheduled for June 10-12

The Red Bull Youth America's Cup, which premiered in San Francisco in 2013, will be held on June 12-21 in the 'old' AC45F cats. The Superyacht Regatta will overlap on June 13-15, with the J Class Regatta on June 16, 19 and 20. The America's Cup Match itself is scheduled for June 17-18 and 24-27. It's complicated, so see [www.americascup.com](http://www.americascup.com) for the complete grid.

Before we get to any of that, there's still one more Louis Vuitton America's Cup World Series event. Fukuoka, Japan, will host it on November 18-20.

— chris



Channel Islands-based cruiser Rob Tryon catches up with the travels of friends via their blogs. Check out these links:

- [www.wordpress.com](http://www.wordpress.com)
- [www.farkwar.com](http://www.farkwar.com)
- [www.iridium.com/products/details/iridiumgo](http://www.iridium.com/products/details/iridiumgo)
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LATITUDE / LADONNA

## cruising blogs — continued

hosting services.

"With Wordpress, cross-posting to Facebook, Twitter or G+ is trivial," says Tucker Bradford, who is currently in Madagascar with his wife Victoria and their two kids Ruby and Miles aboard their Emeryville-based Cal 43 *Convivia*. "There are a number of social media plug-ins, and the best of them will allow comments to feed back into your blog. The WooCommerce plug-in will even allow you to sell branded products."

Of course, uploading blog posts and photos requires an Internet connection. Thankfully, the World Wide Web has earned its name, and connectivity can be had in almost all major — and many, many minor — ports these days.

But what's a sailor to do when she's halfway across the Pacific

or tucked into a remote anchorage? One option is to buy an Iridium GO! device and pair it to your smartphone. Using Iridium's satellite network, you can send texts, make calls, post to Facebook and Twitter, and even post directly to your blog. The price tag is a bit hefty, though, at \$900 plus a service plan.

A free alternative is a position-reporting site called Farkwar, which was developed by Bradford to be an easy way to post position reports via email from your Ham radio, SSB or satphone. After setting up a free account, it can be easily embedded in your blog to show your trip on a map. You can also choose to have Farkwar repost your position reports to Facebook and Twitter, and a 'secret' feature allows you to post your position reports directly to your Wordpress blog. "It's experimental at the moment," Bradford says, "but subscribers to the site can try it out by opening a help ticket."

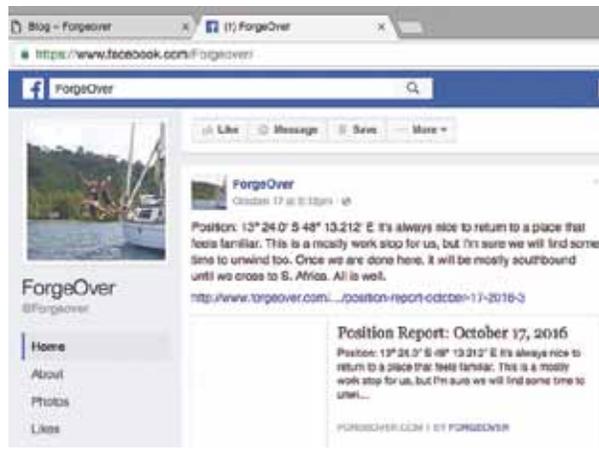
Once you have your blog set up, all that's left is to start posting. There's no wrong way to do it but, ideally, you'll write something more readable than a log-book entry. Check out some of the more popular cruising blogs listed in the sidebar for ideas. One thing you don't want to skimp on is photos. Even a few can transform a story into something people want to share. (Bradford recommends uploading photos at roughly 1024 x 768.)

Always remember that anyone can see your blog, from family to pirates to governments. "When we arrived in Australia after our crossing from Mexico, the customs officer was delighted to 'already know' us from our blog," reports Bradford. "They'll compare whatever story you tell them with what they find in their research. So if, for example, we'd stopped in Chesterfield Reef on the way, I wouldn't have blogged about it (at least not right away)."

It's scary to think about, but criminals have been known to watch the online activity of nearby boats. To stay safe, whether you're sailing the Gulf of Aden or the Delta, the best course of action is to simply delay posting your position.

Whether your goal is to land a book contract or simply keep friends in the loop, blogging about your voyages is easier than ever. But you should still send your mom postcards.

— ladonna



**The ForgeOver sail blog appears on a Facebook page. For safety's sake, we recommend a delay in posting position reports.**

## vendée globe begins november 6

On November 6 the most challenging and extreme sailboat race on the planet will get underway off the west coast of France. Back for its eighth thrilling edition, the quadrennial Vendée Globe will send a near-record 29 skippers from 10 different nations — the most diverse ever — on a nonstop sprint around the world. Often called the 'Everest of the Seas', the competition begins and ends at the port of Les Sables d'Olonne.

Apart from hardcore sailing enthusiasts, the race is still not well known in the USA, but it enjoys phenomenal popularity in France, attracting corporate sponsors and millions of fans to the race start and village.

Arguably the biggest story of this edition is the addition of distinctive 'mustache' shaped foils to the 60-ft IMOCA monohulls that are used in the race. In the wake of America's Cup 34 and the foiling revolution that has overtaken the sailing world, six of the seven new-generation IMOCA 60s in the fleet are equipped with foiling daggerboards (the only outlier being Nandor Fa's self-designed and Hungarian-built *Spirit of Hungary*). In addition to the six new VPLP-designed semi-foilers, Jérémie Beyou's *Maître Coq* (ex-*Banque Populaire*), which finished second in the last Vendée Globe, has

been outfitted with foils. When reaching, the foiling boats can go 10% faster — about 50 more miles per day during optimum conditions — than previous-generation boats. But thus far they have proven to be more fragile and suffer upwind when compared to the 'old' boats.

Another major storyline for this race is that the IMOCA class has adopted the use of one-design masts and keels after a string of dismastings and an increasing number of keel failures. In an effort to rein in costs and improve reliability, old boats are grandfathered in. New boats must choose between a standard 'classic' rig or 'wing' mast, while all boats must use a one-design solid-steel keel fin instead of the carbon and titanium fins that had become prevalent. The keel bulbs are, of course, still lead.

While the new boats are generally considered to be faster, there are still plenty of 'old' boats capable of winning the Vendée Globe, especially if the foiling boats suffer a higher rate of attrition. Armel Le Cléac'h finished in second place in the last two VGs, and with François Gabart not back to defend his title, Le Cléac'h's *Banque Populaire VIII* is the odds-on favorite to win. The rest of the new builds should also be contenders, but older boats such as Vincent Riou's *PRB*, Yann Elies' *Quéguiner Leucémie Espoir*, Jérémie Beyou's *Maître Coq* and Paul Meilhat's *SMA* all have potential, and could find themselves leading the fleet back up the Atlantic come January. By our math, there are nine potential winners and 15 potential podium finishers.

Among the fleet, 1.5 Americans are competing. Returning for his second Vendée Globe is this race's oldest participant: 66-years-young Rich Wilson of *Great American IV*. Wilson competed in the 2008-09 edition and finished ninth out of 30 competitors and just 11 finishers. In this race, he hopes to finish faster than the 121 days that it took him last time, and he has a faster boat to do it, with

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## homeschooling

Over the years we've had the pleasure of meeting many families who were cruising with school-age kids, homeschooling them aboard while the entire family was introduced to different cultures firsthand. We've also learned that when those kids return to regular classrooms ashore, many of them test higher than the majority of their shorebound peers — a fact that we find fascinating.

Needless to say, of course, such results require a special parent-child rela-



GUILLAUME DAUMAIL / M&M / VENDEE GLOBE

**Vendée Globe challengers come from many countries and many age ranges. The event's oldest competitor, Rich Wilson, 66, of 'Great American IV' strikes a pose with the youngest challenger, 23-year-old Swiss sailor Alan Roura of 'La Fabrique'.**



VINCENT CURUTCHET / DPPI / VENDEE GLOBE

**Spread: American Vendée veteran Rich Wilson straddles the bow of 'Great American IV' during a practice sail earlier this year. Inset: Frenchman Armel Le Cléac'h is the oddsmakers' favorite to win, but as Vendée fans know, anything can happen in a singlehanded around-the-world race.**

OLIVIER BLANCHET / DPPI / VENDEE GLOBE

## while cruising?

tionship that not all families have.

We are certainly not experts on home-schooling, but we're convinced that there's no single method that will work for every family. Some use long-established international correspondence courses, some customize curricula with their hometown teachers, and others simply ad lib.

Although our kids are grown and on their own, we're intrigued by this sub-

continued in middle column of next sightings page

## vendée globe — continued

Dominique Wavre's old *Mirabaud*.

The young Kiwi/American Conrad Colman also makes his Vendée Globe debut sailing an old one-off Brazilian boat now dubbed *100% Natural Energy*. While Colman may be a Vendée Globe rookie, he is competing in his third race around the world, having won the Class 40 Global Ocean Race and sailed alongside Hungarian Nandor Fa in the last Barcelona World Race. Colman is in 'adventure' mode this time, merely hoping to finish and attract a good sponsor for a future attempt.

Stay tuned to *Latitude 38* and [www.vendeeglobe.org](http://www.vendeeglobe.org), and download the app, for what promises to be a thrilling next few months.

— ronnie simpson



# SIGHTINGS

## the america's cup it is not

We've often touted beer can racing on summer weeknights as the best entrée into racing for the uninitiated. But while some clubs' races are definitely appropriate for entry-level sailors, others are actually quite competitive, and the organizers — and racers — most definitely keep score. Meanwhile, the principal goal of some beer can races seems to be simply to get people out on the water, including non-sailors, little kids and old salts, and to foster camaraderie both on the water and back at the clubhouse. Richmond Yacht Club's Wednesday night series falls into the latter category.

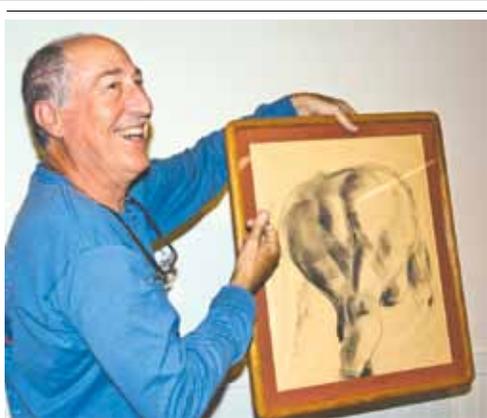
The series began in warm, light air on April 6 and ended on September 28 in little wind, good wind, less wind with sloppy seas, and so on. On almost every Wednesday evening during the series, RYC members and visitors sailed out of Richmond Harbor, rounded a buoy north of the crumbling Southampton Shoal platform (or a channel marker in the North Bay in the case of a northerly), returned to fin-

## homeschooling

ject, and we're sure there are many would-be cruisers within our readership who would genuinely appreciate the advice and insights of former 'boat-school' instructors.

We plan to publish an article on this topic, so if you've homeschooled your kids while cruising, especially internationally, we'd love to hear what worked and didn't work for your family. Please tell us:

- How old were your kids at the time?
- How long did you cruise with your kids, and on what route?
- What teaching method did you use



*Above: The Booby Prize is more of a 'Booty Prize'. Spread: Seth Clark's Express 27 'Current Affair' and the Erkelens' Wylie Wabbit 'Jack' sail for Southampton on September 28.*



## — continued

(are you using), and why?

- Did you (do you) maintain strict 'classroom hours' or keep things loose?

- What were (are) some highs and lows of your onboard teaching experience?

- And how did your kids cope with re-assimilation into regular classroom learning, assuming they did so?

We'd also love to receive a few of your favorite photos of kids hitting the books aboard your boat, and/or enjoying first-hand learning while exploring the world. (Email: [andy@latitude38.com](mailto:andy@latitude38.com)). Thanks.

— andy



Above: Jack Feller won the RYC Beer Can Trophy, which started life humbly enough and has grown each year. In 2014, Dick Loomis added a wooden base. In 2015, Pat Tostenson created the 'Jewel' mosaic.

## the cup it is not — continued

ish where they started — off the RYC race platform — and continued on to the social part of the evening in the big tent that served as a temporary clubhouse during remodeling. In May, the tent went away and a few post-race gatherings took place on the docks before the clubhouse was ready for occupation. By the time the end-of-season trophy presentation rolled around, the sailors had settled back into the club's spiffed-up digs. Copious prizes each night of the series consisted of bottles of wine (or non-alcoholic alternatives), but the unique series trophy is a true *pièce de resistance* and a testament to do-it-yourself creativity.

"The season champion trophy keeps getting bigger as the winners contribute additions to it," explained the series race chair, Eric Arens. This year, Jack Feller of Sacramento and his crew earned the coveted prize, sailing the Santana 35 *Maguro*. What will Feller add to the trophy? We can't be sure, but we suspect something fishy. Rumors of a large rotating tuna fish can are circulating.

Seth Clark of El Cerrito, who sails the Express 27 *Current Affair*, won the Booby Prize this year. "The Booby Prize is a drawing that Jim DeWitt made of a model in art school. This trophy is given for having too good a time and not being focused and aggressive enough," said Arens, who decides upon whom to bestow the prizes.

You'll find race results for several beer can series in this issue (see *Racing Sheet's* Box Scores on pages 95-96) and in the October issue, but you won't find any scores for RYC's series. It's just not that kind of racing.

— chris

## fire destroys two sailboats in social

On the first weekend of October, Harry Hazzard, a veteran of 11 Baja Ha-Ha's, including 10 with his Beneteau Frers 51 *Distant Drum*, had to leap into San Diego Bay to save his life. He's fine physically, but his boat is a complete loss and he's lost most of his possessions.

"I was motoring from California Yacht Marina in Chula Vista to Shelter Island Boatyard about eight miles away for my annual haul-out," Hazzard told *Latitude*. "I'd only gone a little way and was about an eighth of a mile off the Marine Group yard when I heard an unusual noise from the engine area and thought I smelled plastic or rubber melting. I assumed it was a belt going bad. So I went below to investigate."

The Frers design has the engine compartment farther forward than on most boats. It's only a little way behind the mast, and one of the main access points is from beneath a salon seat directly above the engine.

"I was lucky I was a little off centerline when I lifted the engine cover, because as soon as I lifted it, it went off. Had I been centerline, it would have gone off in my face."

When he says "It went off," he doesn't mean there was an explosion as such, but super heat and flames coming up from the engine area.

"The fire was already going pretty good, with fiberglass and other stuff burning, so I couldn't breathe because of the chemical fumes. I rushed up to the fresh air in the cockpit, and almost as soon as I was up the companionway, flames were coming up after me. I could feel the heat all the way in the back of the boat. There was nothing I could do to combat the fire."

In addition to the fire itself, Hazzard had other safety concerns. "I was standing by two diesel tanks, the boat had two propane tanks, and I had two medical oxygen tanks in the bow and two dive tanks in the salon."

The engine was still running, so he directed the boat toward shore. By the time the fire started to burn the dodger and bimini,

continued on outside column of next sightings page

# SIGHTINGS

## boat fires — continued

Hazzard felt he had no choice but to jump into the water. It was from there that he watched the mast collapse and came to the realization that all his important papers — and a brand-new mainsail — were going up in flames.

Two young Mexican workers from the Marine Group rushed out in a small boat and pulled Harry from the water. Harry thinks he was in the water for about 15 minutes. He had no sense if the water was cold.

He was immediately approached by several people wanting to claim salvage rights. "I told them that I didn't want to talk to them, and, finally, to fuck off," says Harry. Not that it would have mattered, but the San Diego Harbor fire boats were slow to arrive. Most of them had been eight miles away at another boat fire at Half Moon Marina.

*Distant Drum* was taken to the Marine Group yard, where it was hauled and inspected by a fire department investigator.

Hazzard had no idea why the boat caught fire. "My bilges were spotless. You could have eaten off them," he said. As for Harry's future, it's up in the air. "I'm homeless, jobless and loveless," he told *Latitude*.

Just two weeks later, another engine fire spelled doom for a sailboat. The USCG, along with several local agencies, rescued three sailors after their 44-footer caught fire on the afternoon of October 14 off Rancho Palos Verdes, a city in Los Angeles County west of Long Beach.

The Coast Guard received a mayday call via VHF channel 16 from the Swan 44 *Laetitia*, reporting that the vessel's engine had caught fire and that the flames had begun to spread. The Coasties told the sailors to put on life jackets and move to the bow of the boat to keep away from the fire.

The USCG launched a 45-ft response boat from Station Los Angeles-Long Beach and the cutter *Blacktip*, an 87-ft patrol boat, out of Channel Islands Harbor, to assist in the rescue. A Los Angeles City Fire Department boat crew, a Los Angeles County Lifeguard boat crew, four Baywatch vessels and an LAFD helicopter crew also made the scene.

One of the sailors jumped into the water and was quickly and safely picked up by the L.A. County Lifeguards. The Coast Guard small-boat crew transferred the other two individuals to *Blacktip*. One of the mariners had burned hands; the other two were reported to be in good condition. All three were taken to Marina del Rey.

Both of these stories were promptly reported in *'Lectronic Latitude*; see *Letters* on page 18 of this issue for a reader response.

— richard & chris

## chinese singlehander missing

Only 13 months after Guo Chuan and an international crew completed the first-ever nonstop transit of the Northeast Passage (the Russian side of the polar ice cap) aboard the 97-ft trimaran *Qingdao China*, the Chinese adventurer set sail from San Francisco — alone — aboard the same boat, determined to set a record for the 7,000-mile North Pacific crossing to Shanghai, China. Tragically, he didn't make it.

Eight days after he sailed out the Golden Gate, his shore team lost contact with him in the wee hours of October 26. His transponder track indicated that the big red tri was due west of Kauai and roughly 620 miles northwest of Oahu at the time. A Coast Guard C-130 aircraft was sent out to investigate. Her crew observed the boat sailing with her main up, and a headsail trailing in the water, but no sign of Chuan. With that report, the 847-ft Naval vessel *USS Makin Island* and another vessel were dispatched to the scene, arriving 10 hours later. But when a rescue crew boarded the massive

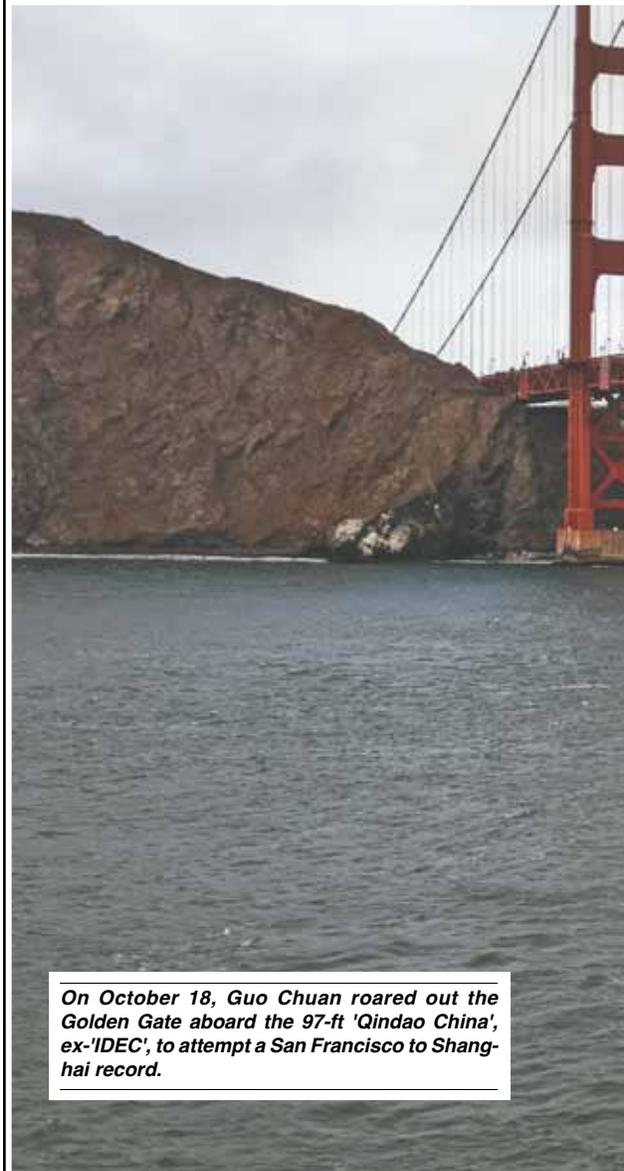
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## parting ways with

Some sailors are so dedicated to their boats that they seem inextricably attached to them. In San Francisco Bay one indisputable example of that phenomenon is Hank Easom's reverence for his classic wooden 8-meter *Yucca*.

Knowing that, it was hard for us to process the news that he's decided to sell her, after a 52-year partnership that earned *Yucca* and Hank the reputation of being one of the 'winningest' duos in the Bay Area racing scene.

But there comes a time in every big-boat sailor's life when downsizing to a less-demanding sailing craft seems inevitable. For Hank, who's now in his 80s, that process was fast-tracked one evening when he spotted a lovely sloop



On October 18, Guo Chuan roared out the Golden Gate aboard the 97-ft 'Qindao China', ex-'IDEC', to attempt a San Francisco to Shanghai record.

ERIK SIMONSON / GUO CHUAN RACING

## yucca after 52 years

glide by that had clean, sleek lines, a big daysail cockpit and a self-tending jib. He was so impressed that he sought out the owner, but the 36-ft beauty — called a Sabre Spirit — wasn't for sale. Fortunately, though, he found a sistership on the market in Southern California, and wasted no time in closing the deal.

"The decision didn't come easy," Hank confides, "I lost a lot of sleep over it. But *Yucca's* going to be 80 soon, too, so maybe it's time to give her a little rest!"

The new boat will soon be christened with the name *Serenade*, the name given to one of three Lapworth-designed boats built by Hank decades ago.

When we caught up with him late last

continued in middle column of next sightings page

## singlehander missing — continued

multihull to investigate, Chuan was not aboard. According to Coast Guard sources, they collected his belongings, lowered the main, and *Qingdao China* was left adrift while a helicopter search for the missing sailor continued. At press time he had not been found. (The tri is the same boat that Frenchman Francis Joyon campaigned in 2008 as *IDEC*, setting a new solo nonstop around-the-world record.)

Chuan's first sailing experience was in 1998, and he reportedly "fell in love" with it. Eight years later he joined a crew of the Clipper Round the World Race, and in 2013 he became the first Chinese sailor to circumnavigate the world solo, nonstop, sailing aboard his Class 40 monohull. The Northeast Passage feat took place two years later.

As evidenced by the words Peace and Sport emblazoned on *Qingdao's* mainsail, Chuan regarded himself as China's 'Peace Champion', and he endeavored to promote Sino-American friendship through his recent sailing feats. He will be missed by many international sailors, among whom he was widely respected.

— andy



GUO CHUAN RACING

On the night of Wednesday, October 26, the search for Chuan was suspended. As of press-time, the shore team was making plans to recover the boat.

# SIGHTINGS

## eight bells for gentleman jim

Shortly after we went to press last month, one of the true titans of competitive sailing passed over the bar: 'Gentleman Jim' Kilroy was 94. Although this may be old news to those who were close to him, we feel compelled to remind our readers about the impact he had on the sport of sailing, especially here on the West Coast.

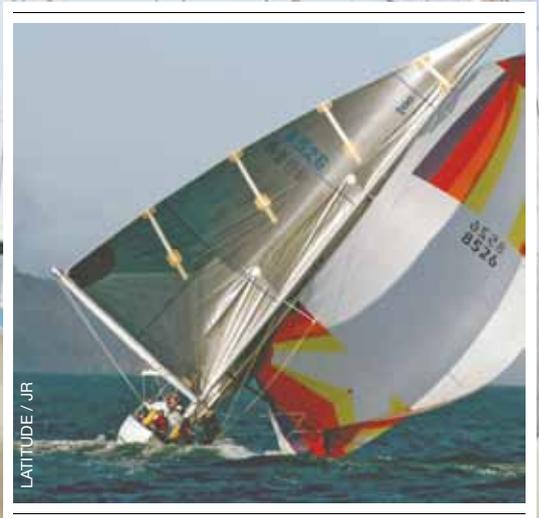
Having campaigned a succession of five splendid racing yachts — all named *Kialoa* — and garnered frequent victories, Kilroy was a dominant influence within the international sailing community for decades. In fact, he is regarded as a pied piper of sorts, having inspired many other yacht owners to follow his lead in competing at prestigious regattas around the world. The sport of sailing would not

## yucca —

month, he had already registered her in the Sausalito Midwinters, and was eager to see what her PHRF rating would be.

At less than half the weight of *Yucca*, *Serenade* is quick and easily driven with her wheel steering. In addition to her self-tacking jib option, she carries 110 and 150 headsails, plus an asymmetrical chute.

Meanwhile, as you may notice elsewhere in this magazine *Yucca* is actively



**Proud Papa:** After some sleepless nights grappling with his decision, yacht racer extraordinaire — and former boatbuilder — Hank Easom is thrilled with his new 36-ft Sabre Spirit, 'Serenade'.

**continued**

for sale to the right owner. Built in Newport Beach by Tom Dittmar, she was launched in 1937. Her 'bones' are as impressive as her racing record, as she's double-planked and bronze-fastened with cedar on the inside and Honduras mahogany on the outside, laid over oak frames. Her deadwood, keel and stern are solid teak.

Her next owner will be a lucky sailor.  
— andy

**gentleman jim — continued**

have been the same in recent decades without his tireless enthusiasm and thirst for innovation.

Born in Alaska in 1922, Kilroy's childhood memories included his mother transporting him, his brother and sister in a dogsled. The family moved to Southern California in 1927 (Jim was five). There his father left, leaving Jim's mom to raise the family alone. When Jim was old enough he helped out by mowing lawns, delivering newspapers, and working in a bike shop. He graduated from high school a year ahead of the norm.

In 1940, Kilroy dropped out of UC Santa Barbara's engineering program to work at Douglas Aircraft, which then built Navy dive bombers. In 1944, he joined the Army Air Corps, where he studied all facets of aerodynamics and airplane construction — and learned to fly.

After the war, having married and started a family, Kilroy delved into real estate, and eventually formed his own construction company in order to modify existing structures to meet the needs of the growing aeronautics/aerospace industry. Next, he started buying, selling and revamping industrial sites himself, or designing and building them from the ground up. He became a dominant figure in the SoCal commercial real estate industry.

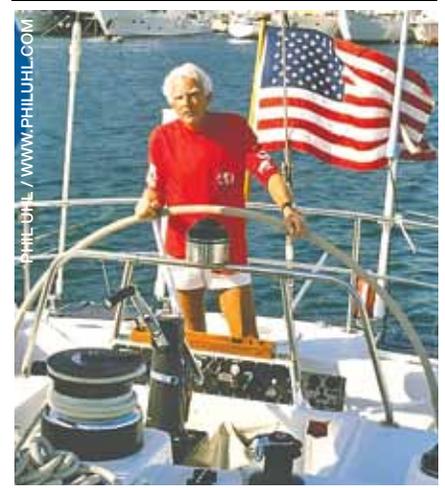
Kilroy's first exposure to sailing occurred at age 11, when he took a spin around Newport Harbor in a 12-ft Snowbird — he'd won the day trip to Newport by selling newspaper subscriptions. It was many years later, however, that he rediscovered sailing, partly due to fascination with its scientific underpinnings. "Fluid dynamics, aerodynamics and hydrodynamics — sailing has all three," he wrote in his 2012 autobiography — *Kialoa US1 Dare to Win*. "It's much more complicated than flying — and, as I was to learn, much more rewarding."

As detailed in our January 2016 retrospective on Kilroy and his five *Kialoas*, "his first big boat, bought in the early '50s, was a 46-ft Island Clipper named *Serena*... This was followed by *Tasco II* in 1956, a fractionally rigged S&S yawl (built at Stone Boat Yard on San Francisco Bay) that had already done pretty well in three previous Transpacs. After substantial weight-reduction surgery, he renamed her *Kialoa*, Hawaiian for 'long white canoe'."

Kilroy's "first Transpac in 1957, with a green crew — the longest race any of them had previously done was to Ensenada — turned out to be literally a baptism by fire (albeit briefly). An electrical relay shorted out in a shower of sparks. Later, the engine blew a manifold off when they tried to start it to charge the batteries. Then a steering cable broke. All in all, it was a less-than-stellar performance. Or, as Kilroy thought of it, a great learning experience."

From that humbling effort, Kilroy rebounded to become one of the most influential competitors in modern sailing. If you missed our feature on him and his *Kialoas*, we would highly recommend that you give it a read, as it will refresh your memory on what a massive influence this one man and his five distinctive yachts had on the sailing world. And while you're at it, you might pick up a copy of his racing memoir *Kialoa US1 Dare to Win* — a must-read for every racing sailor.

So long, Gentleman Jim. The sailing world will certainly miss you.  
— andy



Wearing a classic red Team Kialoa shirt, Gentleman Jim stands at the wheel of *Kialoa V*.



# FEELING THE PASSION —

With all the demands and distractions of modern living, and the vast range of recreational options that exist today, there aren't as many young people getting into sailing as there once were — or so we're told by industry analysts. But from what we've observed, it seems that today's under-40 sailors are just as passionate about the rewards of sailing as

Ike hit Southeast Texas, causing a small, beat-up dinghy to wash up on my dad's property. We patched the fiberglass, built a mast out of PVC, cut a sail out of a tarp, and welded together a rudder. I had no idea how to sail, but I went out in the Trinity River a few times, which usually

ended in me dropping the sail and paddling back upwind."

High on Adam Cheff's bucket list is sailing the Northwest Passage: "I want to see a Narwhal in the wild." He has watery roots, but did not grow up sailing: "I grew up on powerboats, salmon and crab fishing in the Northwest and moved the Bay Area when I was 22. At 26 I decided I needed to get back on the water... I decided to learn to sail and shortly afterward my wife Diana and I bought an old fixer-upper. After dreaming about going on

sabbatical for a few years, we decided to take the plunge. We cruised from Florida to Maine, then down to Dominica and back, and stopped at many places in between. We participated in the Caribbean 1500, and I earned my USCG Masters ticket aboard a Lagoon 400.

"We are now back to being land dwellers, as we've started a family, but we are already planning the next trip once the kids are between 6 and 8 years old. For now we enjoy sailing with our 10-month-old on the Bay while we slowly refit our old IOR boat for potentially doing the 2018 Pac Cup."

Regular readers may recall reading about the sailing adventures of Vancouver, BC-based sailors Will and Sarah Curry. While still in their late 20s, they bought and fitted out a cruising boat with the intention of sailing in Mexico and the South Pacific for two years, then selling it and going back to work — and they worked along the way for the family business, Hydrovane.

"We were amazed at how many other young cruisers we met, especially in the South Pacific,"

says Will. "I remember talking to a fellow cruiser in Bora Bora who was part of the 'retired demographic', and he was mentioning how he couldn't find any other cruisers his age. More than half the boats in the anchorage had crews on board that were 35 or under. Of course, one of

*"More than half the boats in the anchorage had crews on board that were 35 or under."*

the best parts about cruising is that it really doesn't matter how old you are or what your background is. Some of our closest cruising friends are our parents' age. Of interest, most of our younger cruising friends either worked part time while cruising or commuter-cruised. It's amazing what you can achieve with today's technology."

**Spread: Seth and Elizabeth during a Seychelles charter. Inset: Will and Sarah in the Sea of Cortez.**



**Hillary Walecka joined the wild and crazy crew of 'Elusive' on the Pac Cup this year. Ya think they had fun?**

previous generations were.

To test that theory, we made a couple of shout-outs in *Lectronic Latitude* to young sailors, asking such things as what style of sailing they enjoy, how they learned and what's on their sailing bucket list. We found the responses we received to be fascinating. Here's a sampling:

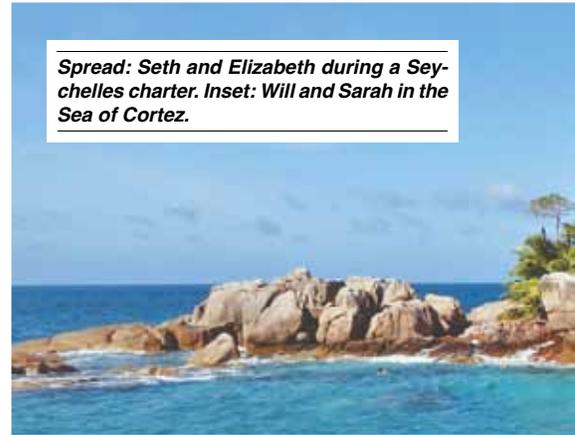
UC Santa Cruz lecturer Dusty Adams' 'formal' sailing education began while he was a student at the university, under renowned instructor Rusty Kingon. But the seeds of his curiosity were sown much earlier. "My first actual sailing experience was in 2008 after Hurricane

**Jeff Kennett of 'Lunar Star' demonstrates his favorite position for steering when sailing solo — which is often.**



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

JEFF KENNETT



HYDROVANE



# YOUNG SAILORS SHARE THEIR STORIES

Kerstin Edwards checked in from Hawaii: "My fiancé Brian Ponzi and I (32 and 35) are on our second boat and getting ready to begin voyaging. We've been at it for five years now, living aboard in a roadstead anchorage while sailing and refitting each boat. The first one was a 1977 Allied Princess 36-ft ketch that we picked up in Morro Bay for \$22,000. It had never been significantly offshore and we prepped it ourselves for the trip home to Hawaii.

"We eventually tried to sell that boat and buy a new one all at once so we wouldn't be homeless, but ended up living in a van between boats. We got insanely lucky and picked up a 1986 Celestial 48 cutter for only \$35,000! It was on the hard in southern Oregon, and my Brian lived aboard in the yard while getting her ready on his own through the cold Oregon winter, while I lived in the van back on Maui. We sailed her to Hawaii in May, 2015.

"It's pretty much our dream boat since

all our surfboards fit onboard along with our commercial-grade sewing machine — Brian is a sail/canvas maker. The aft cabin is huge!

"We're now prepping to leave in two months to begin a long-term voyage. The plan is loose, but involves remote atolls and uncrowded surf. Our 10-year plan is to build a boat."

By contrast, Seth and Elizabeth Hynes had the funds to take a different approach: "My wife and I had a Lagoon 380 for an offshore sabbatical (at age 35), but now we hop around on friends' boats, do charters with The Moorings, and rent boats from Club Nautique.

"Just last month we were in the Seychelles on a Moorings 4800 which was



DUSTIN ADAMS

**Dusty Adams was turned on to the thrills of sailing while a student at UCSC. Now a PhD, he shares the love with his buddies.**

a perfect way to keep sailing without the time and expense associated with owning a boat (and feeling guilty for not using it). My dreamboat is a Gunboat 57, but, more realistically, a Outreamer 45 — definitely a catamaran that is fast, comfortable and can be used as a second home (versus a monohull which I liken more to a campsite)."

John Zeratsky writes: "My wife Michelle and I sail our Sabre 38 *Aegea*, which is based in Sausalito. I used to race on the *J/105 Sophia*, and before buying *Aegea* we chartered through OCSC in Berkeley.

"We do a fair bit of daysailing on San Francisco Bay, but we really love to cruise. Every summer we take our boat up to the Delta and hang out at Tinsley Island. Last summer we cruised Southern California for six weeks and joined the SoCal Ta-Ta. We've done two shorter cruises on the California coast. We've also done two bareboat charters in the BVIs.

"We're very lucky, because we just placed an order for our dream boat: an Outbound 46."

"Largely self-taught" sailor Joe Leaver has lived aboard in Vallejo for the past year. What's on his sailing bucket list? You name it: "Eventually, I'd also like to do an in-depth cruise of the Great Lakes, the Baltic, the Mediterranean, the Caribbean and the South Pacific, in no particular order. I want to round the Horn and the Cape of Good Hope, and if global warming permits, the Northwest Passage."

Trevor Markham was introduced to sailing via daysails during a Caribbean vacation. "Last December my girlfriend and I took a trip to the US Virgin Islands. We did a sunset sail and an epic daysail on a racing trimaran, and took a lesson on a Hobie Cat in Cinnamon Bay. Even

SETH & ELIZABETH HYNES



# FEELING THE PASSION —

though we turtled the Hobie on our first tack a half-mile off the beach in a stiff 20-knot breeze, we were hooked!

"I joined Modern Sailing School the next month, started with club sails, and progressed through ASA 101, 103 and 104, all while chartering 30-ft Catalinas, Beneteaus and a Pearson in the Bay with friends and family as often as we could. My girlfriend's mother had spent time in San Francisco during the '70s, which

and getting my novice crew up to speed. All in all it was a huge success and an awesome experience."

Michael Pouliot took the DIY approach to learning the sport: "Despite growing up playing and working on boats in Southeast Alaska, I had never sailed until my 30th birthday (five years ago). A friend with no sailing experience had impulsively purchased a Vagabond 14 off the side of the road, so I read up on the basics online and we took it to Lake Hennessy and rigged her up. It was a perfect day on the lake with steady light winds. The moment the boat accelerated under sail, I was hooked on the sport for life.

"I had lived in the Bay Area for five years at that point, and knew I needed to make up for lost time and get out on the Bay right away. After some research, my girlfriend (now wife) and I went halves on an \$1,800 1969 Santana 22 named

*Tilly Jane*. With no prior keelboat experience (and against seller Kristy Lugert's advice) we surfed in high winds under jib alone from Alameda to the boat's new home in Redwood City. Over the next four years we sailed *Tilly* hard and often, touring the Bay and frequently 'camping' aboard in Sausalito, South Beach Harbor and Jack London Square. We 'attended' multiple baseball games in McCovey Cove, including game five of the 2014 World Series, and had front row seats for the fireworks at the Golden Gate Bridge's

75th anniversary. Going out for multiple Fleet Weeks, America's Cup events, and trips to Sam's were other highlights. My nearly weekly singlehanded adventures taught me more about sailing than any class could have, with an emphasis on what not to do. Over the years we've also rented sailboats at every opportunity while traveling in places like Mexico, Cape Cod and Santa Barbara.

"My wife and I consider taking the plunge on that old Santana to be the best decision we ever made for our relationship, enjoyment of the Bay Area, and for inspiring future adventures. We moved to Seattle last year and gave *Tilly Jane* to a friend who has been enjoying the boat and learning to sail much the same way I did. During my year in Seattle, in addition to fixing up and racing an old Laser, I caught the multihull bug through my

*"Although the thrill of racing a sailboat is not lost on me, I'm simply not anxious to win or get somewhere in a hurry."*

involvement with the Race to Alaska and Team Golden Oldies. I've just moved back to the Bay — to Alameda — and am planning to buy a folding, trailerable trimaran ASAP. I hope to participate in the 2017 Race to Alaska if I can get my act together in time."

Kris Samuels' input illustrates that

*Pouliot and friends on an expedition to Sam's Anchor Cafe; Kerstin, Brian (right) and their gang on the Napali Coast; boat camping at Tomales Bay; Maui sailor girls; Joshua Ott at the helm on the Bay.*



MICHELLE & JOHN ZERATSKY

*Michelle and John Zeratsky normally sail out of Sausalito, but we're guessing this shot was taken during a BVI charter trip.*

resulted in her dreaming about sailing her whole life. She was on cloud nine the first time we took her out!

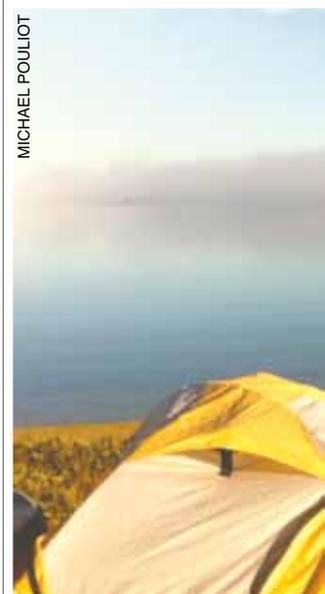
"Our first goal through all this was to bareboat in Croatia with another couple. After a few months of studying and sailing, we were off for our first international sailing experience — what a blast. To say I was nervous would be an understatement, so we hired an amazing local skipper for the first 24 hours to help with Mediterranean mooring, route planning



COURTESY MICHAEL POULIOT



COURTESY KERSTIN EDWARDS



MICHAEL POULIOT

# YOUNG SAILORS SHARE THEIR STORIES



COURTESY QUANTUM KEY WEST RACE WEEK

**From daysails with her dad to offshore racing, Hillary Walecka has had big fun on the water. Seen here: Key West Race Week.**

not all young sailors think alike: "I take a particular shine to boats that are more classic-looking — full-keel double-enders, with old but still sound technology. I've owned a *Globe 38*, a William Garden design, for the past nine years.

"Although the thrill of racing a sailboat is not lost on me, I'm simply not anxious to win or get somewhere in a hurry. I just enjoy being on the water with the sun and wind on my skin, and the smell of the salt air.

"Many sailors (and non-sailors) that I've met lament about going offshore, visiting distant lands and how wonderful and fun that would be... That's not really me. Being offshore is being too far from a good pub as far as I'm concerned! I purchased my boat with the fairly focused goal of exploring the BC/Alaska coast and immersing myself in its rich history, beautiful scenery and

unique communities. Some destinations on my bucket list might be Haida Gwaii, and north to the Aleutian Islands."

Michael Simler started sailing five years ago. "I grew up in Berkeley and had been sailing a handful of times as a young kid. Along with two partners, I bought my first boat,

a 1976 Columbia 8.7, for \$3,000. None of us had any experience whatsoever, but we were all hypnotized by the idea of sailing on the Bay and beyond, and nothing could stop us. We made the classic mistake of buying a fixer-upper and spent way too much time working on it instead of sailing it.

"I had no intentions of taking lessons after looking up how much they cost, so, fearing for my safety, my mom eventually offered to pay for a basic keelboat class at OCSC. It was totally worth it.

"My wife Maya and I recently bought an old Santana 22 for \$1,600. We keep it in a slip at Loch Lomond Marina in San Rafael. It's a good-enough boat and I'm familiar with the history of the Santana 22 on the Bay, but truthfully it's what we could afford at the time and not exactly what we wanted. Nonetheless, it was either the Santana or no boat at all, and having no boat was not — and probably will not ever be — an option for us.

"Events and destinations we're in-

terested in include the Spinnaker Cup, California Offshore Race Week, the Baja Ha-Ha, the Pacific Puddle Jump, the Pac Cup and cruising the Caribbean, the Med and the Red Sea — plus crossing the Atlantic."

Three years ago Clifton and Giselle Miller (31 and 28), began their cruise south to Mexico from Juneau, Alaska, aboard their 1978 Cal 34 MkIII *Sound Discovery*. "I went to OCSC sailing school and learned primarily from my husband, Clif," said Giselle. "He grew up sailing



MICHAEL POULIOT

**Michael Pouliot and his wife have great fun sailing their Santana 22 on the Bay and beyond. And they love sharing the joy with friends.**

on Clear Lake and went to OCSC sailing school at a very young age. He had no qualms about purchasing and sailing his own boat up from Seattle to Juneau in November — not the best time of year for Inside Passage cruising.



COURTESY KERSTIN EDWARDS



COURTESY JOSHUA OTT

# FEELING THE PASSION



COURTESY HYDROVANE

"After making the trip down the coast from Alaska, our sailing bucket list is a 'Circle the Pacific Trip' or any Pacific Ocean crossing to Hawaii or the Marquesas. It would be pretty magical to sail to the Marquesas, up through the Philippines, Japan, the Aleutian Islands and back home to Southeast Alaska. Another idea on our bucket list is to bring the boat to Hawaii and start working seasonally in both places — Alaska and Hawaii."

**Some people know how to have fun. Will and Sara Curry ham it up with Swedish friends from 'Orkestern' and 'Ninitta'.**

Hillary Walecka is one of the few who responded who comes from a sailing family: "My dad has had a Moore 24, *Adios* (#56), since the early '80s — before he met my mom, and when he was younger than I am now. I grew up taking weekend family daysails on it in Santa Cruz and doublehanding with my dad in races — Looking back, I assume he would mostly

singlehand.

"I started sailing and racing more once I was in college out of Santa Cruz Yacht Club, which is when I really got hooked and started taking over my dad's Moore 24. Now I campaign *Adios* with my friends and love to race on an assortment of random boats when asked — Melges 24s, other Moore 24s, Santa Cruz 27s, Santana 20s, a Sydney 38, Etchells. I recently got into offshore racing and love it, so I hope to do more in the future. I raced in the SoCal 300 and Coastal Cup last year on *Prevail* (Santa Cruz 52) and raced Pac Cup this year on *Elusive* (Swan 42). I had a blast and even got to drive some (usually when wind turns to crap or when everyone else gets tired — that's my time to shine.)"

Wow. What an impressive group of young sailors. Needless to say, they all define fun on the water in slightly different ways, but as far as we can tell, they all share the same passion for time on the water — and we hope that passion will still burn brightly when they are old and gray.

— andy

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# BAJA HA-HA XXIII

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## BAJA HA-HA MELTING POT

One look at the Ha-Ha XXIII entry roster at [www.baja-haha.com](http://www.baja-haha.com) shows you that boat types in this year's fleet are as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

See 'Lectronic Latitude' for updates at [www.latitude38.com](http://www.latitude38.com).

In the magazine, look for fleet profiles in this issue and the October issue. We'll have a complete recap in December.

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## MEET THE FLEET

We hope you were one of several hundred sailors who mixed and mingled at our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion, September 7.

If you missed it, you might still be able to find a ride south this season — or potential watch-standers for your crew — via our constantly-updated free Crew List online at [www.latitude38.com](http://www.latitude38.com).

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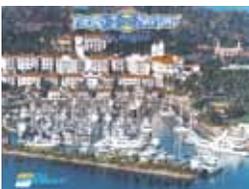
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## IMPORTANT DATES

The 2016 fleet is still enjoying the following November events.

Nov. 3, noon — Baja Ha-Ha baseball game at Turtle Bay and no-host party at Vera Cruz Restaurant

Nov. 4, 11 a.m. — Turtle Bay Beach Potluck Party

Nov. 5, 8 a.m. — Start of Leg 2

Nov. 7 — Bahia Santa Maria Day

Nov. 8 — Hiking, beach walking, sports and beach party, surf permitting, at Bahia Santa Maria

Nov. 9, 7 a.m. — Start of Leg 3

Nov. 10 — 'Can't Believe We Cheated Death Again' dance party madness for the young at heart at Squid Roe in Cabo San Lucas until the last body falls. Optional.

Nov. 11 — Cabo Beach Party

Nov. 12 — Awards presentation hosted by the Cabo Marina.

Nov. 22, 4-7 p.m. — La Paz Beach Party at La Costa Restaurant. Mexican folk dancing, live music, food, door prizes.



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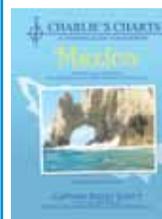
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# SEASON CHAMPIONS —

Whenever we find ourselves titling stories with food metaphors, it's time to check the clock. Yep, almost supper-time. Season Champions, as usual, will be a three-course meal. But no worries about overstuffing, as we'll spread this well-seasoned feast out over three separate months.

For starters, we'll get a taste of the one-design fleets that wrapped up their championship series in time to make the November issue deadline.

## J/120 — *Peregrine* David Halliwill/Mike O'Callaghan, SFYC

*Peregrine's* helmsman, Mike O'Callaghan says he seems to remember the problem regattas better than the good ones.

"The SFYC Invitational was particularly memorable, for bad reasons," he says. The June regatta was sailed in medium air on the Berkeley Circle. *Chance* and *Peregrine* arrived at the first weather mark of the first race with *Chance* clear ahead by a few feet after *Chance* tacked to starboard in front of the starboard-tack *Peregrine*. "I foolishly did not head up rapidly and put up a flag. Instead I sailed between the mark and *Chance*, which went fine until the offset mark. I had established an overlap quickly after the weather mark, but

*Chance* altered course hard to leeward at the offset, claiming I had no rights, and I narrowly avoided a very expensive collision. We spun circles, which let the rest of the fleet pass us. We finished in fifth, a bad way to start a series. I got a lot of well-deserved heat from crew about putting the boat in places that allowed the competition to manipulate us." They climbed back up the ranks to finish the regatta in second place.

The next memorable regatta was SFYC's windy Summer Keelboat in August, also on the Circle. "In the second race our sail handling and my driving fell apart, and we ended up wrapping a jib

and wandering off the course at the leeward mark to finish fifth. Apprehensive about our chances for Big Boat Series, Greg Felton, our grinder, started working on the 'list'. He put in writing every missed opportunity and error made that day." On Sunday morning, the crew read and discussed the list. "We took two first places to finish third for the series — still concerned about our level of preparation for Big Boat Series."

They were informed before the series that the race committee would include reaching legs as part of the possible course selections. "We are not fans of reaching legs. We are used to doing what one-design racers do: Beat upwind, run downwind. No reaches. No passing lanes in reaches, we have often thought. We were wrong. We were given one very hot starboard reach on the north side of Alcatraz in big breeze that allowed us to catch *Chance* and put them many boatlengths behind by the time the kite came down and we rounded the gate. It's very exciting getting heavy boats like the J/120 moving over 15 knots on the Bay."

One bit of intrigue was a helicopter photo of *Peregrine's* leeward mark rounding on Day 2. The photo showed a spinnaker sheet dragging in the water close

to the buoy. "One of *Peregrine's* competitors showed it to O'Callaghan on Sunday morning. "We asked our crew if they saw the incident, and several said that from their vantage points they had no reason to believe the sheet hit the buoy. If it had, they would have said something at the time of the mark rounding. After an extended period of contemplation, we decided to request a scoring penalty from the RC, and it was granted. This did not change the results. It did raise the interesting question of the value of photos in such circumstances."

*Peregrine* won Rolex Big Boat Series, but it went down to the last day.

Regulars aboard *Peregrine* this year were Randy Smith, Tad Lacey, Greg Felton, E.J. Rowland, John Verdoia, Kristen McCulloch, Michael Thornton, Vic Piltch, Chris Davison, Don Jesberg, Bill Melbostad, Steve Fentress, Rhim Fleischman and Mark Maymar.

A resident of New York City, *Peregrine's* owner David Halliwell was mostly absent this year. "I've been tending to business on the East Coast," he explained.

1) *Peregrine*, 47 points; 2) *Chance*, Barry Lewis, StFYC, 52 points; 3) *Mr. Magoo*, Steve Madeira, StFYC, 66. (5 boats)



Mike O'Callaghan

LATITUDE / CHRIS

# FIRST COURSE: ONE DESIGNS

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LATITUDE / CHRIS

really well." Tom Haverstock, bow; Jeff Harte, mast; Clinton Prior, fore-deck floater and spinnaker trim; Dave Corbin, jib and spinnaker trim; Tim Gulley, main; and tactician Matt Buffleben formed the crew.

Three of the top boats in the fleet sat out the season. "Peter Wagner and his *Skeleton Key* team had the best excuse," said Swanson. "They took *Skeleton Key* to Key West and Charleston Race Week, where they simply dominated strong J/111 fleets, and then to Cowes for the J/111 World Championship, where they took second. They will be back next year, when we host the J/111 Worlds on the Bay." StFYC will host the Worlds on August 23-27.

1) **Bad Dog**, 38 points; 2) **Topzy Turvy**, Peter Wagner/Warren Konkol, StFYC, 50; 3) **Double Digit**, Gorkem Ozcelebi, BYC, 60. (5 boats)

Spectators watched from StFYC as 'Godot' led a parade of J/105s down the beach in September's Rolex Big Boat Series.

## J/111 — *Bad Dog* Dick Swanson, StFYC

"The biggest highlight for me, outside of the great camaraderie with our team, was blasting from the North Tower to G2 during the Big Boat Series at 16-20 knots with four J/111s nearly overlapped the whole way," said Dick Swanson about the J/111 season. He called it "amazingly exciting and fun, with everyone focused on keeping the boat upright and going. I automatically forget all low-lights."

Swanson's team has been sailing together for 12 years. "We have really coalesced, having made all the possible rookie mistakes. Corinna Stolp is our crew boss and pit person. She keeps it all working



*Bad Dog*

## J/105 — *Godot* Phillip Laby, NoYC

The high point of *Godot's* season was the four-day Rolex Big Boat Series. Phillip Laby calls it "the premiere event for J/105 racers — it's a grand finale of sorts." During the final leg of the last race of RBBS, *Godot* needed to finish second to win the series, but was still in fourth until the last hundred yards or so.

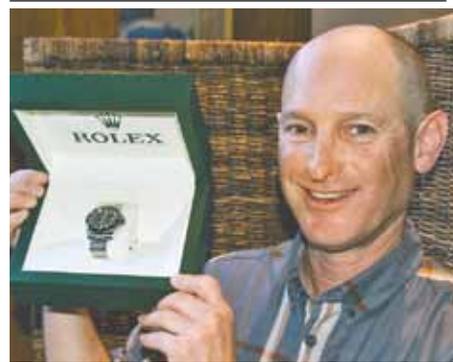
"We passed the second- and third-place boats by staying away from shore, thereby winning the regatta and our first-ever Rolex!" says Laby.

"Another highlight was the string of three bullets we had in the second, fourth and fifth races of the RBBS, after which *Godot* had clinched the overall J/105 season win. It was a great regatta for us and we feel proud that each day we could execute a winning course strategy based on our accumulated knowledge of tides and wind on the Bay. In the J/105 fleet we have here, even the top boats' finish places tend to be quite mixed, which makes our fleet a lot of fun. For example, a shiny Rolex watch can be won by maintaining any combination of single-digit finishes. With a 15th place to start our RBBS score, you might say

we earned it the hard way!"

Laby feels that *Godot* struggled a bit getting up to speed this season. "The first regatta was by far our worst, and often the first race of each event was also our worst." Getting in a consistently good first race is something they plan to work on next year.

"We certainly got off to a slow start during RBBS. In the first race, we had a spinnaker halyard shackle open up and some problems tracking the first weather



Phillip Laby

mark. These problems combined to land us in 15th place and gave us our own personal impromptu and unpleasant 'lessons learned' seminar for the day. However, team *Godot* rallied each time and fought back, not letting our setbacks affect our attitude and effort in subsequent races."

Eight regattas made up the J/105 season; *Godot* won four of them and placed second in two and third in another. "Three of our wins were in the last four regattas of the season. Just before RBBS, Toné said *Godot* is peaking at the right time. I think he was right. Considering we started the season with three new crew members (the bow/pit team of Toné Chin, Matt Skafel and Patrick Haywood), it's not unexpected that we improved as the year progressed, but all on board have been pleasantly surprised at how much we were able to achieve in a short time of sailing together.

"I should note that our trimmers, Drew Cannon and Jon Titchener, have been with the program for multiple years, and this experience together made a huge difference this year. We got along quite well with each other right from the start, and we have a serious yet chill atmosphere on the boat. That's given us a really fun season, and, to turn a slogan around, fun is fast."

If there was a turning point in 2016 for *Godot*, Laby believes it was their fifth regatta, the SFYC June Invitational.

LATITUDE / CHRIS

# SEASON CHAMPIONS —

"Godot went into the last race tied with Ryan Simmons' *Blackhawk* for a winner-takes-all race. We executed our game plan, which led to a one-point win, and we gained the confidence that we could manage the pressure when a whole regatta is on the line."

In addition to the above-named regulars, Will Lowe pitched in for J/Fest, Andrew Kirsch for the J/105 Series Stopover, and Tim McCormick and Katie Malone for the June Invitational.

1) **Godot**, 61 points; 2) **Blackhawk**, Ryan Simmons, SFYC, 77 points; 3) **Arbitrage**, Bruce Stone, StFYC, 88. (26 boats)

## **Etchells Fleet #12 — Capricorn** **Ethan Doyle, SFYC**

Christine Pai, Jack Hunger and Ben Wells were the regulars, augmented by Peter Scott and Phil Barow, aboard Ethan Doyle's season-winning Etchells *Capricorn*.

The highlight of the team's season came during the Easom Founders regatta, hosted by SFYC. Doyle described "smashing downwind surfing monster waves with two white-knuckled hands on the tiller in 25+ knots rocketing past the race committee boat with the entire fleet behind us."

"A lowlight was realizing that what



**Ethan Doyle**

we thought was the finish line pin was actually the mark for the 505 fleet rabbit start as we went surfing past the wrong side of the RC boat (see above) then subsequently watching the entire fleet finish ahead of us as we

tore the chute to bits in a botched crash take-down."

Doyle's favorite event was the Moseley Regatta hosted by Tiburon YC and sailed off the backside of the Tiburon peninsula in "shifty, flat, warm water — a nice break from the midsummer westerly beating in the Berkeley Circle — with a post-race party centered around cold beer and all-you-can-eat barbecued Northern California oysters, always a special treat."

1) **Capricorn**, 18 points. 2) **Magic**, Laurence Pulgram, SFYC, 43 points; 3) **Ginna Fe**, Michael Laport, StFYC, 53. (10 boats)

## **Melges 24 — Looper** **Duane Yoslov, SFYC**

Duane Yoslov, who is both the fleet champion this year and the fleet captain, said the highlight of the Melges 24 season was the Pacific Coast Championship hosted by SFYC on August 12-14. "We saw three days of racing with 20- to 25-knot wind for the entire event. Jeff Madrigali and Kevin Welch from team *Mikey* came down from Seattle and gave our local fleet a chance to compete against one of the best teams in the world."

The Bay Area fleet promoted participation by the Southern California fleet by reinstating the California Cup series this year. The Cal Cup consisted of regattas in Santa Barbara, San Francisco (the PCCs), and Santa Cruz. Kent Pierce from Santa Barbara won the series with *Looper* four points behind in second.

Santa Cruz was Yoslov's personal highlight. "I had never sailed there. We had perfect conditions at 18-22 knots with warm, sunny weather. The folks at SCYC put on a great regatta and were warm and friendly. Our crew got to know Brady's Yacht Club and their famous pop-rock Jello shots a little too well." Brady's is a bar near Santa Cruz Harbor.

"The apex of the season for us culminated in the Melges 24 Nationals on Lake Geneva in Wisconsin, home to Melges Boat Works and Buddy Melges himself. We gained invaluable experience with big fleet racing, and we know what we need to work on to be competitive at the upcoming Worlds in Miami."

As many season champions will attest, having consistent crew and getting out on the water for every event were keys to success. This year's crew included Ellise Smolenyak, Brian Gravenstine, Colin Lough, Ben Landon and Jack Barton.



**Duane & Caleb Yoslov**

Yoslov is passionate about keeping Melges 24 racing alive and strong on



**Claire Pratt & Dan Altreuter**

the Bay. "There are so many fleets out there competing against one another for participation, but the Melges 24 is the ultimate in keelboat racing. It is intimidating at face value, but the boat really is very easy to sail and handle. With a planing hull, it becomes more stable and unloaded as it accelerates to an exhilarating 18 knots downwind. Nothing compares in this size range that handles the conditions on the Bay so well."

We missed the Melges 24 fleet at Rolex Big Boat Series and asked Yoslov why they didn't race in that regatta this year, as they had the previous three years. "We have been struggling with participation, and with the J/70 Nationals on the Bay in 2015 and the Worlds this year, our fleet has been diluted. I am optimistic that there will be a strong return to the fleet now that those events are complete."

"The Melges 24 Nationals are scheduled for SFYC in September 2018. The plan is to trim the Cal Cup to one event

# FIRST COURSE: ONE DESIGNS



LAURA RAMIREZ PITA

## Ultimate 20, *Uhoo!* Mike Josselyn, RYC

Mike Josselyn on *Uhoo!* took home the Matt Boroughf Season Championship Trophy for 2016. Sailing with Steve Leonard and Greg Pfeiffer, Josselyn narrowly beat out *Salsa*, sailed by David Krausz, Craig Watson and Liz Ellison, by 0.14 points in the low-point average score on six races out of the 10-race series.

The final scoring was determined at the North American Championship regatta, hosted by Richmond YC on October 7-9, where both boats needed points over certain competitors in the eight-boat San Francisco Bay fleet.

"We certainly hoped to do better in the North Americans," said Josselyn, "but we did just well enough to maintain our points lead thanks to a good showing earlier in the season."

Josselyn, who is also the fleet captain, added that "The fleet really likes the reaching courses at Tiburon YC, and, while *Salsa* managed to win TYC's Behrens Regatta, we won both the Don Wan and the H.O. Lind Series." Other races in the series included RYC's Big Daddy Regatta and the High Sierra sponsored by Fresno YC on Huntington Lake.

The third place finisher was John Wolfe's *Breakaway* from the Single-handed Sailing Society.

Earlier in the year, the fleet held a six-race midwinter series that brought boats out of the lakes to sail on San Francisco Bay. Seven U20s raced in the series, which included RYC's Small Boat Mid-winters and the SSS Three Bridge Fiasco. Phil Kanegsberg and Denise Hammond on *Udecide* won the series by 0.17 points in the low average scoring on four races out of a six-race series, followed by *Salsa*, and then *Uhoo!*

"We're glad the fleet continues to expand in boats sailing together" said Josselyn. "Having the North Americans on the Bay as our season finale encouraged us all to hone our skills during the year. It's a very competitive boat, but we were also encouraged that despite our crew's cumulative age of 203 years, we managed to do well in this fleet."

1) *Uhoo!*, 2.00 points; 2) *Salsa*, Krausz/Watson/Ellison, SSS, 2.14; 3) *Breakaway*, John Wolfe, SSS, 3.50. (8 boats)

## Vanguard 15 — #1203

### Dan Altreuter/Claire Pratt, TISC

This was Dan Altreuter's seventh season sailing with the Bay Area Vanguard 15s. His crew, Claire Pratt, said she'd been sailing in Fleet 53 on and off since 2007, and that "Clipper Cove is an awesome location for dinghy sailing."

Sailing out of Treasure Island Sailing Center, the local Vanguard fleet uses the Thursday night races on the waters of Clipper Cove — the lee shore of the island — as their season championship series.

"The amount of energy Sam Wheeler brought as our fleet captain this year was definitely the highlight," reports Altreuter. "We've had some turnover recently, but Sam kept up the momentum this season by bringing in new blood and leaning hard on the social scene." Post-race gatherings are an important part of the experience. "We're in a really good place this year, and it's largely a result of the work he's put in. Past that, it was also a blast duking it out with him in the standings all season!"

The season winners have few lows to report, except one night in mid-August when they had to drop out of a perfect night of racing. "The shackle holding our jib halyard block broke in half, dropping our jib on the deck and ending our night," explained Altreuter. "After seven seasons of racing, I suppose it had had enough!"

The Thursday night series consisted of 18 evenings of racing. "Scoring used a modified high-point system and counted each boat's best 12 nights," explained fleet captain Sam Wheeler. "One night per month (Super Thursday) counted double. This year we tried something new and split the season into three six-week trimesters." Wheeler won the first two of those trimesters with various crew.

1) Altreuter/Pratt, 161 points; 2) #1651, Sam Wheeler, NoYC, 160; 3) #1051, Lee Magnussen/Rachel Magnussen/Bill Pearson, TISC, 102. (25 boats)

In the December issue of *Latitude 38* we plan to check in with the champions in the various associations that race under PHRF. We'll wrap up in the January issue with a second helping of one-design classes.

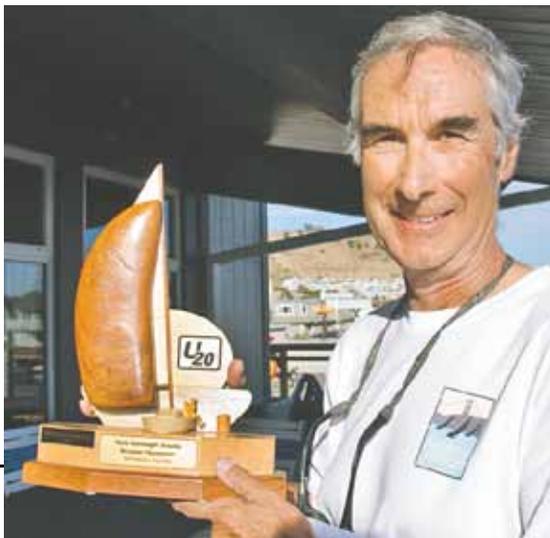
If you're a Bay Area fleet captain whose class isn't in this issue, and we haven't been in touch with you yet, ping us at [racing@latitude38.com](mailto:racing@latitude38.com). We don't want you to walk away from this feast hungry!

— latitude/chris

rotating between Northern California, Tahoe and SoCal, where our strongest numbers are, and tie Big Boat back in as our pre-Nationals."

1) *Looper*, 16 points. 2) *Wilco*, Doug Wilhelm, SFYC, 28; 3) *Posse*, Sallie Lang/Jan Crosbie-Taylor, TISC, 39. (11 boats)

Mike Josselyn



LATITUDE / CHRIS

# BAJA HA-HA XXIII, PT 2

Is every West Coast sailor heading south this year? No, but you might have gotten that idea if you happened to be outside San Diego Harbor at 11 a.m. on Halloween. That's when the 182-boat Baja Ha-Ha fleet charged south in unison. On board were roughly 600 sailors from all walks of life, some of whom had been waiting for decades to join this fun-focused 750-mile rally to Cabo San Lucas. For many, the two-week event serves as their inaugural step into the laid-back cruising lifestyle.

Although this is our second installment of fleet profiles, we don't have nearly enough editorial real estate to include them all, but they will *all* be available to read via the official rally website: [www.baja-haha.com](http://www.baja-haha.com).

Please note: Profiles presented here were randomly selected. The \* symbol next to the boat's name indicates that the boat has crew aboard under age 20.

## **Circadian — Solar 40 George Phillips, Ventura**

*Circadian* was built in England more than 40 years ago," says George, a 67-year-old information architect, "She's a tank, as she was T-boned by a ship and didn't even sink.

"For years she languished on the East Coast. I bought her in South Carolina from a couple who had gutted her and started a restoration. I've continued the restoration for the last five years.

"I've been reading *Latitude* since it was published on stone tablets," he adds, "and first learned about the Ha-Ha some time during the Cenozoic Era."

## **Dakota\* — Hunter 42 Ryan & Christina Dixon, San Mateo**

Ryan, a 40-year-old airline pilot, and Christina, an attorney, will have their sons Elliott, 7, and Finley, 3, along as crew. "We're a young couple with kids who probably shouldn't be doing this at this point in our lives," they say, "but screw it."

## **Day Dream — J/122 (40 feet) Robert & Ian Day, Newport Beach**

Robert, a 55-year-old retired BMW dealer will be sailing with his 25-year-old son Ian, Jeff Kaiser and Ken Fehrstrom. "It can't get much more interesting than having a young artist, two retired guys, and the commodore of the world-famous Lahaina YC as crew," says Day.

## **Dolce — Cape Dory 33 Tony Bishop & Diane Grieman San Francisco**

Tony, a retired 54-year-old stage

technician, and Diane, a middle-school Spanish teacher, will have Elvin Wical and Dan Dowd along as crew.

"We started planning this trip a couple of years ago when our landlord told us he wanted to sell the house and we would have to move," says Tony.

## **Dreamweaver — Custom Trawler Ken & Dottie Saville, San Diego**

Ken, a 62-year-old retired plumber, and Dottie, a retired administrator, built *Dreamweaver* at an altitude of 8,000 feet at their remote mountain property near Big Bear Lake. "We took six years to build her using solar energy and many recycled parts. Snowstorms added to the adventure." They will have Ade and Joanne Salzar along as crew, and are bringing a motorcycle on the boat for inland travel.



The Wada family on 'Empyrean'.

## **Empyrean\* — Mayflower 48 Tom & Shelly Wada, Long Beach**

Tom, 50, a pipeline controller, and his wife Shelly will be doing the Ha-Ha with Kaitlyn Nichols and Emily Wada. "We are an almost all-female boat, right down to our dogs," jokes Tom.

## **Festina Lente\* — Beneteau 45 PK & Aleksandra Karwasiecka San Francisco**

PK, 46, and Aleksandra both retired young. He was a network engineer; she was a geophysicist. Although PK learned

to sail in 2010, he soloed this boat to Kauai four years later in the Single-handed TransPac.

"I will have on board my two kids, Stefan, 10, and Olaf, 8, but their responsibility as crew will probably be limited to galley watch," said Aleksandra. Friend Greg Brandysiewicz will be along to lend a hand.

## **Fiddler's Green — Ta Chiao CT38 Jeffrey Glasse, Marina del Rey, CA**

"I've been thinking about the Ha-Ha since moving aboard in San Francisco in 2005," says Jeffrey, a 46-year-old CEO. "That was two boats and three cities ago. I've spent the past month removing systems rather than adding them," he says, "because I like to go sailing, not bring my condo with me into the ocean."

## **Fields of Gold — Beneteau First 45.5 Alex Cartwright, San Francisco**

Alex, 34, and his youthful crew are "loaded with toys, surfboards and kiteboarding gear, plus scuba, spearfishing and deep-sea fishing gear."

Along on the joyride will be contractor Tod Falcke, 34, and Peter Aaron, 33, and Dan Rhodes, 35, both pro kiteboarders.

## **Fixin To — Hylas 44 Jim & Sharon MacIntosh San Francisco**

"We did our first Ha-Ha in 2010," say Jim, 66, a property manager, and his wife Sharon. "Last time we missed the first night in Turtle Bay because of equipment problems, but this year we're going to make sure we don't miss a single party."

Jim and Sharon live in Oklahoma but have kept their boat on San Francisco Bay since 2004.

## **Gadabout — Tayana 48DS Arthur & Paula Wagner Anacortes, WA**

"When I started flight school in the mid-'90s, my buddies would use beer to lure me into being rail meat during local regattas," recalls 'Wags', a 47-year-old retired naval aviator.

"The Ha-Ha will be the third major leg — after our trip to Alaska and our trip to San Diego — in our planned circumnavigation. We were heading south anyway, so why not join up and meet nice people and catch some tasty waves?"

## **Golden Rose — Ortona Navi 92 Joël Eisenberg, Portland, OR**

Joël screwed up and forgot to enter by the September 15 deadline. The Rally

# MEET THE FLEET

Committee let him in anyway. Believe it or not, at age 82, he is *not* the oldest skipper in the fleet (see *Oriana*), but he's been boating for more than 60 years.

## **Harmony — C&C 40 Melody Kanschat, Marina del Rey**

"I am entering *Harmony* on behalf of the Women's Sailing Association of Santa Monica Bay," reports Melody, a museum executive. Jeannea Jordan, an executive recruiter, will be one of the crew.

"I serve as the Women's Sailing Association of Santa Monica Bay's 2016 commodore," says Melody, "and what better way to end my year of service than to bring a bunch of members with me on the Baja Ha-Ha?"

## **Intrepid\* — Catalina 310 Anthony Drohan, San Francisco**

Lots of fathers would like to be in Anthony's shoes — or should we say flip-flops — because he's going sailing offshore with his sons, Noah, 16, and Elias, 13, along as crew. He quotes Joshua Slocum: "To young men contemplating a voyage, I would say go!"

## **Irish Eyes — Catalina 34 Greg Brown, San Diego**

"People worry too much," says Greg, a 65-year-old computer engineer. "For example, when I began to prepare for this year's Ha-Ha, I was worried about how to tell my boss I was going to go sailing for as much as a month. "My worries were unfounded, because I got laid off in June. Now that I'm no longer employed, I'm hoping to do the Pacific Puddle Jump, too." Greg's crew will include Howard Eisenmann, 70, a retired airline pilot, as well as Mark Delin and Tom Trebelhorn. "With such great crew, I couldn't not do the Ha-Ha."

## **Jersey Girl II — Irwin 65 Kenny Knoll & Donna Tally Mahwah, NJ**

"I started sailing as a child with a Kool Cigarettes sailboat, so I've been at it a long time," says Kenny, 55, a corporate pilot. "My friend Donna, a court reporter, and I have a motto: 'This [being on a yacht] doesn't suck.' Actor Dudley Moore recited that line in the last scene of the movie *Arthur*. He was right."

## **Kea — Nor'West 33 Erik Holback & Kaitlyn Anthony San Francisco**

Erik, 29, discovered cruising young. "I sailed from San Francisco to Panama

on *Toucan*, my parents' catamaran. We even did the Ha-Ha. I never lost the urge to get my own boat and share the lifestyle with my wife Kaitlyn."

## **Mango\* — Wauquiez 43 Scott & Kristen Meilicke Edmonds, WA**

"We sold the house and moved aboard last fall (2015)," explain Scott, 46, an IT manager and Kristen, a physics instructor. "That was the wettest winter on record in Seattle. We survived without a mutiny, with our dogs aboard." Rounding out the crew are daughter Emma, 15, son Adam, 11, and friend Karen Duggan.



Meet the 'Me TOO' crew.

## **Me TOO\* — Catalina 42 Clayton & Jill Corbin, Coronado**

"You can't control the wind, but you can adjust the sails," says Clayton. He should know, as the 40-year-old is a meteorologist, while his wife Jill runs an RV park. Briley Cordin and Dave Huey will be their crew for the Ha-Ha, but this is the start of Clayton and Jill's circumnavigation.

The unusual name for the boat comes from the two words that Clayton's grandparents, a real love story, say to each other all the time.

## **Mojo — Jeanneau 36i Dave Kramer, Santa Barbara**

David, 49, is a "tech guy." He'll be sailing south with his friend Larry Leveille, a manager. "Don't rush us, because we're not good at making decisions," Kramer jokes. "We've been thinking about doing the Ha-Ha since the first one in 1994."

## **Nellie Jo — Westsail 32 James & Deena Mitchell Long Beach**

James, 55, a retired sheet-metal worker, and his wife Deena, a chef and manager of a Godiva shop, will have Rob Curtain along as crew. "This will be our first big voyage," they say, "so we're happy to do it with lots of others."

*Nellie Jo* is plenty rested for the trip, as the previous owners didn't take her out of the slip in 18 years.

## **New Moon — Catalina 42 Mk II Hans Kosten & Carole Walsh Marina del Rey**

Hans, 72, a retired consulting engineer, and his fiancée, Carole, a retired RN, are thinking about getting married on the Ha-Ha. That would be a first.

Hans is a vet of the transatlantic voyage celebrating the 500th anniversary of Columbus 'discovering' the New World.

## **No Worries — Jeanneau 45.2 Mike & Wendy Scheck San Francisco**

We were thrilled to see that Mike, 59, and Wendy signed up this year, as few sponsors have actually sailed the course in all the years we've been running the Ha-Ha. They own Scanmar, which markets Monitor windvanes and similar products. Friend Hal Lyman will round out the crew for the trip south.

## **Oriana — Acapulco 40 Ed Atkin, Brookings, OR**

The Ha-Ha creates opportunities for us to meet remarkable sailors such as Ed, a retired pharmacist. Now 88, having completed a 20-year circumnavigation, he's still going strong and looking for new adventures. Joining him on the trip south will be Rose Gender. After the rally, they may head off to Hawaii — or not.

## **Pocahontas — Hunter 46 Jacqueline Sayre, San Diego**

"Give me adventure or give me death," says Captain Jacqueline — aka Jac-Q-Lion' — a property manager. The sprint to Cabo should satisfy her thirst for excitement. The crew includes Marky Mandel, Dave Grunfor, Sean Germon, and Honey Carson.

## **Purple Dream — Passagemaker 53 Cody & Theresa Hanzik Corpus Christi, TX**

"Life is too short not to have fun," say Cody and Theresa, who are both in their mid-30s. The timing of the rally fit in perfectly with the couple's plans, as they are ultimately heading down the coast to Panama, then through the Caribbean to Texas. Cody is an oil and gas engineer. Theresa is a high-school band director.

## **Quixote — Hunter Legend 35.6 Kevin Karrick, Sacramento**

Kevin, 53, who is in construction, will have John Fountain, 53, Sherri Fountain and Niel Burkhart as crew. "I really tried

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to get out of sailing when my son was born seven years ago," says Kevin. "I didn't think there was enough time for family, work and sailing. But it turns out my son really likes sailing, too. So here we are. There is a God!"

## **Reislyst — Hans Christian 38 Mk II Dennis Synnes, Seattle, WA**

Dennis, 54, a physician assistant and RN, will be sailing south with friend Roland Sando, 50. "After 30 years as a Special Forces medic in Vietnam, Iraq and Afghanistan, and too many years in too many emergency rooms, this boat is my magic carpet to quiet solitude and warm friends," says Dennis.

## **Sail a Vie — Ericson 35 Mk II Phil & Joann MacFarlane Redwood City**

Phil, 54, an electrician, has done three Singlehanded TransPacs and return trips, and seven Ha-Ha's. His crew will include wife Joann, who is in tech, Alicia Bonella, Sherry Smith, and Singlehanded TransPac'er Synthia Petroka.

"I didn't know how to sail when I bought *Sail a Vie*," says Phil. "I knew how to windsurf, and thought it would be cool to live on a sailboat. It has been."



The 'Sea Oz' will be blowing the conch shell.

## **Sea Oz — Hunter 44DS Bruce Oz & Cindy Osmun, San Diego**

Bruce, 64, a captain and sailing instructor, and his wife Cindy first heard about the Ha-Ha in a "smoky bar somewhere in Avalon." Sounds like a line from a song. Their motto: "Avast and a blast!"

## **Second Wind — Tayana 37 PH Laurin Dodd, Portland, OR**

Now retired, Laurin, 69, worked as a nuclear engineer and project manager. His brothers, Jerry and Del, will crew on the way to the Cape, as will friend Eric Schmieman. The brothers and their additional crew all "worked together at Chernobyl for eight years."

## **Single D — Hudson Force 50 Tod & Donna Bowman, Carlsbad**

"It's taken 15 years to rebuild this boat and get her ready to go on this rally," says Tod, 52, a dentist, who will be sailing with his wife Donna, a retired teacher. "Single D may not be the fastest boat in the fleet," says Tod, "but she's filled with love and has a great ice-maker."



The happy crew of 'Single D'.

## **Slainte — Alajuela 38 Joseph & Cathy Kiernan Kingston, WA**

Joe, 60, the owner of a marine- and heavy-duty diesel repair business, and his wife Cathy, a banker, report that their *Alajuela* "goes like a freight train to weather, tracks like a monster in big seas, and has run at 10 knots hour after hour when things were up."

## **Soirée — Beneteau 473 Martin & Carol Kratz Redondo Beach**

Martin, 63, an airline pilot, says he's not sure why he and his wife Carol, a housewife, and friend Terri Foley are doing the Ha-Ha. "Because the boat is paid for? Because the hull is white?" he muses.

## **Sonamara — Island Packet 420 Lou & Patrice Haggerty, Brisbane**

"We should have done the Ha-Ha last year," says Lou, 60, a mechanical-design engineer, "but I had an accident skiing in January 2015 that changed all our plans. I broke just about everything in my body and am quite lucky to be alive and not paralyzed." His wife Patrice will be his crew.

## **Striker — Solaris Sunstar 36 David Woboril & Eileen Dirner Portland, OR**

"Our boat is a rare Lerouge design that is the predecessor to the Manta catamaran line," say David, 60, a retired attorney, and Eileen, a retired nurse. "We brought the boat back from the brink with three years of work while commuting between California and Portland." Scott Kauma will be their Ha-Ha crew.

## **Top Cider — Kelly Peterson 44 Charles & Sharon Podlich Orondo, WA**

"I answered the call of the land, and now I'm hearing the call of the sea," ad-

vises Charles, 61, a tree-fruit farmer, who will be accompanied by his wife Sharon, an apple farmer. Their crew will be Steve Podlich and Carol Roy.

## **Triggerfish5\* — Beneteau 40.7 Steve Troeger King Harbor**

If offshore sailing makes you nervous, keep this boat in your sights, as Steve, 60, is a retired paramedic rescue-boat captain. That said, we certainly hope no one will need his assistance.

In addition to his wife Kathy, a retired X-ray tech, the *Triggerfish* crew includes daughter Kirra, 13, and friends Lee McNett and Steve Motague.

## **Ullman Sails — Varianta 44 Rodrigo 'Pollo' Cuellar Dipp La Cruz, Banderas Bay, MEX**

"We are representing Ullman Sails Puerto Vallarta," says Pollo, 30, "and we intend to help everyone with sail issues on their way to Cabo." His crew will include sailmaker Chuck Skewes. We hope Skewes gets a little rest before the start of the Ha-Ha, because that dude has been pinballing around the world in recent months going to sailing events.

## **Valentina — Hylas 56 Sara & Marcos Rodriguez, San Diego**

A chemist by profession, Marcos, 45, and his wife Sara, a fashion designer, have a post-rally plan that's unique within the fleet: After a stint of exploring Mexico, they'll return home via Hawaii.

## **Veritas — Tashiba 40 K.C. & Bryan Nash, Seattle, WA**

At 35 years of age, K.C. is one of this year's youngest skippers. While taking a break from his sales job, he'll sail to the Cape with brother Bryan, 32.

"The plan is to winter in Mexico then sail to Panama," explains the young skipper, "then transit the Canal and spend a few years in the Caribbean. As of now, no plans to return to Seattle."

## **Veleva\* — Hylas 44 Chad Walsh & Katrin Spirig, Alameda**

Chad, 49, a patent attorney, and his wife Katrin will be joined by Benjamin and Leonardo, 9 and 6.

"We are headed for the Caribbean. We spent all our 'trucking' money on upgrades, so we'll be sailing *Veleva* there. Unless, of course, someone convinces us to do the Puddle Jump."

## MEET THE FLEET



*Marcos and Sara of 'Valentina'.*

**Vital Spark — Ericson 29**  
**Matt Miller & Anna Judd**  
**Long Beach**

Matt, 34, a CEO, will be accompanied by his wife Anna and crew Tony Baldin, who abide by the motto: "Whatever your labors and aspirations, in the noisy confusion of life, keep peace with your soul."

"Vital Spark is a possessed by the spirit of an Arabian warlord, and thus can weather any storm."

**Wainui — Cal 48**  
**Mark Coleman & Stephanie York**  
**Ventura**

"It's the Poobah's fault that we're entered," says Mark, 61, a concert lighting and video expert. "I was a little drunk while talking to him at the Banderas Bay Blast party last year. I explained that I've worked for Jon Bon Jovi for many years. The next thing I knew, I was entry #1 in this year's Ha-Ha. But after 30 years of touring, anything that gets me on the water is a good thing." Stephanie, Mark's wife, is an executive coach.

**Wind Rose — Catalina 470**  
**Steven Roberts & John Betts**  
**San Francisco**

Stephen, 61, is a San Francisco bar pilot, who will be sailing with John Betz, 61, a Port of Los Angeles harbor pilot, Tom Hill, and Jim Morgan.

"Our group is made up of guys who attended the California Maritime Academy together 40 years ago," says Steven, "and we all went on to become big-ship captains or pilots on the West Coast. We

are notable for both doing a number of recent deliveries of Transpac boats back to California, and for being dumb enough to do them for free!"

**Windrose — Tatoosh 42**  
**Edward & Debi Rauch, Las Vegas**

Ed, 54, a retired auto mechanic, and his wife Debi, a coordinator, have perhaps the most interesting cruising dream of all: "After the Ha-Ha we will sail to the South Pacific, where we will follow in the 75th anniversary of many of the World War II battles that were fought in the Pacific.

"We will document them on YouTube in remembrance of our veterans and the sacrifices they made for our freedom. In order to do so, we will take the longest route possible."

**W**e wish the entire fleet fair winds, hot weather and lots of laughs as they breeze south. Look for a complete recap of this year's rally in the December issue of *Latitude 38*.

— **latitude** /richard & andy

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It was not the regular crowd in the yacht club bar. Especially for a Wednesday. It was way too crowded, and mostly with strangers. But this was not just another corporate rental. I could tell—or at least I thought I could tell—by the way these people walked that they were sailors. Of course, the casual dress might have been a more obvious giveaway, but sometimes business groups are down-dressed too when they rent the club. These people walked like sailors.

"What's the event here tonight?" I asked the only known club member I could find in the room as I pried myself into a small space next to him at the bar. He was watching a football game on the TV overhead, mostly oblivious to the activity all around him.

"Something about a 'crew list' party or some such," he said. "I think it's related to a cruising rally to Mexico."

My friend was more of a powerboater than a sailor, so that was as much detail as I could get from him. The bartender was too busy for me to get her attention, so I decided to circulate for a bit and see if there was anyone at the party I knew. It didn't take long.

"Max!" shouted Lee Helm from halfway across the room. "It's, like, so cool that you're here. Are you going to Mexico this year? With your boat? Or looking for a crew spot?"

Lee Helm is a grad student at the university, and I didn't think she would have time to go cruising until her thesis was finished.

"No, I can't take that much time off from work," I said sadly. "Are you going?"

"For sure!" she answered. "But I'll only be away for ten days, can't stay with the boat all the way to Puerto Vallarta. We'

re looking for two more crew, BTW. Come on over to our table; we have an awesome pupu plate."

"Okay, thanks. Do I have to buy a ticket?" I asked as she led me toward the dining room.

"I'll sneak you in," she whispered, and then marched me past the person guarding the dining room entrance at well above hull speed.

"He's with me," she explained without slowing down. We were out of range by the time there was a response from the

*"She looks like the type who gets seasick," said the owner.*

gatekeeper.

"New recruit?" asked Lee's friend at the dining room table, who I learned after we were introduced, was the owner of Lee's ride to Mexico.

"He's a very experienced sailor," said Lee.

It was an attractive offer, once the details were disclosed: Big boat, downwind route, beach party at every stop, and best of all, a full-time cook onboard. But I just couldn't take the time off work.

"What about that woman who was here a few minutes ago?" asked Lee. "I thought she'd be, like, a great addition to our crew."

"Maybe, but she looks like the type who gets seasick," said the owner.

"Don't you do a shake-down sail in the ocean, just to see who has sea legs?" I asked.

"Don't need to," the skipper answered. "I can tell."

"How?" Lee and I asked simultaneously.

"It's the walk. The stance and the body sway. Plus, I did an eye-motion screen, and she didn't pass."

I looked at Lee, thinking

this skipper might be a few clicks short of a full hoist.

Sensing our skepticism, the cruising skipper explained further: "There's new research that demonstrates what I've suspected for years: Certain characteristics of how people stand and how they walk are reliable predictors of susceptibility to seasickness. Not 100% reliable, mind you, but the correlation is clear. It's a good first screen."

"Who did this research?" asked Lee.

"One of the best papers on the subject is by Stoffregen and Chen," the owner said. "published just three years ago."

Lee, as usual, was quick on the draw with her smart phone.

"Here it is," she announced after just a few seconds of online searching, during which I barely had time to sample some of the assorted sushi snacks on the table.

"Archeologists have recovered remains of ships up to 8,000 years old," she read from her phone, "while other evidence suggests that human seafaring may extend back 60,000 years. By comparison, wheeled vehicles and equine domestication are less than 6,000 years old. Thus, watercraft may be the earliest form of vehicular travel."

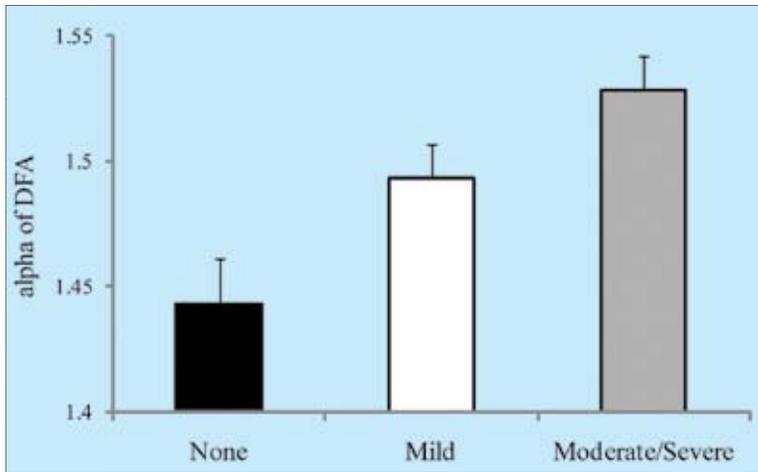
"That's just the intro," said the cruising skipper. "Look at the graphic that relates sway movement to susceptibility."

Lee was able to explain, after a few minutes reading the test protocol while I sampled more sushi, that "sway" in this context was the movement of the center of gravity of a standing test subject, measured by a pressure plate. Four centimeters of sway is typical, even for a subject standing steady on dry land. The test subjects, students who signed up for a Semester at Sea program on a 600-ft ship, were asked to stand on the center-of-gravity-sensing pressure plate before the ship left port.

"Here it is," said Lee. "Detrended Fluctuation Analysis" or DFA of the movement of the center of pressure on



**Correlation between pre-departure DFA and seasickness. DFA is "Detrended Fluctuation Analysis," or the temporal self-similarity of the shift in center of gravity of the standing test subject. A higher DFA index is thought to indicate more rigid control of body position and balance. It seems unlikely that this characteristic can be discerned by eyeball, but other equally subtle aspects of the sailor's walk might offer clues to seasickness susceptibility.**





LATTITUDE / ANDY

I stood up and walked around the table, walking as naturally and relaxed as I could manage, my best sailor walk.

The skipper shook her head. "Sorry, you don't pass."

"If truth be told," I admitted, "I did get seasick back when I first started ocean racing. But that was decades ago. I haven't had a bout with *mal de mer* in years."

"That's typical. People get adapted to it over time. The test subjects in this study were all 'maritime novices' with no experience at sea. Students on a ship for the first time are perfect guinea pigs."

"Hey, this study also looked at land sickness," Lee added, looking up from her phone's screen. "And like, here's a great term of art for it: '*mal de débarquement*.' And the results are

weird — here they found that the subjects with the higher DFA index, the ones who got more seasick, had a shorter period of land sickness when they first went ashore. Figure that one out..."

"That explains why I feel like I should bring my harness into the shower stall after a long race," I said. "Any other take-aways in that paper?"

"Stance width failed as a pre-departure predictor," she read. "But they did find that on the first day out, the kids

***When conditions get rough offshore, even very experienced sometimes suffer mal de mar. But some are more susceptible than others.***

the pressure plate. That's, like, a measure of the way that side-to-side body sway varies with time. The people with a higher DFA index got seasick during the first few days at sea, the ones with a lower DFA didn't get sick at all."

"DFA?" I asked.

"Detrended fluctuation analysis," Lee repeated. "Invented in 1994, so if you took experimental statistics before that date, then like, you never heard of it."

"What does it tell us?" I asked. "Does a wider stance and more side-to-side sway mean that a sailor has their sea legs? That's what I'd expect."

Lee took some time to answer, as she absorbed more of the published research results.

"Actually, it's sort of the opposite," she said, sounding a little disappointed. "They didn't find any predictive correlation for pre-voyage stance or the amount of body sway. But DFA turns out to be the parameter that counts. It's the 'self-similar' property of the sway motion. Sort of a fractal thing — if the higher-frequency motions are similar to the slower motions, then the DFA index is high and, like, according to this data, the susceptibility to seasickness is also

higher."

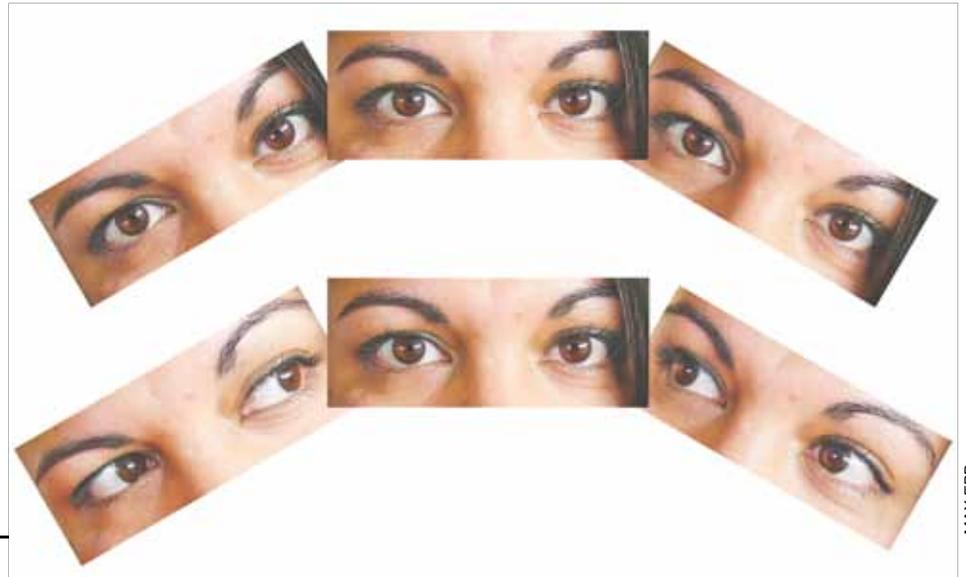
"Sounds wacky. Do the authors explain why that is?"

"Individuals susceptible to motion sickness have more rigid or deterministic control of body sway," Lee quoted from the report.

"And you can tell that just from the way people walk?" I asked the cruising skipper. "What do you actually look for?"

"I can tell," she insisted. "I don't know exactly what it is, but I can tell."

***The eye test. If eyes stay centered when the head heels, seasickness susceptibility is minimal. If eyes roll to the top, susceptibility is high. There is no known research that backs this up, but it's a fun test to administer.***



MAX EBB

with a wider stance on that day were the ones who did not get sick. By day two the difference had disappeared."

"Still, I said, "These relationships may be statistically significant, but failing the sailor's walk test hardly seems like grounds for disqualifying someone from a berth on a cruising boat."

"I use the eye motion test too," the skipper added. "Look at my nose."

She moved around the table to position herself about 18 inches from my face. "Look at my nose," she instructed, and let your head heel over from port tack to starboard and back again. Hold for two or three seconds on each tack, heeled over about thirty degrees."

I did as instructed.

"You fail that one too," she signed.

After she had tested a few more curious sailors, with seemingly random thumbs-up or thumbs-down results, we persuaded her to explain what she was actually looking for.

"If the eyes stay centered in the eye socket as the head leans over, it means cast-iron stomach. If the eyes roll to the top when the head leans, then lunch is going to come back up."

"That's just a test of how you move your neck muscles," Lee protested.

*"Another good finding is that taking drugs lengthens the time for adaptation."*

"Look, I can make my eyes stay centered or roll up, depending on the yaw-heel coupling of my neck control."

"Yup," she agreed. "But for some reason this seems to correlate to seasickness susceptibility, especially for first-time ocean sailors with no residual adaptation. Although I'm not aware of any actual published research that supports this one."

"There sure is a lot of published research on motion sickness in general," said Lee, still scanning the literature on her phone. "And the literature supports a few interesting conclusions: One of them is that the half-life of adaptation to vessel motion is about 30 days. For example, if six people are seasick at the start of a sail to Hawaii, and they are all fully adapted to the motion two weeks later when they arrive, and then stay on shore for 30 days, and then sail away again, on average three of them will be seasick again and the other three will still be acclimated."



LATITUDE / ANDY

"Sounds about right," I said.

"Another good finding is that taking drugs lengthens the time for adaptation."

"Just as I always suspected," I said. "Which drugs did they test?"

"Scopolamine," Lee answered. "Three days of Scop patch lengthened habituation time from four days to more than six on a naval frigate, even though it did help the crew who used it get through the first couple of days. But, like, after six days in heavy weather, 23% of the crew who had used Scop for the first three days were still losing lunch, while everyone who did without drugs for the first three days was fully habituated. Crew on naval ships are almost as good as undergraduates on a cruise for doing studies with enough subjects to be statistically valid."

"Is there any hard data on those acupressure wrist bands?" I asked. "I've had crew who swore by them."

"The Navy found them to be about 10% effective," said Lee. "They work, but only for the lucky ones."

"When all is said and done," I said, "I still think people who get seasick should sail to Hawaii instead of Mexico. Even the people who are sick as dogs for the first two days are over it by the morning of day three. They wake up hungry, have a huge breakfast, and they're so happy to be in the ocean and not seasick, probably for the

***Ughhhh. Just looking at photos of such conditions could make some sailors lose their lunch. They probably wouldn't be ideal race crew.***

first time in their lives, that they stay in a good mood for the next week."

"Hopping down the coast on the way south doesn't give you time for that," added Lee. "And, like, there's a lot more to hit. Going to Hawaii, all you have to worry about is sailing over the edge ...."

"But then there are the beach parties ...." the cruiser reminded us.

Meanwhile another prospective crew, with a big name tag that read "looking for a boat" walked toward our table. "I think we have a live one," the skipper pronounced. "A perfect sailor walk. I can tell."

— max ebb

## INTERESTING READING

For more on this subject, check out these resources:

- Detrended Fluctuation Analysis (DFA) of body sway as predictor of susceptibility:  
<http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0066949>
- Delay in adaptation to ship motion caused by initial Scopolamine use:  
<https://www.ncbi.nlm.nih.gov/pubmed/4028625>
- Retention of motion sickness adaptation after one month and one year:  
<https://www.ncbi.nlm.nih.gov/pubmed/10447049>
- Acupressure found to be somewhat effective, but commercial wrist band product requires additional pressure.  
<http://search.proquest.com/openview/4adc375d108f4177cb689a8b2883967b/1?pq-origsite=gscholar>

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# THE RACING

*It's wash, rinse and repeat at the Alcatel J/70 Worlds on the Berkeley Circle; RYC's Sportboat Regatta provides a picture-perfect contrast; Steve Benjamin repeats in the Etchells North Americans as does Nick Gibbens in the Express 27 Nationals; the Shields National Championship returns to scenic Monterey; Vanguard 15s race on a storm-tossed Tomales Bay; Box Scores includes more Beer Can results; and we end with a few Race Notes.*

## J/70 Worlds Hit the Wash Cycle

World-class talent and local heroes peppered the fleet at the Alcatel J/70 Worlds, hosted by St. Francis Yacht Club on the Berkeley Circle September 27-October 1. The 68 boats hailed from 15 countries, and the star power included the likes of first-ever J/70 world champions Tim Healy of *Helly Hansen* (2014) and Julian Fernandez Neckelmann of *Flojito y Cooperando* (2015), the latter fresh from winning the Pre-Worlds at Rolex Big Boat Series; former North American champions Jud Smith (*Africa*) and Joe Bardenheier (*Muse*); and former European champion Carlo Albernini (*Calvi Network*) and reigning Euro champ Claudia Rossi (*Petite Terrible*). World-class tacticians John Kostecki (*Catapult*) and Paul Cayard (*Calvi Network*) both grew up sailing in the Bay Area. Cayard is also a US Sailing Rolex Yachtsman of the Year (1998), as is *Flojito's* tactician Bill Hardesty of San Diego (2011).

The first race, on Tuesday, was delayed during a shoreside postponement, waiting for a 15- to 18-knot westerly to reach the Berkeley Circle. Chris Kostanecki of Ross, sailing *Jennifer*, crossed the finish line first. "We nailed the start," he said. "The weather end of the line

flag starting rule. So Jud Smith's *Africa*, out of Massachusetts, took first place in that race.

*Jennifer's* competitors took note of her left-side start and crowded that side in the second start. *Calvi Network* finished with a generous lead over *Petite Terrible* and *Jennifer*. "We started on the right side of the course, and we controlled the right side," said Cayard. "We kept the boat upright on the run and we had some great steering. It's a long series," he added.

Wednesday morning's flat waters would grow steep and nasty in the afternoon's ebb. Contributing to the churning of the race course surface were a fleet of chase boats, including jury and press boats, looking for all the world like an ad for Protector.

A 13-year-old from Virginia, Gannon Troutman of *Pied Piper* won the day's first race. "It was hard in the chop, but it got easier in the flatter water," said the teenager. *Pied Piper* sailed low and fast on the downwind leg through the building waves. The young skipper said the win was due to "the start, a later jibe on the first downwind leg, and sailing conservative." Troutman started out on Optis at age 6 and began sailing on big-



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GERARD SHERIDAN

StFYC commodore Kimball Livingston (right) presented the awards to the new J/70 World Champions, left to right: tactician John Kostecki, coach Grant 'Fuzz' Spanhake, Chris Stocke, Joel Ronning and Patrick Wilson of 'Catapult'.

was favored, and we went left. It was our game plan, and we stuck with it." Unfortunately for Kostanecki, the race committee decreed that he and 15 other skippers were over early under the black-

ger boats at age 8.

In Wednesday's second race, *Flojito y Cooperando* led by 42 seconds for a decisive win, while other teams were getting schooled by the Circle. The day's

press release says it best: "Shrouds kissed the brine and more than one crew watched valuable sand bleed through the metaphoric hourglass as they fought to retrieve their waterlogged kite."

"It was windy at the top mark, but we're having a great time!" enthused Heather Gregg of *Muse*, the 2014 Corinthian world champion. "It's tough sailing in such a big fleet — you make a few mistakes and you're shot out the back."

Sneaky Thursday started out mellow — and foggier — than the two previous days, but the prediction called for 20 knots by 1 p.m. In the morning race, the right side of the line was favored — none of the series leaders could be found on the left side. The breeze clocked in at 10-11 knots on the first beat, and 14 on the first run. *Hooligan* rounded the first mark ahead but got passed during the jibe approaching the leeward gate.

*Catapult* sailed across the finish line first — wing-on-wing. "It felt great to get in a fairly light-air race," said skipper Joel Ronning. He credited the crew and tactician Kostecki. "I listened to him and we kept the boat going fast."

"You guys all did a great job, all very close, very lined up," said Principal Race Officer Mark Foster about the day's first start. "It was a beautiful sight to see."



GERARD SHERIDAN

**Spread: a late-afternoon wipeout during the J/70 Worlds. Inset: As the youngest skipper, 13-year-old Gannon Troutman won one of a handful of 'fun' prizes — an Alcatel tablet! Turn the page for more scenes from the windswept championship.**

So the second race started under a plain ol' P (Prep) flag. But then, on the first beat, the fleet leaders appeared to be over-standing the weather mark. Foster abandoned the race after the first lap, at the leeward gate — the weather mark was out of place. "We apologize for that," Foster radioed to the fleet. "We made a significant error in setting the course." Tough luck for *Africa*, which had sailed around the weather mark and through the gate in the lead.

For the restart, the RC tried the P flag again, but had to recall the start, as too many boats were over early in the building ebb and 17 knots of breeze. The Z flag went up for the next attempt, but 40 boats were over early. The RC rushed for the fourth try and fired the warning gun at 2:22 p.m. Starting under the U flag, a dozen boats were still over early and thus disqualified. The fleet slammed its way uphill through the sloppy waves in 18-22 knots of breeze. Wipeouts dotted the downwind legs, and douses at the leeward gate were fraught with drama. With the unfortunate falling by the wayside, *Africa* got the gun. "The guys did a good job," said Smith. The youthful crew gave enthusiastic thumbs up to the heavy stuff, but the older Smith said, "I like six knots!"

Everyone was soaking wet, and they still had to beat their way back to the St. Francis. We wondered how the sailors avoid hypothermia in such conditions.

Simon Ling, skipper of the British Corinthian *Team RAF Benevolent Fund Spitfire* admitted, "It's been a tough series for us — we expected that — but it's been tougher than we thought. Everyone warned us that it was going to be cold and windy. But sailing a keelboat in chop — that's been part of the learning curve."

Friday began with blue skies, a gentle breeze and smooth water. The wind built to 8-10, then 10-15 knots, conditions which Brian Keane's Massachusetts-based *Savasana* took advantage of for the first bullet of the day. "We got off the line cleanly," he said. "We headed to the left side of the course, and we got into the wind and current." For the second race, the breeze built to 18 and the current switched to ebb. Douglas Strebel's Dallas-based *Black River Racing* led the way to the finish.

For the third and final race of the day, the chop built to the most extreme of the whole regatta. The out-rushing water swept enough boats over the startline to prompt a general recall, inspiring the RC to fly the dreaded U flag yet again. *Petite Terrible* had begun the day at the

top of the standings and got around the third race first, only to discover they had been over early and were automatically disqualified. *Africa* scored another bullet instead.

On Saturday, the final day of racing, a half-hour on-the-water postponement prefaced the first of two races. In 6-8 knots of breeze, *Africa* showed the way again.

The return of the ubiquitous ebb chop, plus breeze into the mid-teens, set the stage for the 12th and final race. Getting clear air right at the get-go, *Calvi Network* won it. But once the scores were tallied, it was Joel Ronning's *Catapult* that took the crown. "We feel we've sailed quite well," said tactician John Kosteci, a former Marinite. "We put a lot of preparation in, and it paid off." Chris Stocke and Patrick Wilson were the crew.

Rounding out the podium were *Flojito y Cooperando* and *Africa*. Shawn Bennett's Tiburon-based USA 32, with Eric Baumhoff, Craig Healy and Jon Perkins aboard, took the Corinthian title.

Yacht Club Costa Smeralda in Porto Corvo, Italy, will host the next Alcatel J/70 Worlds on September 12-16, 2017.

— chris/latitude

*ALCATEL J/70 WORLDS, StFYC, 9/27-10/1 (12r, 1t)*

1) **Catapult**, Joel Ronning, USA, 49 points; 2) **Flojito y Cooperando**, Julian Fernandez Neckelmann, MEX, 66; 3) **Africa**, Jud Smith, USA, 76; 4) **Calvi Network**, Carlo Alberini, ITA, 83; 5) **Petite Terrible**, Claudia Rossi, ITA, 96; 6) **Stampede**, Bruno Pasquinel, USA, 136; 7) **Sail Newport**, Tim Healy, USA, 144; 8) **Savasana**, Brian Keane, USA, 157; 9) **Lickety Split**, Stan Edwards, USA,

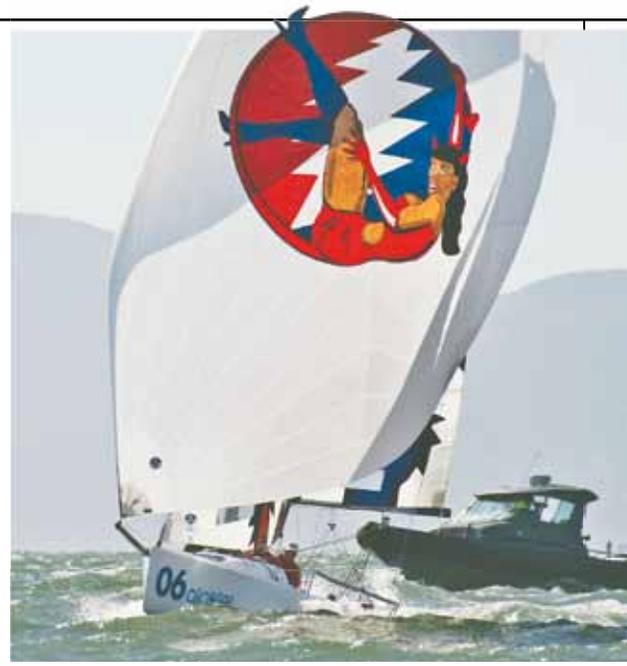
*Each day of racing at the J/70 Worlds was followed by socials. Just in case they hadn't already gotten enough exercise on Day 3, sailors and their friends engaged in a game of human foosball at the Thursday-night social.*



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# THE RACING

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ALL PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED



**This page: the Alcatel J/70 Worlds on a windy Thursday afternoon. Clockwise from top left: One of five starts that day; Bay Area fleet captain Justin Kromelow's 'Loose Lucy' had the best sail graphics; running through the Berkeley Circle washing machine; Claudia Rossi, of 'Petite Terrible', won an Alcatel tablet for top female helm (she finished the series in fifth place).**

163; 10) **Heartbreaker**, Robert Hughes, USA, 210. (68 boats)

CORINTHIAN — 1) **USA32**, Shawn Bennett, USA, 225; 2) **Team RAF Benevole**, Simon Ling, GBR, 242; 3) **3 Big Dogs**, Pat Toole, USA, 278. (23 boats)

Full results at [www.stfyc.com/j70worlds2016](http://www.stfyc.com/j70worlds2016)

## Picture-Perfect Sportboat Regatta

In a reversal of last year's Sportboat Invitational hosted by Richmond YC, when the Open 5.70s had their North Americans, this year it was the Ultimate 20's chance to attract its best sailors to race on San Francisco Bay. But just like last year, the weather turned up to offer blue skies, warm temperatures, and winds of 5-15 knots during the three-day regatta on October 7-9. As an added touch, the Blue Angels made for a dramatic backdrop to the flying spinnakers.

RYC's PRO, Del Olsen, set windward/leeward courses in the Southampton Shoal and Olympic Circle areas for the U20s, the 5.70 fleet, and a two-boat PHRF division. The light winds and flat water on the first two days gave way to

a westerly breeze on Sunday that kept most of the fleet planing on the downwind legs.

For the U20 North Americans, 13 boats from as far away as Denver and upper Idaho sailed the regatta. Chris Chambers of the Sandpoint Sailing Association in Idaho won the eight-race series, but not without a battle from previous North American champion, Mark Allen of Great Salt Lake YC. Third went to a national champion in the Santana 22, Bob Comstock of Santa Cruz YC. Phil Kanegsberg of Tahoe YC took home the fourth-place trophy.

In the five-race series for the 5.70s, Ben and CJ Anderson, based at Brickyard Cove Marina, scored three bullets to lead the fleet, followed by Marc Finot and, in third, Andrew Rist, both from Sequoia YC. The Andersons edged out the Finot team by just two points.

In the mismatch of the regatta, Steve Cameron in his 19-ft Rondar K6 challenged Ian Chamberlain in his Antrim 27. While both were guaranteed trophies for the day, Ian earned five bullets for first place. The weather and sailing con-

ditions were too good for either of them to miss the opportunity to be on the water.

— mike josselyn

## ULTIMATE 20 NA, RYC, 10/7-9 (8r, 1t)

1) **Black Sheep**, Chris Chambers, Sandpoint Sailing Assn., 13 points; 2) **Junta**, Mark Allen, Great Salt Lake YC, 21; 3) **Ultimate Antics**, Bob Comstock, SCYC/FYC, 26. (13 boats)

## RYC SPORTBOAT REGATTA, 10/8-9 (5r, 1t)

OPEN 5.70 — 1) **Boaty**, Ben & CJ Anderson, 9 points; 2) **Frolic**, Marc Finot, 11; 3) **Bigair**, Andrew Rist, 17. (6 boats)

PHRF — 1) **Abracadabra**, Antrim 27, Ian Chamberlain, 5 points; 2) **6 Pac**, Rondar K6, Steve Cameron, 10. (2 boats)

Full results at [www.richmondyc.org](http://www.richmondyc.org)

## Etchells North Americans

Last year's Etchells North American champion, Steve Benjamin, representing Seawanhaka Corinthian YC in Connecticut, fueled *Terrapin* over the line to claim the 2016 championship. Michael Menninger, Victor Diaz and Ian Liberty were the crew. Hosted by SFYC and staged in the waters from Southampton Shoal to just off the Berkeley shoreline, this three-day eight-race competition attracted top talent from around the US and New Zealand on October 4-8.

*Terrapin* earned a series score of



LATITUDE / CHRIS



SOPHIE WONG



THIS ROW: RICHMOND YC

2-1-4-4-6-11/zfp-2-1 for a total of 20. Members of the crew count other recent wins, including runner-up at the 2016 Etchells Worlds for the second year in a row.

Also competing in shifting wind conditions, from a low of 4 knots through 10+ over the course of the three days, was the local boat *Lifted*, which placed second with Jim Cunningham, Jeff Madrigali, Mark Ivey and Bryn Bachman aboard. In a close third out of 18 boats were the New York-based Ben Kinney and Senet Bischoff on their boat *KGB*; Clay Bischoff was the third crewmember.

"The folks at the back of the pack are pretty good," observed the race chair for SFYC, Steve Fentress, "and the folks at the front of the pack are really good. The North Americans had Olympic medalists, America's Cup veterans, past Etchells NA champions, past Etchells world champions, several that have won world championships in other classes, and many others who have competed in Etchells world championships and finished in the top 10."

Etchells Fleet 12 and SFYC will return to the spotlight when they host the Etchells Worlds on September 22-30, 2017. The 2016 Worlds, recently held in Cowes, UK, drew 58 boats to the start

*This page: RYC Sportboat Regatta. Clockwise from top left: The new Ultimate 20 North American champs Chris Chambers, Laura Bolin and (not shown) Brian Tyrell of 'Black Sheep' trailered to Richmond from Idaho. PRO Del Olsen records an Ultimate 20 start, with the Denver-based #19 'Juiced!' the leeward boat; the Santa Cruz-based 'Ultimate Antics' snags the offset mark; 'Wasaabi' and 'UAgain!' in tight quarters on the Southampton Shoals racecourse.*

line. "The last time the Worlds were held on San Francisco Bay, there were over 70 competitors," said Fentress. "We are preparing for up to 80 competitors in 2017."

Fentress explained why San Francisco Bay was selected as host for the Worlds. "In late September and early October, Mother Nature can present you with light air as it did for the North Americans this year, heavy air as it did a week earlier for the J/70 Worlds, or a mixture of the two. The race venue has passing lanes on both sides, dampening any local knowledge bias, and it is in a world-class city people travel the globe to visit. Next year's champion will likely be skillful across multiple conditions."

The US counts nearly 1,000 of the 30.5-ft one-design boats designed in 1966 by Skip Etchells.

See [www.etchellsna.com](http://www.etchellsna.com).

— martha blanchfield

#### ETCHELLS NA, SFYC, 10/4-8 (8r, 1t)

1) **Terrapin**, Steve Benjamin, Seawanhaka Corinthian YC, 20 points; 2) **Lifted**, Jim Cun-

ningham, SFYC/NYYC, 24; 3) **KGB**, Ben Kinney, NYYC, 26 4) **La Tormenta**, Shannon W. Bush, Texas Corinthian YC/NYYC, 30. (18 boats)

Full results at [www.sfy.org](http://www.sfy.org)

#### Shenanigans Defends National Title

San Francisco Bay was looking wet on October 14-16 for the Express 27 Nationals hosted by Berkeley YC. Despite the weather, the fleet and the race committee were committed to get the full schedule of seven races off for what would prove to be a tight battle, the podium decided only in the final race.

The wind picked up just before the first warning and the fleet shifted down to their #3 jibs. *Motorcycle Irene* led from the start. At the leeward mark, *Motorcycle* was still ahead, with *Shenanigans* in second. "All the boats fought hard upwind in dying breeze," said *Motorcycle's* co-owner, Zach Anderson.

In the second race, *Shenanigans* was forced to take several sterns to clear out of bad air. "It seemed like it was coming in from the color of the water so we committed to going hard right and it ended

## THE RACING



**Above: A mark rounding in the Etchells North Americans on Saturday, October 8.**

up being the right way to go. We went from 15th or so to first," said skipper Nick Gibbens.

"We're in fifth, a point out of third, but that's a key point," said John Rivlin of *Peaches* on Saturday. "We've got 24 boats on the line that are all quite competitive. You make mistakes, you get punished."

Day 2 brought less rain but a lot more wind blowing steadily from the south. By the time the fleet got to the top of the second upwind leg, conditions had turned from breezy to blustery, and the building ebb created significant wave action.

Race 5 — the distance race — would give the entire fleet a run for the money. "The wind started to come in pretty

heavy, maybe 25 knots, and we were contemplating not doing the distance race," said PRO Forrest Gay. "Then it laid down a little bit, we looked at a lot of sensors, talked to a few people, figured out what was going on, and finally went for the distance race. It got a little too windy at the end of that too, but more than two-thirds of the boats got around the course."

More than a few suffered minor damage — spinnaker poles, halyards, kites — some finishing under jib and some retiring, but there was no major damage. "We actually had a great sail. Unfortunately when we rounded Red Rock the main traveler blew out so we had to retire from the race," said Donald Carroll of *Take Five*.

*Peaches* won the long-distance race.

**The Hobie 16/18 North Americans sailed off the beach at Puerto Peñasco, Mexico, on October 9-14. See [www.regattanetwork.com/event/11709](http://www.regattanetwork.com/event/11709) for the rather lengthy results.**

"We had a really great downwind reach into Red Rock. It was a lot of fun with a really awesome tactical battle going into the rock," said Michael Rivlin, helmsman of *Peaches*.

Day 3 started out with a light drizzle and a one-hour dockside postponement. Light, shifting breeze and a persistent drizzle dominated the day, but, as promised, the race committee got two races off, and every point counted. *Irene* got the lead back, winning Race 6, while *Shenanigans* finished fifth.

Between races, the wind threatened to come up, with half the fleet swapping out the genoa for a #3 jib. It was fierce

#### 505 PCC, SFYC, 9/23-25 (6r, 1t)

1) **Mike's Boat**, Mike Martin/Adam Lowry, StFYC/NHYC, 6 points; 2) **Nauti Boys**, Howie Hamlin/Andy Zinn, NHYC/ABYC, 11; 3) **IO Integration**, Mike Holt/Rob Woelfel, SCYC, 17. (14 boats)

Full results at [www.sfyf.org](http://www.sfyf.org)

#### YRA SEASON CLOSER, 9/24

PHRF 1 — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Jeannette**, Frers 40, Henry King; 3) **Bodacious+**, 1D48, John Clauser. (5 boats)

PHRF 2 — 1) **Traveler**, Express 34, David Ross; 2) **Ahi**, Santana 35, Andy Newell; 3) **Mintaka 4**, Farr 38, Gerry Brown. (9 boats)

PHRF 3 — 1) **Double Down**, Schumacher 30, Robert Fairbank; 2) **Synchronicity**, Olson 25, Steve Smith; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (7 boats)

PHRF 4 — 1) **Shut Up And Drive**, J/24, Val Lulevich; 2) **Downtown Uproar**, J/24, Darren Cumming; 3) **Neja**, Dasher, Jim Borger. (8 boats)

PHRF 5 — 1) **Raccoon**, Cal 20, Jim Snow; 2) **Green Dragon**, Cal 20, Marcus Choy. (2 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Califia**, Islander 36, Tim Bussiek; 3) **Q**, Schumacher 40, Glenn Isaacson. (3 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

#### SSS HALF MOON BAY RACE, 9/24

SINGLEHANDED MONOHULL — 1) **Warpath**, Olson 30, Andrew Zimmerman; 2) **Ragtime!**, J/92, Bob Johnston; 3) **Fugu**, Wilder-

## THE BOX SCORES

ness 30, Chris Case; 4) **Joujou**, Capo 30, Tom Bousie. (17 boats)

DOUBLEHANDED MONOHULL — 1) **Outsider**, Azzura 310, Greg Nelsen/Steve Dowd; 2) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank; 3) **Hokulani**, J/120, Tracy Rogers/David Bennett (14 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**, F-27, David Morris. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust/Steve Petersen. (1 boat)

Full results at [www.jibeset.net](http://www.jibeset.net)

#### RYC TOTALLY DINGHY, 9/24-25 (8r, 1t)

BYTE — 1) Claire Arbour, 13 points; 2) Ann Lewis, 17; 3) Michele Logan, 18. (6 boats)

EL TORO — 1) Fred Paxton, 10 points; 2) Nick Nash, 11; 3) John Pacholski, 16. (8 boats)

DAY SAILER — 1) Craig Lee, 10 points; 2) Steve Lowry, 13; 3) Richard Reader, 28. (9 boats)

LASER — 1) David Lapier, 12 points; 2) Marcel Sloane, 18; 3) Simon Bell, 19; 4) Hendrik Reidel, 29. (18 boats)

LASER RADIAL — 1) Toshi Takayanagi, 5 points; 2) Owen Lahr, 12; 3) Hayden Lahr, 23. (6 boats)

BANSHEE — 1) Charles Witcher, 7 points; 2) Kerry Johnson, 18; 2) Tim Loomis, 19. (4 boats)

THISTLE — 1) Michael Gillum, 8 points; 2) Hans Williams, 9; 3) Dan Clark, 23. (7 boats)

29er — 1) Jack Sutter/Neil Marcellini, 5 points;

2) Dan Brandt, 11; 3) Altor Iriso, 15. (5 boats)

WYLIE WABBIT — 1) **Jack**, Melinda Erkelens, 9 points; 2) **Kwazy**, Colin Moore, 11; 3) **Mr. McGregor**, Kim Desenberg, 13. (5 boats)

OPEN CLASS POTRERO — 1) Snipe, Vince Casalaina, 12 points; 2) Snipe, Doug Howson, 22; 3) FJ, Neil van der Plas, 25. (7 boats)

OPEN CLASS SOUTHAMPTON — 1) I-14, Chris Rutz, 7 points; 2) I-14, James Clarkson, 11; 3) RS800, Jennifer Virskus, 16. (4 boats)

Full results at [www.richmondyc.org](http://www.richmondyc.org)

#### SFYC EASOM FOUNDERS TROPHY, 9/24-25

ETCHELLS — 1) **Magic**, Laurence Pulgram, 7 points; 2) **Viva**, Don Jesberg, 7; 3) **Capricorn**, Ethan Doyle, 8. (6 boats)

Full results at [www.sfyf.org](http://www.sfyf.org)

#### OYC OKTOBERFEST, 10/1

SPINNAKER <145 — 1) **Zwei Flying Fish**, San Juan 33, Michael Berndt; 2) **Traveler**, Express 34, David Ross; 3) **Take 5**, Wilderness 21, Steve Anderes. (5 boats)

SPINNAKER >144 — 1) **Nice Turn**, Cal 2-29, Richard Johnson; 2) **Meliki**, Santana 22, Deb Fehr; 3) **Hard N Fast**, Merit 25, Tim Harden. (5 boats)

NON-SPINNAKER — 1) **Lioness**, Hinkley Bermuda 40, Sheldon Haynie; 2) **Blue Passion**, Tartan 3400, Al & Michelle Leonard; 3) **Jackal**, Ranger 33, Roger Wise. (4 boats)

MULTIHULLS — 1) **Sprint**, Corsair, John Brady; 2) **Lookin Good**, Corsair Sprint, Rafi Yahalom. (2 boats)



on the line, the top boats needing a good start and clear air to get ahead. Half the fleet was over early, leading to a general recall and the I flag flown (signaling an around-the-ends start). The second time around, the line was a little more civil.

Halfway up the beat the wind died again and there were more than a couple of bald-headed headsail changes before the windward mark. *Shenanigans* got there first, with *Irene* caught out on the wrong side of the shift. *Shenanigans* took the race and the regatta. When the awards were handed out, Gibbens thanked his crew for helping him get his second national title in as many years (his fifth total).

Anderson, the fleet president, closed out the regatta echoing the sentiments felt throughout the weekend — a friendly, supportive atmosphere and a lot of tight racing.

— *jenn virskus*

**The victorious Express 27 'Shenanigans' crew, left to right: Nick Gibbens, Keith Stahnke, Steve Marsh, Ashley Burke and Seadon Wijzen.**

EXPRESS 27 NATIONALS, BYC, 10/14-16 (7r, 0t)

1) **Shenanigans**, Nick Gibbens, SFYC, 17 points; 2) **Motorcycle Irene**, Zachery Anderson, RYC, 23; 3) **Magic Bus**, Paul Deeds/Hans Opsahl, BYC, 30; 4) **Peaches**, John Rivlin, StFYC, 31; 5) **Get Happy!!**, Brendan Busch, TISC, 35; 6) **Tequila Mockingbird**, Matt Krogstad, CYC, 50. (24 boats)

Full results at [www.express27.org](http://www.express27.org)

### 52nd Shields Nationals a Close One

College sailing teammates John Burnham and Reed Baer co-skipped the winning boat at the Shields Class

Nationals on September 28-October 1 in Monterey, finishing at the head of a fleet of 17 by the narrowest of margins. In fact, the final result of the seven-race series was a three-way tie among three former national champions: Burnham/Baer, Bill Berry of Marion, MA, and Michael Polkabila of Monterey. The scoring rules broke the tie in Burnham/Baer's favor over Polkabila by virtue of their having two first-place race finishes to Polkabila's one first. But to beat Berry, who also had two firsts, the count-back went to second-place finishes (both teams had two), all the way to thirds. Burnham/Baer had two thirds to Berry's one.

Throughout the regatta, Monterey Bay served up good winds, waves reaching six feet or even higher, and a remarkable assortment of seals, sea lions, otters and more. But the entire fleet had the thrill of a lifetime during one spinnaker leg when a humpback whale surfaced amidst the fleet and swam alongside the Shields for

Full results at [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net)

### SBYC RED BRA REGATTA, 10/1

SPINNAKER — 1) **Blackhawk**, J/105, Kristin Simmons, 3 points; 2) **AirJedi**, J/105, Eugenia Harris, 5; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 5. (4 boats)

NON-SPINNAKER — 1) **Dominatrix**, Santana 22, Heidi Schmidt, 2 points; 2) **Lochan Ora**, Catalina 30, Marcia Bever, 5; 3) **SeaDancer**, Pearson 37, Emily Kimmel, 7. (7 boats)

Full results at [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org)

### SEQYC SUMMER SERIES, (5r, 1t)

1) **Daredevil**, Melges 24, Tim Anto, 5 points; 2) **Magic**, Express 27, Reed Phillips, 8; 3) **Pizote**, Santana 30, Tom Borgstrom, 14. (14 boats)

Full results at [www.sequoiayc.org](http://www.sequoiayc.org)

### MERCURY PCC, LAYC, 10/1-2, (7r, 0t)

1) **Axon**, Doug Baird, HLBC, 12 points; 2) **Stars**, Jim Bradley, StFYC, 23; 3) **Ol' Skool**, Eric Conn, ABYC, 34. (10 boats)

Full results at [www.layc.org](http://www.layc.org)

### SWYC SAN DIEGO-ENSENADA RACE, 10/7-8

PHRF 1 — 1) **Stealth Chicken**, Perry 56, Tim Beatty; 2) **Staghound**, R/P 50, Alec Oberschmidt; 3) **Innocent Merriment**, J/160, John Lyon. (4 boats)

PHRF 2 — 1) **Anarchy**, Melges 32, Scot Tempesta; 2) **Locomotive**, Summit 40, Larry Andrews; 3) **El Sueño**, Beneteau First 47.7, Brad Alberts. (6 boats)

## THE BOX SCORES

PHRF 3 — 1) **Jada Yachta**, SC40, Jeff Cohen; 2) **Windswept**, Swan 57, Maxwell Phelps; 3) **Houn Dawg**, Serendipity 43, Drew Niedringhaus. (3 boats)

PHRF 4 — 1) **Sea Maiden**, Ericson 35 MkIII, Carolyn & Sandra Sherman; 2) **Distraction**, Olson 911S, Don Laverty; 3) **Boomerang**, Capri 30, Mark Mallaby. (7 boats)

PHRF 5 — 1) **Wani Racing**, Ericson 35 MkII, Ben Mitchell; 2) **Cimarron**, Ericson 35-2, David & Robin Basham; 3) **Jennifer K**, Catalina 36, Mark Burrows. (3 boats)

PHRF 8 (Multihull) — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe; 2) **Taniwha/Jailbreak**, F-32SR, Yoram Fiat. (2 boats)

AMSS — 1) **Sally**, 10-Meter, C.F. Koehler. (1 boat)

CRUISING SPINNAKER — 1) **Atsa My Yacht**, Beneteau Oceanis 41, Lorenzo Colarossi; 2) **Loulou**, Catalina 36, Peter Opsal; 3) **Yatemg**, Catalina 27, Eduardo Morales. (8 boats)

SWRF — 1) **Comfort Zone**, Peterson 40, Anthony Michael. (1 boat)

Full results at [www.southwesternyc.org](http://www.southwesternyc.org)

### EXPRESS 37 NATIONALS, BYC, 10/7-9 (6r, 0t)

1) **Golden Moon**, Kame Richards, EYC, 7 points; 2) **Bullet**, Laurence Baskin, SSS, 13; 3) **Expeditious**, Bartz Schneider, SFYC/StFYC, 20. (7 boats)

Full results at [www.berkeleyyc.org](http://www.berkeleyyc.org)

### U.S. ADULT SAILING CHAMPIONSHIP, StFYC, 10/12-15 (20r, 0t)

1) Russ Silvestri, NorCal/StFYC, 37 points; 2) Tyler Sinks, SoCal/SDYC, 50; 3) Richard Heausler, Gulf/Bay-Waveland YC, 96. (10 teams)

### CATALINA 34 FLEET 1 SAN FRANCISCO CUP, SBYC, 10/15-16 (2r, 0t)

RACING — 1) **Crew's Nest**, Ray Irvine, 4 points; 2) **Amandla**, Kurt Magdanz, 5; 3) **All Hail**, Page Van Loben Sels, 7. (8 boats)

CRUISING — 1) **Sterling**, Jim Brady, 2 points; 2) **Lucky Cat**, Victor Havin, 2. (2 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

### SEQYC SINGLE/DOUBLEHANDED SERIES, (5r, 1t)

SINGLEHANDED — 1) **Ohana**, Catalina 36 MkII, Dan Lockwood, 6 points; 2) **Relentless**, J/92, J.F. Hery, 6. (2 boats)

DOUBLEHANDED — 1) **Daredevil**, Melges 24, Tim Anto, 9 points; 2) **Pizote**, Santana 30, Tom Borgstrom, 9; 3) **Friction Loss**, J/30, Jenny Thompson, 12. (11 boats)

Full results at [www.sequoiayc.org](http://www.sequoiayc.org)

We continue with Beer Can Series results, which we began in October's Box Scores.

### BBYC FRIDAY NIGHT GRILLERS (11r, 0t)

MONOHULL NON-SPINNAKER — 1) **Tortfeasor**, Olson 34, Jeff Rude, 15 points; 2) **Ferman-**

# THE RACING

several minutes.

The Monterey fleet and members of Monterey Peninsula YC set a new standard for hosting a Shields Nationals, with dozens and dozens of volunteers handling the race-committee work, shoreside social arrangements, hosting for the visitors, and an extensive boat-loan program. This was the first time the event had been held in Monterey since 1984, and the visitors all hope it will return again soon.

The Shields class one-design sailboats are 30 feet long, and Burnham and Baer race their boat, *Grace*, in Newport, RI, out of Ida Lewis YC in a competitive Wednesday night series all spring and summer. To race in Monterey, the *Grace* team had to qualify in their home fleet to represent Newport and earn the loan of a boat from MPYC, which generously loaned half of their 17 boats to visiting teams.

The winning crew at the Nationals included John's wife, Rachel Balaban, long-time bowman Peter Schott, and another former teammate from the Brown Sailing Team, Ted Hood. Schott, Baer



PATRICK TREGENZA / IPTFOTO

**The Shields fleet had a tagalong during their Nationals on Monterey Bay.**

and Burnham have now won the Shields Nationals three times since 2001.

Mason's Island YC, in Mystic, CT, will host the 2017 Shields Nationals in late September.

— *john burnham*

**SHIELDS NATIONALS, MPYC, 9/27-10/1, (7r, 1t)**

1) **Grace**, Reed Baer, Ida Lewis YC, 15 points; 2) **Syrinx**, Bill Berry, Beverly YC, 15; 3) **Yankee**, Michael Polkabra, MPYC/StFYC, 15; 4) **Delaplaine**, Tina Pryne, MPYC, 21. (17 boats)

Full results at [www.shields.mpyc.org](http://www.shields.mpyc.org)

**V15 Championship**  
As the Vanguard 15 fleet descended on Inverness YC for the 2016 Fleet Championships, the weather decided to commemorate the event with an early winter storm. On Day 1, October 15, fierce winds and rain battered the fleet without mercy.

"This was some of the most challenging sailing I've done," said competitor Cole Hatton. "If the 20-knot-plus puffs weren't hell on your quads, then it was the unrelenting competition that would steal your lane or hose you off the start. I've seen some crazy stuff in my life, having been to Burning Man several years in a row, but this event is up there."

The race committee set an ambitious agenda for the event: Sail college-style, short-course, windward-leeward races, once or twice around, until the local shallow tides made sailing impossible or until the steely resolve of the fleet was broken. Tight starts with all boat bows on the line, 20-knot puffs, radical shifts and off-the-wind planing characterized

**agh**, O'Day 34, Dan Watson, 29; 3) **Legendary**, Jeanneau Sun Legende, Dave Edwards, 30. (3 boats)

**MULTIHULL NON-SPINNAKER** — 1) **Lookin Good**, Corsair Sprint 750 MkII, Rafi Yahalom, 22 points; 2) **Corsair**, Corsair 31R, Gary Helms, 29; 3) **Emma**, Dragonfly 1200, Bill Roberts, 44. (3 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

**LYSA SECOND HALF (8r, 1t)**

**SPINNAKER** — 1) **Dirty Air**, MacGregor 25, Tim Harden, 11 points; 2) **Quick Fixx**, Merit 25, Dave & Dan Aleman, 12; 3) **Tortuga**, Pyramid 6.60, Steve Eyberg, 25. (5 boats)

**NON-SPINNAKER** — 1) **Hummer**, Catalina 22, John Derby, 14 points; 2) **ECRider**, Catalina 25, Casey Loeffler, 23; 3) **#77842**, Merit 22, Brett Rodheim, 27. (8 boats)

**CENTERBOARD** — 1) **#26777**, Laser, Rachel Hadley, 8 points; 2) **#1882**, Aero, Steve Leonard, 12; 3) **Cloud Nine**, Windmill, Darrell Sorenson, 23. (4 boats)

Full results at [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org)

**SYC SUMMER SUNSET SERIES (5r, 1t)**

**SPINNAKER A** — 1) **Hazardous Waste**, J/105, Chuck Cihak, 4 points; 2) **Mamaluc**, J/105, Scott Lamson, 10; 3) **Streaker**, J/105, Ron Anderson, 14. (6 boats)

## THE BOX SCORES

**SPINNAKER C** — 1) **Nancy**, Wyliecat 30, Pat Broderick, 6 points; 2) **Inconceivable**, J/88, Steven Gordon, 7; 3) **Courageous**, J/88, Gary Panariello, 17. (5 boats)

**NON-SPINNAKER** — 1) **Serendipity**, Cal 29, Phil Hyndman, 7 points; 2) **Abba Zaba**, Tartan Ten, Greg Arkus, 8; 3) **Maxine**, Yankee 30 MkI, Stephen Spoja, 10. (14 boats)

Full results at [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org)

**VYC TONY SMITH PERPETUAL (5r, 1t)**

**SPINNAKER** — 1) **X-Ta-C**, Olson 29, Bill Sweitzer; 2) **Velocita**, Farr 36, Mary Mueller; 3) **Summer and Smoke**, Beneteau First 36.7, Pat Patterson. (5 boats)

**NON-SPINNAKER <150** — 1) **Hattie**, J/100, Michael Coleman; 2) **Lita-K III**, Catalina 42 MkI, John Karuzas; 3) **Joker**, J/35, Elvin Valverde. (3 boats)

**NON-SPINNAKER >149** — 1) **Maverick**, S2 7.9, Frank Gonzalez-Mena; 2) **Cold Drinks II**, Newport 33, Steve Strunk; 3) **Honey Moon**, Cal 2-29, Bruce Chrisp. (9 boats)

Full results at [www.vyc.org](http://www.vyc.org)

If we missed your club's Beer Can Series standings and you'd like to be

included in the December issue, please compile the following information: Boat name, model/length, skipper's name, and points, for at least the top three finishers. Also include the number of races in the series, the number of throw-outs, if any, and the number of boats racing. Then email the info to [racing@latitude38.com](mailto:racing@latitude38.com) by November 10.

For more racing news, subscribe to *Electronic Latitude* online at [www.latitude38.com](http://www.latitude38.com)

October's racing stories included:

- Golden Globe Race Update
  - *Merlin* Splashes • Masters Regatta
  - Joan Storer Regatta
  - Sailing Hall of Fame Inductions
  - More on the J/70 Worlds and Express 27 Nationals
- Plus previews of the Great Pumpkin Regatta, Midwinter Series, and more.

Also, turn the pages of this month's issue back to the *Sightings* section for stories about the America's Cup, Richmond YC's Beer Can Series, and the upcoming Vendée Globe.

**Race Notes**

US Sailing is accepting nominations for **Rolex Yachtsman and Yachts-woman of the Year** this month. Through November 30, US Sailing members may nominate the one male and one female sailor they believe has turned in the most outstanding on-the-water performance during 2016. Go to [www.rolex.ussailing.org](http://www.rolex.ussailing.org).

The **Extreme Sailing Series** has announced a return to the Americas for the first time in six years. The foiling G32 catamarans will come to San Diego on October 19-22 and Los Cabos on November 30-December 3, 2017. See [www.extremesailingseries.com](http://www.extremesailingseries.com).

Our desk has been dusted with a flurry of press releases from the **Volvo Ocean Race** lately. Our favorite: new rules for 2017-18 that encourage including women as part of the onboard crew. The around-the-world race will limit all-male crews to seven sailors, one fewer than in 2014-15, and give mixed teams a significant numerical advantage. See [www.volvoceanrace.com](http://www.volvoceanrace.com).

— latitude/chris

all the races of the day. Around Race 5, however, the stress started to emerge. Citing the extreme conditions, newcomers Robert and Caitlin decided to hang up the hiking pants and call it a day. It was a prudent call. The lightweight crew of Al Sargent and his son Ethan took to the docks for the final two races of the day to preserve strength for Day 2. Matt and Maddy started the last race of the day with every intention of winning, but it was not to be. The sheer force of the wind combined with a full hike caused the windward shroud to shear near the hounds. The mast came crashing down with the sound of thunder. The crew looked over at the race committee with weary eyes and shredded rigging in hand.

"Our work is done here," said PRO Amanda Kleha. "Any more of this and we'll be breaking spirits instead of boats." After eight races, the day was done.

Delectable treats from the grill and some high-quality beer made for a rau-

cous time at Inverness YC.

Day 2 was an extended game of on-line, multi-player chess played with a blindfold. Combine the light winds following a storm with the generally fickle nature of Tomales Bay and a strong flood, and you've got conditions that will befuddle even the best sailors.

The regatta came down to the final race, as it seems to every year. This year it was Matt and Nicholas/Avery/Maddy's turn to take the trophy.

A word of caution: junior sailors Ben Foox, Nicholas Sessions and Ethan Sargent look poised to challenge for the podium in the years to come.

— steve kleha

VANGUARD 15 FLEET 53 CHAMPIONSHIP.  
INVYC, 10/15-16, (17r, 0t)

1) #1629, Matt Sessions & Avery Whitmarsh/Maddy Eustis/Nicholas Sessions, 64 points; 2) #741, Sally Madsen/Adam Rothschild, 66; 3) #1651, Sam Wheeler/Danielle Ryan, 80. (12 boats)

Full results at [www.vanguard15.org](http://www.vanguard15.org)

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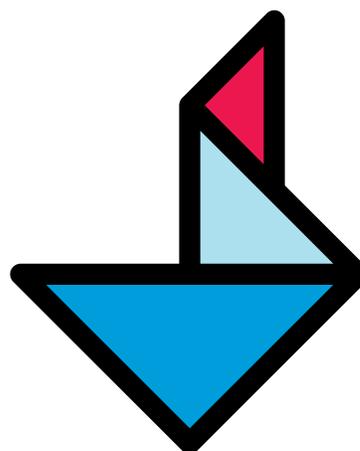
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# WORLD

*With a special report this month from longtime Bay Area sailors on how chartering led to a **New Acquisition and a New Lifestyle.***

## **How Chartering Led Two Small-Boat Sailors to a Life-Changing Decision**

What do Hobie sailors do to relax? They charter a big cat where they can sail all day with a beverage in hand and stay dry! Years ago, a group of Hobie sailors started chartering boats in far-away places, inspired by the fact that the Hobie Worlds was staged at fantastic locations around the globe.

My first opportunity to join this group was about 10 years ago in Belize, where we took all 11 cats available in the charter fleet for a weeklong trip. I had my two boys with me; the youngest was eight and the oldest person aboard was 88. A week aboard a Fountaine Pajot Bahia 46 was quite a treat.

Several years later, the Hobie sailors were at it again and sought out another Hobie sailor who chartered her own cat named *Safari* in the British Virgin Islands. *Safari* is a Lagoon 440 with the steering station on top and plenty of room for everyone to be together as you're cruising along. With nine aboard, my girlfriend and I became quite smitten with the chartering life and sought to do more trips — especially after falling in love with the Lagoon 440.

Last year, we followed *Latitude 38* editor Andy Turpin's lead, after reading his article about sailing a 55-ft Carbon Catana through Tahiti's Leeward Islands. With a group of friends, we flew out to Tahiti and chartered a similar

***We were thrilled to hear that our article played a role in inspiring John and Monique's French Polynesian wedding.***

55-footer from Dream Yachts. For 10 days we toured around Raiatea, Bora Bora and Tahaa, where Monique and I were married on a *motu* (islet) at the end of the trip.

We fell in love with the chartering life and have had the opportunity to go several places and compare several catamarans. Of course, we decided that we needed to find a cat of our own to call home.

Deciding on which boat to buy was by no means easy, though. One thing we knew was it had to be a catamaran. The question really came down to whether she should be built for speed or a 'room-a-ran', as they say. The several charters we'd done on different boats made us realize that 90 to 95% of the time we would be anchored in a beautiful cove, relaxing. So, although speed and performance were still important, these were no longer the driving forces behind our decision-making.

We really loved the Lagoon 440 that we'd chartered in the British Virgin Islands. The steering station on top had plenty of room for everyone to be together while cruising, and its four staterooms with ensuite bathrooms had plenty of space to comfortably accommodate four couples, without feeling crowded. We also adored its forward cockpit — or 'conversation pit' — for hanging out and visiting. And quite honestly, its performance is perfectly fine. The Lagoon 440 was simply the best choice for us.

Once we'd decided on the boat we wanted, the next step was to find one in



ALL PHOTOS MONIQUE BOUCHER & JOHN SCHULTHEISS

our price range that was in great condition. We went through *all* the listings we could find, put them into a spreadsheet with their pros and cons, went to visit most of them that were in the States and BVI, then almost gave up and shelved the idea of buying a boat for a year or two — perhaps when we are "more ready," we thought.

We'd looked at boats that were coming out of large charter companies and others that were private-party sales. Our goals (or should I say our wishes) came down to finding a non-chartered, 'owner's version' with low hours on both diesel engines and the generator — a boat that had been owned by 'a little old lady who never used it', right?

It took looking at several boats to finally decide what we could live with and what we simply could not live without. We were just about ready to give up when we met a fellow who had just purchased his Lagoon 440 and tricked it out as we would have done — in fact, I recall making notes on how we would make changes on our boat to match his when the time came. We'd called the guy to ask him to preview a boat for us that was in his neck of the woods, to see if it was worth our while to fly cross-country



# OF CHARTERING



***Sleek, sexy and comfortable, it's hard not to be impressed by this big Lagoon cat. Inset: On the trip north John bagged a beautiful mahimahi.***

to view it.

During that conversation, he happily agreed to do so, but also informed us that *his* boat was for sale if we were interested! Oh my! We crunched numbers 'til we were numb and decided to go for it.

We had met this fellow in Tortola during one of our boat hunts when he motored into the marina where we were staying. We grabbed his docklines, told him how much we admired his boat and told him we were eager to pick an "owner's brain," as we were shopping for a boat of our own. It turned out we were kindred spirits. A couple of dinners and a few beers later we had shared life stories and found a new friend. He shared with us all the love he had poured into the boat, not from a sales perspective, as none of us had any idea of what would soon happen, but we bonded through a mutual love of boating.

He was sailing back to St. Thomas and we asked if he needed crew to take her back. He obliged our obvious excitement about spending more time on a Lagoon 440. During the trip, he showed

us all the upgrades he had done to her, explaining why he had done these things, and what to look for as we continued on our quest for our own boat.

We made it back to St. Thomas, helped with a few boat chores, and flew off to the Miami Boat Show to continue our quest to find a boat "just like that one!"

Now you know how that story ended — but wait, there's more, as they say. We had many issues to work through. Where to keep the boat was a big one. We contemplated leaving her in the BVI, but soon realized that Mexico would be the place we could travel to most often. We run a seasonal business in Northern California and have many friends cruising Mexican waters already whom we planned to connect with, so Mexico would be our destination. We also thought we could do the Bash North for a

summer and run the Baja Ha-Ha back down to Mexico.

Then came the question of how to get our new boat there. She would have to come through the Panama Canal, of course. The owner had also wanted to go through the Canal so he agreed to join us, which gave us a great opportunity to learn about the boat during an actual voyage.

We flew down to Panama, bumped across the isthmus by car to Shelter Bay Marina, which lies near the Caribbean entrance to the Canal, and started a very intense weeklong course learning about our new acquisition. We packed everything into our heads that we could possibly fit and then some, took pictures, and made notes.

After completing the Canal transit, Monique went home to manage our business while I took on a hired captain and crew to travel up the Central American coast, bound for Mexico.

Nineteen hundred miles and 20 days later, we arrived at La Cruz, in Banderas Bay, and there our lovely cat now sits — now named *Baja Fog* — enjoying a sweet little marina (Marina Riviera Nayarit), which has a great community of cruisers whose company we enjoy every time we fly down to spend time aboard.

If you are contemplating buying a boat away from home, either for chartering or private use, here are things we did right and some things we should have done differently:

1) As she was recently purchased by the previous owner, there was a marine survey available along with all the invoices, and pictures of haulouts and other work that was done to her to address any and all issues. The boat had even ***Transiting the Panama Canal is high on many travelers' bucket lists. Monique and John took delivery of their new boat there.***



# WORLD OF CHARTERING



**Monique and John are used to working hard in the Bay Area, but thanks to their new commuter-cruiser lifestyle, they're learning how to relax.**

been hauled, had her bottom painted, and new thru-hulls had been installed four weeks earlier in Antigua, so we felt comfortable with that.

As we had sailed her from Tortola back to St. Thomas, we felt we had done our sea trial on her and felt so comfortable with her that we did not haul her out in Shelter Bay when we took possession. In hindsight, we should have done this. It wouldn't have changed our decision to purchase her, but by hauling there we would have been able to address some very important issues.

2) If you are hiring a captain and delivery crew, do your research — ask for references and *call* them! Remember, what is posted on the Internet is only what that person wants you to see. We ended up with a scoundrel of a captain who was not at all what he passed himself off to be. (Everyone survived but it was not a good experience.)

3) We had originally planned to put our boat into one of the charter companies. However, we found that with this particular boat, there are many

special features, and we felt the wear and tear of bareboat chartering would take a toll on her. Someone who has a boat in charter told us, "You have to be very thick-skinned," and we found that we were not thick-skinned enough to try that adventure.

4) You know that video feature on your smart phone? Use it! I wish we had done this during our intense week with the former owner. We took pictures of things, but I totally forgot about the phone's video capabilities, and it would have come in handy when trying to remember what steps to take to run and service the watermaker, for example.

5) We love where we are in Mexico, however, we found as far as slips are concerned, it's not cheap, especially for a catamaran. The cost of day-to-day "being" there is inexpensive, especially right now (while the dollar is extremely strong vs the peso). But by the time you pay insurance and slip fees, it does cost a pretty penny.

So now the question is: "Where to go next?" We love the time we get to spend on *Baja Fog* and relish the adventures when we get to take friends along. We invite you to visit us and follow our escapades at [www.bajafogcat.com](http://www.bajafogcat.com) or on Facebook at [www.facebook.com/bajafogcat/](http://www.facebook.com/bajafogcat/). We are happy to talk to anyone about what we've learned so far, so feel free to drop us a note.

We are very excited about joining the cruising community and hope to meet many new cruisers this season, as they arrive in Banderas Bay following the Baja

Ha-Ha rally.

— *john schulthess*

*Readers — John and Monique have many years of sailing experience on many different boats. When not in Mexico aboard Baja Fog, they sail and race their Catalina 250 and Hobie 16, often with other members of their Santa Rosa Sailing Club, and at Hobie Division Three regattas — including the Hobie Worlds in Australia. They plan to continue to commuter-cruise to Mexico for a few years until they retire.*

*Their 30-year-old sailing and watersports company, Wind Toys, has locations in Santa Rosa and Sausalito.*

— *ed.*

**John gets a kick out of driving 'Baja Fog' from his elevated helm station. And everybody loves lounging in the forward cockpit.**



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# CHANGES

With reports this month from **Stryder** on 'wild animals' in the Sea of Cortez; from **Eros** on a new life in the Caribbean; from **Tivoli** on six years of cruising from California to the Med; from **Passing Wind** on pleasant summer months at Chiapas Marina in southern Mexico; from **Sonrisa** on sinking ever-deeper roots into La Paz and the Sea; from **Flashgirl** on floating again; from **Celebration** on the Northwest Passage, and **Cruise Notes**.

## **Stryder — Cascade 36 Jeff and DeAnne Warner The Bees and the Snakes (Newport, Oregon)**

After a great trip south on the Baja Ha-Ha last year, we made our way north up into the Sea of Cortez. While it is beautiful here, and we've had great interactions with wildlife, we want to share 'the rest of the story'.

Bees love fresh water. If there is one drop of water in your cockpit, you will soon find lots of

bees joining the pool party. But it hasn't been as much of a problem after August.

We have become very familiar with Puerto Don Juan anchorage up in the Bahia de los Angeles area this summer. As many cruisers know, this is a popular hurricane hole. We have waited out two hurricanes here so far, and are happy to report we've had a max of 22 knots of wind, and were grateful to get enough rain to wash the dust off our boats. There were 15 boats in Don Juan for Newton. We had a great time at the 'we survived the non-hurricane' party.

One of the more exciting lessons of our summer was learning that rattlesnakes can swim. Who knew? Our education started when we were anchored between Isla Pescador and the beach, and enjoyed a few hours of beachcombing and snorkeling. We came back to the boat, and after an hour of coming and going from the cockpit to the cabin, Jeff noticed something strange behind our

**Rattlesnakes are beautiful and passive — until they feel threatened. But no sailors want one taking up quarters on their boat.**

drop board leaning against the lazarette in the cockpit. He picked up the drop board — and a rattlesnake slithered across the sole!

The first thing we did was let it sink in that there really was a potentially dangerous snake on our boat. Sure enough, it had a slithery tongue and five shaking rattles. Jeff asked me to call the other boat anchored with us for assistance. Their radio was off, but other cruisers heard my frantic call and asked if there was a problem. I relayed the situation and got lots of suggestions.

The best suggestion was to employ the boat hook to get rid of the snake. In one of Jeff's first attempts to use the hook, the snake ended up on deck, beneath the boom, right next to an open hatch. If you were in our place and the snake slipped down inside the boat and hid, what would you have done?

Getting a snake to wrap itself around the end of a boat hook was harder than it sounds, but after several attempts Jeff was able to launch the snake so it landed in the water a good distance from the boat. We watched in disbelief as the snake calmly swam toward Isla Pescador.

When the snake was gone, we determined that it had crawled up to and through our rather large scupper. We shudder every time we think about how many times we walked within inches of that snake — but were never bitten.

— jeff and deanne 09/17/2016

## **Eros — 103-ft McKeek Schooner Cameron Riddell Back in the Charter Trade (Los Angeles)**

Unless a guy in his 40s is really rich, he usually doesn't choose a 77-year old 115-ft steel and teak schooner as his first boat. But there are some unusual aspects in the Cameron Riddell and *Eros* story.

The son of retired Bay Area marine surveyor Stuart Riddell, Cameron spent 1970 to 1976 living aboard the family's Hill-yard 43 cutter *Gay Vandra* in the Med with his dad, mom and sister Romanye. He has fond memories of those years. The Riddells spent most of their time in Greece, although they roamed elsewhere in the Med, as well as on French canals.



SPREAD COURTESY EROS/INSETS COURTESY EMILY RIDDELL

While in Greece, young Cameron started a lifelong friendship with Bill and Grace Bodle of Berkeley, one of the few American couples on a boat in that part of the world at the time. Bill was a child prodigy who entered UC Berkeley at age 16, became a dentist, and was headed toward a career of teaching medicine before he was waylaid by the call of the sea.

Lucy is a UC Berkeley-trained anthropologist, who did a stint as a social worker before graduating from Le Cordon Bleu cooking school in London. Always more interested in adventure than a house with a white picket fence, Lucy was taking physically grueling hands-on Coast Guard firefighting courses in her late 60s to maintain her 500-ton master's license.

Bill and Grace met while sailing an old wooden boat, which seemed to seal their salty future. By the time Cameron met the couple in Greece, they were pioneering the charter business in the Med and the Caribbean with a series of very large

STRYDER



Jeff and DeAnne got buzzed and then rattled.

SNAKE RILES





ing that he rechristened the schooner *Eros*. She was one of the most luxurious yachts of her day, as evidenced by the fact that King Juan Carlos of Spain, a noted sailing enthusiast, honeymooned aboard her in 1962.

Although Niarchos spent much of his life living aboard the huge motor yacht *Atlantis* moored in Monte Carlo, he would own *Eros* for 30 years until 1974, when Bancroft bought her. Bancroft rechristened her *Fair Sarae*. At various times she chartered in the Caribbean and in the Northeast United States,

and was sometimes kept at Treasure Island on San Francisco Bay.

After the passing of Bancroft's husband in 1990, the schooner was sold

***Romanye and Cameron looking spiffy. We think their hats are a particularly nice touch. Cruising used to be a little more formal.***

**Spread:** The 115-ft 'Eros', on charter in the Caribbean. She may be the only yacht Brooks Motorcraft built, but she's been a good one. **Insets;** The Riddell family voyaging aboard 'Gay Vandra'. Young Cameron and Romanye painting. Taking provisions on 'Gay Vandra' for river cruising in France.

— 100- to 130-ft — classic schooners. They would eventually make 14 Atlantic crossings to get to the charter areas for high season, including two transAtlantic crossings with Foxy Callwood, a young man who had just opened up Foxy's Bar on Jost van Dyke.

The big-schooner bug rubbed off on Lucy Bancroft, Bill's cousin. So she went out and bought the 115-ft schooner *Eros* from the famous Greek shipowner Stavros Niarchos.

The schooner has had a colorful history. She was built by Brookes Motorcraft in England for American Henry vom Berge in 1939, right before the start of World War II. He christened her *White Bitch* in honor of the last name of his father-in-law, an English lord, and because his father-in-law had a dog-breeding business. Lloyds Registry refused the name for being vulgar, and she became known as *Jeanery*. She was

almost immediately commandeered by the British Navy, who used her for a variety of purposes during the war, including, it is believed, evacuating soldiers from Dunkirk.

A bomber pilot, vom Berge was killed in the war. Nobody in his family wanted the massive schooner when the government gave her up after the war. But Greek shipping magnate Stavros Niarchos — who at one time owned the largest ship and the largest shipping fleet in the world — did want schooner. Given the fact that Niarchos would have four wives and numerous affairs with some of the most rich and famous women in the world, it was not surpris-



EMILY RIDDELL

# CHANGES

to a German buyer. By that time the boat was in dire need of a major refit. The German buyer brought her to the Stone Boat Yard in Alameda, which the Bodles had purchased. A few years into the refit, the German ran out of money or

was put in jail — perhaps both — and the Bodles became the default owners of *Fair Sarae*.

The schooner was in pieces at the time. Very large pieces. The boat has 110 three-inch teak frames that weigh an average of 400 pounds each. It would take four strong men to lift each one of them. When the boat had to be moved, Bill needed to hire the same crane that was used to lift the part of the Bay Bridge roadbed that had fallen during the Loma Prieta earthquake.

Bodle is one of the most energetic men *Latitude* has ever met, so it came as no surprise that he would take over the restoration of the boat that was called *Eros* again. He could have no idea that the refit would take 15 years, most of it in the water, and much more money than he ever anticipated.

When the work was completed in 2010, the Bodles took *Eros* back to the Caribbean, intending to put her up for sale. But when they found out how much she would bring in charters, they decided to do some of those. The Wanderer and de Mallorca toured *Eros* while she was in St. Barth, and were tickled to learn that the ship's company consisted of Lucy,

***While 'Eros' is all about the charter business right now, Cameron's family still got to enjoy a transit of the Panama Canal.***



***Cameron is following in the wake of the Bodles with their old schooner.***

the captain, Bill, who was then in his mid-70s, and just one young deckhand.

After Cameron met the Bodles in Greece, both the Bodles and Riddell family moved back to Northern California. Cameron spent his summers working on boats, and remained good friends with the Bodles, in part because they were operating the famous Stone Boat Yard. "There was always something interesting going on there," he remembers.

In 1993, at age 30, Riddell started Los Angeles-based Bird Barrier, an international pest control company that specializes in keeping birds off buildings. Despite the fact that Cameron never got boats out of his blood, he never owned one himself. Until this summer, that is, when he and a partner bought *Eros* from the Bodles.

While Riddell hopes that he and his family will be able to use *Eros* for personal pleasure in a few years, he and his partner are currently running her as a charter business. She'll be in the Antigua Charter Boat Show in December, and Riddell hopes he'll be able to join the boat if charterers want to participate in events such as the Antigua Classic Regatta.

The plan is for *Eros* to charter in the Caribbean for the winter, in Bermuda next summer for the America's Cup, and other summers in the Northeast United States. How can she legally charter in US waters if she was built in England? Riddell can thank Elizabeth Meyer, who restored the J Class Yacht *Endeavour* and almost singlehandedly got that class going again, for what's called a MARAD (Maritime Administration) exception. Because of Meyer's lobbying efforts, certain boats between 100 and 200 tons that were built outside the US are allowed, despite the Jones Act, to charter in U.S. waters. It's good to have friends in high places, isn't it?

*Eros* is licensed to carry 12 guests, but Riddell says she sleeps eight to nine in comfort.

"She's perfect for three couples or two families with a bunch of kids," says Riddell. Having been aboard her, we can vouch for her being a perfect floating playground for children. She lists for \$45,000 a week, and can be booked through Nicholson Yachts Worldwide.

"I'm really excited about the upgrades made to make *Eros* look more contemporary,"



says Riddell, "and she's got a great young crew. If we can do five to six weeks of charters in the first year, I'll be very happy."

— *latitude/rs* 10/15/2016

## **Tivoli — Beneteau First 42s7 Torben and Judy Bentsen Six Years of Cruising (Pt. Richmond)**

Torben and I woke up this morning in the port of Mahon, Menorca. Menorca is the second-largest of Spain's Balearic Islands, and is pronounced MAY-own, as in 'mayon-naise', because that's where the fatty dressing was invented.

Torben and I gave each other a happy-anniversary kiss. With every anniversary comes reminiscing, reflection and planning for the future. But this year more so than ever.

Six years ago today, September 11, we and many of our friends gathered on the docks of Richmond YC, where our lines were cast off so Torben and I could



# IN LATITUDES

PHOTOS COURTESY EROS



***Here's something odd. The Wanderer had been aboard 'Eros' on the Bay a number of years ago, but frankly wasn't very impressed. But after being aboard her in St. Barth a few years later, he was absolutely taken with her regal simplicity. Upper left; Picture yourself in the cockpit with a cocktail.***

begin our adventure of a lifetime. So far we have sailed roughly 18,000 nautical miles through 34 different countries or territories. But our route has been a little different than that of most cruisers.

The first season we did Mexico and down to El Salvador, where we left the boat. The second season we transited the Panama Canal, and did Cuba and part of the Eastern Caribbean before leaving the boat in Trinidad. The third season we did the Eastern Caribbean. For season four we cruised between Puerto Rico and Guadeloupe, then crossed the Atlantic to the Azores, Ireland, Scotland and Denmark. The next season was spent in Sweden, Norway and Denmark.

Now we're in the Med, having put 2,652 hours on the engine, burned 1,809 gallons of diesel, filled the propane tank 45 times, and replaced the main, the jib, and countless lines.

What's next? We both have come to the conclusion that the Mediterranean has been a bit of a disappointment. Though we have absolutely loved the food and all the culture and history, we have had a hard time getting used to all the crowds. Our cruising has morphed into a vacation rather than an adventure. We feel like tourists rather than cruisers.

In addition, everything has become so convenient. We're actually finding ourselves missing the battles against the elements! We want mosquitoes and 'hamburger' meat that we know isn't beef! We want to

walk seven miles on a dirt road only to discover we should have zigged instead of zagged — and still never find the grocery store! Finally, we want the camaraderie that only cruisers can share.

So our plan is to sail for the Canary Islands next month, fly back to San Francisco for a bit, then head back across the Atlantic sometime in the early spring. The Caribbean has always been a favorite. And it makes sense for us to leave *Tivoli* in Puerto Rico for the summer and return to cruise during the winter months.

There are still some places we have yet to see in the Caribbean, and we want to have time to explore Cuba again, as it was our favorite. Jamaica and the Yucatan Peninsula are on our list as well, as we missed them going the other way. And when it eventually comes time to bring *Tivoli* home, we will be a lot closer.

This season also includes a change in our living situation back in the States. Next spring we'll be moving back into our penthouse, which we moved out of 7½ years ago. We are not stopping cruising, just realigning times between away and home to a different cycle. And ultimately, we're getting set up to bring *Tivoli* back to the Richmond YC in a year or three.

Our 1994 Beneteau 42s7 was a fairly competitive racing boat in her youth. In her old age, she is content being weighed down with a lot of cruising stuff. We raised the waterline twice before leaving Richmond to compensate for the anchors, chain, watermaker, dinghy, kayak, four computers, extra fuel, and what-have-you. While in Trinidad we raised the waterline yet again.

While *Tivoli* wasn't designed as a full-time cruising boat, we've been happy with her. And we often sail when other cruisers fire up the engine.

Thanks to Ernest Hemingway, most

***'Cruise with the boat you have' is often recommended. That's what Torben and Judy did with their Beneteau 42s7, and are happy they did.***



# CHANGES

people are vaguely familiar with the Pamplona, Spain, tradition of running with the bulls. This is where young people, believing they are invincible, get chased down the narrow streets by crazed bulls. The bulls frequently 'win'!

Yesterday we went to the festival in Mahon with fellow Richmond YC members Jim and Deb Gregory, who recently arrived aboard their Schumacher 50 *Morpheus*. This festival is held in the middle of the plaza, where Menorcan horsemen show off their skills in getting their horses to rear for long periods of time. While the horse is standing on its hind legs, young people, who think they are invincible, get in close or even under the horse to put their hands on its heart to demonstrate how fearless they are.

There were stands in a protected area for sensible people, but we got there a little late. Debbie, a horse lover, guided us toward the beasts, so there we were in the middle of the crowd, waiting to see if we would get trampled by a horse or just knocked down by the surging crowd as they tried to avoid the swirling hooves!

Good thing we had a few gin & *limonatas* — the traditional getting-ready-to-get-trampled-by-a-horse drink — before and during the event.

— *judy 09/15/2016*

## Passing Wind — Deerfoot 60 Jeff and Judy Wahl Summer in Southern Mexico (South Dakota)

Having spent a lot of time in Mexico, Jeff and Judy assumed that the farther south you get, the warmer it gets. What they didn't realize until this September is that if you get far enough south — as in 2,000 miles southeast of San Diego, or 1,000 miles southeast of Puerto Vallarta across the Gulf of Tehuantepec and almost to Guatemala — it gets cooler again. At least in the summer.

***If you think of southern Mexico as arid and dry, you'd mostly be right. But not the causeway that leads to the Chiapas Marina.***

"Judy and I spent three weeks on our boats at the Chiapas Marina installing new air-conditioning and refrigeration systems, and the weather was much better than in the Vallarta area during the summer," says Jeff. "In fact, it was the same as South Dakota." We have no idea what that means, but given the context, it must be pleasant weather.

"We only had one day when it over 90 degrees at Chiapas," he continued, "and most days it was in the 80s. One of the biggest differences between Chiapas and all the places between Mazatlan and Acapulco is that it hardly ever rains in Chiapas. That's because all the rain falls in the mountains, and they're 20 miles inland. We only get a few sprinkles, but no lightning or tropical storms. In addition, the marina is about a half mile in from the beach, so we also get a nice sea breeze.

Jeff admits there is a downside to the Marina Chiapas area. "It's a couples' area. I'm lucky to have Judy, because there isn't much social life in the marina or even at the 'big city' of Tapachula. That's about 20 miles inland, and has a Costco and all that, but it doesn't have much social life. So if Judy and I were to retire in Mexico, we'd retire in the Vallarta area because there is so much more going on there.

"That said," Jeff continues, "berthing is much less expensive in Chiapas. We pay \$280/month for our 60-footer, no matter if she's in the water or on the hard. The price is the same for boats on the hard in the high season, but in-the-water rates are higher.

"The marina, which is about a half mile in from the ocean and down a causeway, is totally protected and there is no surge. There is a Travelift, but at this point in time the services are pretty much limited to painting bottoms and waxing hulls."

The marina also has a restaurant, which Jeff and Judy describe as excellent, with very reasonable prices.

What they really rave about, however, is the marina management and staff.

"We never had any problems at other marinas in Mexico, but Enrique and Memo at the Chiapas Marina are just the greatest. If they tell you something, you can count on its being true or its getting done. In addition, they are happy



to give you a ride to the port captain, *aduana*, and immigration offices. They make checking in and clearing out seamless and painless."

This is a noteworthy change from 10 to 25 years ago, when Chiapas, then known as Puerto Madero, was a badass place with some very corrupt officials. Getting checked in or out involved two 20-mile taxi rides to the airport in Tapachula, and there were often problems with getting the paperwork taken care of. Anyone who tried to get something shipped to Puerto Madero was lucky if they ever saw it. But according to Jeff and Judy, that's ancient history.

"No matter where we've gone in Mexico, the people have been wonderful," they say. "But down here it's different. It's not like you're great friends as is the case in the rest of Mexico, it's like you're family. It really is. And the same thing is true at Bahia del Sol just down the coast in El Salvador."

Judy and Jeff are 'two-boat' own-



PASSING WIND

# IN LATITUDES

ALL PHOTOS COURTESY PASSING WIND

also sell, but it's no longer tying them down as much as before because they've found a great manager who does everything right.

"The manager is a woman," says Jeff. "The thing about women is that they are reliable."

Don't you hate men and their disgusting sexist attitudes!

— *latitude/rs* 10/20/2016

## **Sonrisa — Lagoon 440 The Brettingham-Moore Family Deepening Our Roots in Baja (La Paz, Baja California Sur)**

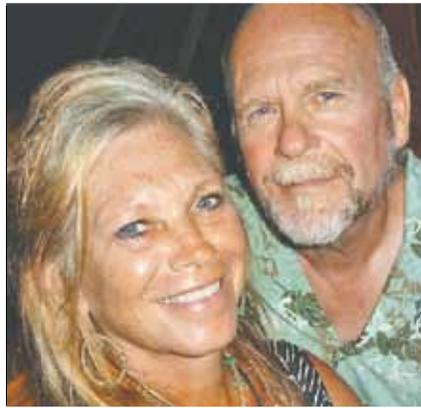
We, the crew of *Sonrisa* — Nick the dad, Melissa the mom, Benjamin, 10, and Huon, 7 — are still thoroughly enjoying La Paz and the Sea of Cortez. This is our sixth year in the Sea of Cortez — time has been passing quickly — and our second year in the Costa Baja Marina.

In November we'll fly back to our home in Tasmania for four months, where Melissa will finish her Nutritional Medicine course. After six years of study, it's been a labor of love by correspondence. When we return, we will apply for permanent residency in Mexico. Compared to the stringent Australian requirements, in Mexico it appears straightforward. It's just a matter of money. We're even contemplating selling our small farm in Tasmania. How ideas and dreams can change over time!

It's been a good year for us so far, with lots of variety. We had a pleasant road trip down from San Diego in January and a month's work running a 100-foot motoryacht out of the Virgin Islands, topped off with a delivery to the Bahamas. Nothing like getting paid to go cruising!

To get away from the Sea of Cortez

***Nick and Melissa spent part of the off-season doing their old job, running a megayacht in the tropics. Not the worst gig.***



***Clockwise from above: 'Passing Wind' in her berth at the Chiapas Marina; Enrique and Memo, who know how to take care of cruisers; the Travelift with the marina restaurant in back; tennis anyone?; Marina Chiapas has low rates on boat storage; Judy and Jeff, hoping to become one-boat owners.***

ers. They have the Wellington 47 *Island Mistress*, which they've owned for many years, and which they tried to take beyond Mexico a couple of times. They hope to have sold her by the time you read this. And late last year they purchased the Deerfoot 60 hull #12 built by Tillotson-Pearson in Rhode Island in 1995. They christened her *Passing Wind*.

"I absolutely love our Dashew design," says Jeff. "She sails beautifully, has plenty of room, is easy to handle, and is particularly well thought-out. For example, from just one seat in the engine room I can access all the different mechanical systems. It's fantastic."

Jeff admits that Judy didn't immediately take to the boat as much as he did. "But after two 1,000-mile passages — San Diego to Puerto Vallarta, and then Puerto Vallarta to Chiapas — she's been won over. One of the things Judy likes

best is that it's so easy for the two of us to sail," says Jeff. "We can put three reefs in the main from the cockpit — which is what we had to do when we had 35 knots of wind and big following seas as we sailed past Cabo."

As much as the couple like Chiapas, they're about to move on. "Our next stop will be Bahia del Sol, El Salvador, which has a French consulate where we plan to apply for a one-year visa for French Polynesia. After that we'll continue on to Panama and the Galapagos, and then cross to the Marquesas in the spring. It will be great to finally get cruising again."

The couple hope their South Dakota resort will



SONRISA

# CHANGES

heat in July and August, we took a trip to the Pacific Northwest and really enjoyed Seattle, Puget Sound, the San Juan Islands and Vancouver, and then a few weeks hiking and river rafting in Colorado.

One of the many benefits of our nomadic lifestyle is the friends we make. Although we were gone for two months, we only spent two nights in hotels. It sure makes for inexpensive travel, but we're careful to not stay so long as to be unwelcome. We have enticed our friends to visit La Paz, so the opportunity to reciprocate will be another pleasure.

On almost every Friday afternoon that we're in La Paz, we head out to beautiful Isla Espiritu Santo, just a few hours away. It gives us a short cruising break from the bustle of La Paz — not to mention the 5:30 a.m. alarm needed to get the boys up for school. It's unbelievable, but their school starts at 7 a.m.!

We've been living aboard *Sonrisa* full-time for 10 years now, ever since we bought her in France. But our happy, wandering years aboard are now coming to a temporary end, as we're moving ashore. I'm not really sure how this happened without my, Nick's, even getting to cast a vote.

I guess the Pacific crossing that we've anticipated doing for about five years now will be put back another five years. The boys have now completed nearly two years in the local Montessori school. They speak Spanish perfectly, with the local Mexican twang. How the tables have turned from when Melissa and I used to speak Spanish behind their backs.

To give life a bit more interest, we will be chartering *Sonrisa* when we return to La Paz. It's a rather natural progression, as we worked aboard spare-no-expense megayachts in Europe for 20 years. Melissa will be able to combine her skills as **Huon and Benjamin, looking pretty rested considering they have to get up at 5:30 a.m. to go to their Montessori school in La Paz.**

a chef with her new Nutrition degree. I have just completed my marine surveyor's course, so when you add charters to deliveries and yacht provisioning, we will be quite busy. Any readers interested in more information about our cruising the Sea of Cortez can go to [www.sailsonrisa.com](http://www.sailsonrisa.com). Those interested in future charters can go to [www.sonrisalivingyachtcharters.com](http://www.sonrisalivingyachtcharters.com).

On a practical note we have now been onboard *Sonrisa* for three tropical storms. Twice we were at anchor, and for Newton we were in Costa Baja Marina. We survived all three without incident. Costa Baja Marina is one of the best cyclone holes we have ever come across. Even the derelict yachts in the marina survived hurricane Odile and tropical storm Newton without problems. And while on the hook, having 100 metres of half-inch chain ensures our security. It's all about being prepared and taking care of unexpected problems while on the yacht.

— nick 09/15/2016

## **Flashgirl — Wylie 39+ Warwick 'Commodore' Tompkins Back in the High Life Again (Mill Valley)**

The good news is that Warwick 'Commodore' Tompkins has managed to refloat and resume sailing his Mill Valley-based Wylie 38+ *Flashgirl*. The boat he spent seven years building sank as a result of a lightning strike a few months ago while on a mooring near Kaneohe Bay, Oahu.

The specific cause of the sinking was a hole's being blown in the galley sink drain. The batteries couldn't keep the bilge pumps going forever, so she sank. Lightning caused severe damage to other parts of the boat, including the masthead and electrical system. While the Yanmar diesel was inundated, it now seems to be running fine.

Since shortly after the inundation Commodore had been alone on the boat on the hook, putting her back together. "He needed to go aloft to inspect damage to the masthead," reports his wife, Nancy Potter Tompkins, "so he logically waited for the cool of night. Using a tackle, he pulled himself up to the masthead. Somehow the tackle line got caught around a fender, so Commodore could only lower himself halfway down before getting stuck. At



night. Alone. In the anchorage. Well, once a climber, always a climber, so he attached some line to the bosun's chair for retrieval, then simply climbed down the mast. Not bad for an 84-year-old."

We don't think Commodore was ever a mountain climber, but as we recall he used to win \$100 bets by pulling himself hand-over-hand to the masthead of maxi yachts.

By the time you read this, Commodore should be sailing *Flashgirl* back to California with the help of San Francisco Bay protégés Robert Flowerman and Jonathan 'Bird' Livingston, and Maui's Geoff Bourne. We don't know about Geoff, but Commodore not only taught Robert and Bird how to sail, he tutored them in how to be grumpy, too.

As Commodore, who has been sailing the oceans of the world for more



# IN LATITUDES

## (Spokane/Nuevo Vallarta)

What do you do after a circumnavigation? If you're Charlie and Cathy Simon of the Spokane/Nuevo Vallarta/Annapolis-based Taswell 58 *Celebration*, after you complete the 11-month World ARC in 2014-2015, mostly doublehanded, you give seminars at the United States Boat Show in Annapolis, write the *Quick Start Circumnavigation Guide*, then look north.

"Voyaging has kept us young," says Charlie, 62, and Cathy, who laughingly claims to be 'much older'. "So our next adventure will be the Northwest Passage. That means 2,500 miles from the Atlantic Ocean end of the Arctic Circle to the Pacific Ocean end of the Atlantic Circle. The Northwest Passage will be the highlight of our year-long 14,000-mile circumnavigation of North America."

Only 250 boats in history have managed to complete the Northwest Passage, although, thanks to climate change, it's currently a more viable voyage than it used to be. Sixteen boats did it last year.

The Simons want to do the Northwest Passage to see different kinds of animal life — particularly polar bears. They also want to do their part to calling attention to climate change. The couple will leave Annapolis in May, depart Greenland in July for Resolute, the northernmost part of Canada. Everybody waits at Resolute for the ice to clear, then they scurry across to the other side.

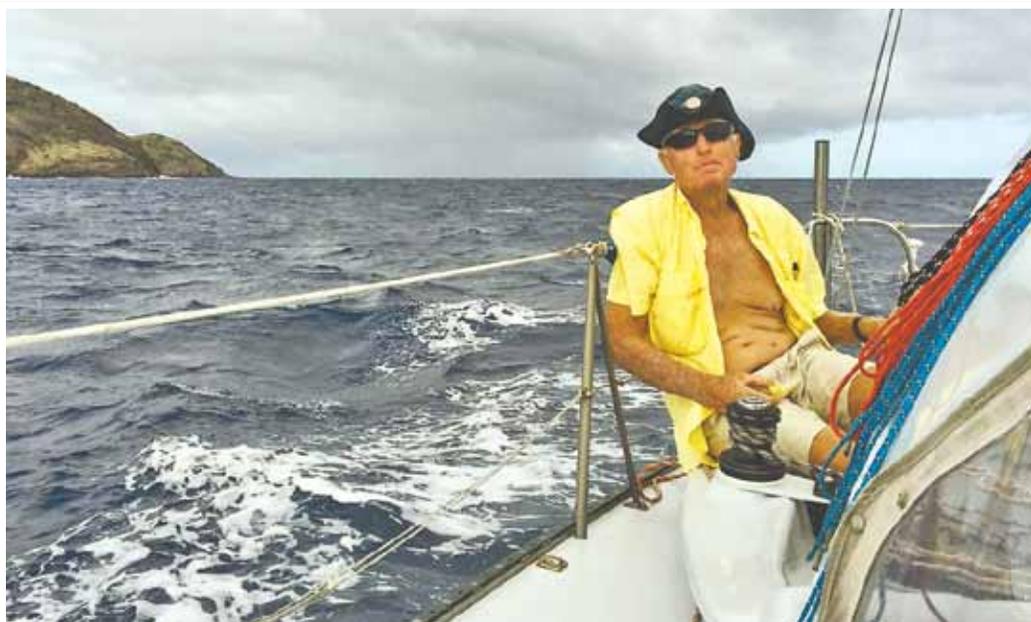
"Contrary to common belief," says Charlie, "the Northwest Passage is mostly a coastal rather than an ocean passage, and it's not that remote or isolated. There are six small communities along the route that have commercial air service, where it's possible for us to have parts and other stuff flown in. We were far more isolated and remote when

*Cruising is like sipping from the Fountain of Youth for Cathy and Charlie. A circumnavigation, and now a Northwest Passage.*



COURTESY CELEBRATION

ALL PHOTOS COURTESY FLASHGIRL



*Clockwise from lower right: With Commodore back at the helm of a refloated 'Flashgirl', things seem a little more right with the world again; after just a few hours of being submerged, the alternator turned the colors of a tropical reef; problems at the masthead; the strike destroyed the sink drain.*

than 80 years, is something of a sailing legend, and his boat means more to him than boats mean to the average sailor, a Flashgirl Fund has been established so friends can help defray the expenses of restoring the boat. Twenty percent of the goal has been reached. To learn how you can contribute to restore the boat that Commodore and Nancy sailed in the far reaches of the Pacific for the better part of 10 years, email [FlashgirlFund@gmail.com](mailto:FlashgirlFund@gmail.com).

For all Commodore's nautical rectitude, he's quick to lend a hand to others when needed. Jack van Ommen, who cruised to something like 50 countries with his Nada 29 *Fleetwood* after going bankrupt, has a fond memory of Com-

modore:

"I will never forget how Commodore and Nancy delayed landing after their nonstop maiden voyage/honeymoon cruise from San Diego to Papeete in 2005. Commodore recognized my predicament trying to anchor without an engine at the Papeete seawall and came to my rescue. I wrote about in my book *SoloMan*."

Anyway, it will be good to have both Commodore and *Flashgirl* back on the Bay again, keeping an eye out to make sure all things nautical are done correctly.

— *latitude/rs* 10/15/2016

**Celebration — Taswell 58  
Charlie and Cathy Simon  
After the Circumnavigation**

# CHANGES

crossing the Pacific and the Atlantic.”

Another misconception is that the weather will be terrible on the Northwest Passage. “It’s far enough north where the weather usually isn’t too bad from July to September,” says Charlie. “It’s almost certain that we’ll encounter our worst weather farther south in the Gulf of Alaska after we’ve completed the Northwest Passage.”

“We’re actually not daredevil types,” says Cathy. “We like to be comfortable.” As was the case on their circumnavigation, *Celebration’s* entire cockpit will be enclosed. And to make the passage physically less strenuous, six young males have tentatively signed on to do the trip with the couple.

*Celebration* returned from her circumnavigation in excellent shape. In order to prepare for the Northwest Passage, Charlie has installed a 150-gallon fuel bladder and a masthead camera, added a proper heater to augment the one in the reverse-cycle air-conditioning system, installed a shortwave radio, and put on extra safety gear.

There is a Northwest Passage Facebook group that, thanks to his enthusiasm, Charlie has ‘inherited’. He’ll put out calls for other boats starting in January.

“One time during our circumnavigation we went ashore to lunch at the same time as a bunch of people from a cruise ship,” remembers Cathy. “They had walkers or were hobbling along. Charlie and I noted how old they were — and then we realized we’re the same age! Sailing is our Fountain of Youth. We’re doing it to keep young. And yeah, these sailing adventures have us feeling like kids again.”

— *latitude/rs 10/15/2016*

## Cruise Notes:

Snakes and bees threaten cruisers in the Sea of Cortez — see the first *Changes* in this month’s issue — and now mon-

*This is a terrific shot of the old French mining town of Santa Rosalia, up in the Sea of Cortez, home to all kinds of dangerous wildlife.*

JASON HITE



keys threaten cruisers in Malaysia.

“On October 1, I was headed back to my Brewer 45 **Quetzalcoatl**, which was in a berth at Rebak Island Marina, Langkawi, Malaysia,” reports Donald Bryden of Sparks, Nevada. “As I approached the pier, I saw a monkey ahead. There are a lot of monkeys in this part of Malaysia, and lately they’ve been raiding the garbage cans near the piers and making quite a mess. Anyway, as I approached, the monkey went to the entrance to the pier where I was headed. Soon we were face to face. I stomped my feet, waved my arms and shouted for him to go away, much as might be done when faced with an aggressive dog. Well, this monkey wasn’t backing down. When I stepped toward him, he took a couple of steps toward me and bared his nasty teeth. I backed away, and he followed for a few steps, always keeping his teeth bared.

“This monkey was about the size of an adult pit bull,” Bryden continues. “In hand-to-hand combat, we would both be losers. There was a small pile of boards next to the garbage cans. I picked out a board that was about four feet long, and headed back toward the monkey. I was impatient because I had a cold one waiting for me on the boat, and I was not going to be denied. The monkey was again at the entrance to the pier with his teeth bared. When I got near him, he jumped at me. I swung the board, and even though I missed him, I hit the railing of the pier, which made a loud noise. The monkey must have seen his life flash before his eyes, because he was gone in an instant. As I later related this story to my partner Seishu Sono while enjoying that cold Tiger beer, I realized my adrenaline had kicked in and I was feeling very up. There is definitely a rush attached to meeting a foe in combat, even if it is just a damn monkey.”

Gene and Sheri Seybold of the Stockton-/Honolulu-based *Esprit 37 Reflections*, have been at the same marina and having the same problems with mon-

keys. Sheri notes that one monkey that’s been blocking their path “has incisors that are two inches long!” Monkeys are nothing to take lightly, as they are lightning-fast, often very mean, have a wicked bite — and will steal anything they can get their claws on.

As anyone



who has cruised the **East Coast** can tell you, there are many more places to go by boat than on the West Coast, and waterfront property with a dock is much less expensive. But there are some downsides to the East Coast:

1) *The weather*. It’s cold in the winter, hot and humid in the summer, and it’s subject to hurricanes. And, 2) *It has lots of bugs and insects*. Mike and Deanna Ruel of the Manta 42 **R Sea Kat** know all about the bad weather, threats of hurricanes, and bugs.

“We got the anchor down in Broad Creek, Albemarle Sound, South Carolina, and there wasn’t a mosquito in sight. While eating dinner and enjoying a movie, we were suddenly hit by a swarm of bugs. We battened down the hatches and engaged our fly swatters in a killing spree. A million more bloodthirsty pests waited for us outside our salon door. Looking out the hatch looked like a scene from a horror film.”

As some readers will remember, Mike and Deanna completed a circumnaviga-

# IN LATITUDES

ALL PHOTOS COURTESY EL GATO

"We're back in La Paz after camping in northern Baja for a month," reports Steve Baker, who along with his wife Charlotte are formerly from Santa Rosa. They now live aboard at the small fishing village of Evaristo, north of La Paz, on the Catalina 27 **Willful Simplicity** that they sailed down in the 2009 Baja Ha-Ha.

"We rode down to La Paz from San Evaristo in buddy Lupe Sierra's truck. The road isn't too bad right now, so we only cracked one molar. When we got to La Paz, we went to the boatyard where *Willful Simplicity* spent the last two months on the hard and survived tropical storm Newton. After giving our boat a big hug, we just sat on her for a while. As our friend Heidi on the boat **Cetus** said, "If you don't live on a boat, or never have, you can't imagine what it's like to get back to her after you've been gone."

"Living on a boat is great, because you get to move your boat from one beautiful spot to another on a whim," Steve continues, "and we seem to whim a lot. Our boat is getting her bottom painted today. After a week in the marina to check her vitals, we'll fill her with fuel and food, then *adios*, we'll be on our way up to San Evaristo."

Actually, living on a boat isn't always great. The rudder on *Willful Simplicity* broke on their way to Evaristo. But Steve wasn't perturbed, knowing it would be simple to get it repaired in La Paz — just as he did five years ago when their boat was blown ashore in 75-knot winds.

Shelley Rotherly Ward, who is cruising French Polynesia aboard the La Paz-based Peterson 44 **Avatar** with her partner Mike Rickman, is a little miffed that Jimmy Buffett finally decided to play at her old stomping grounds, Humphreys in San Diego, a relatively intimate music venue of 1,400. Jimmy hadn't played

**Shelley with a copy of a tiki from Raivavae in the Austral Group of French Polynesia. Shelley's living her life "like a Jimmy Buffett song."**



**San Diegans Annie Gardner and Eric Witte bought their Catana 47 cat 'El Gato' in France, did the Med, crossed the Atlantic, wintered in the Caribbean, and did the summer in the Northeast. Annie says the latter was great, but a one-time thing, as she loves warm blue water. So back to the Carib!**

tion earlier this year. What's up next for them? "Probably the Northwest Passage," Mike told *Latitude*. If we're not mistaken, some other recent circumnavigators have the same idea. "Or else," continued Mike, "we might do the channels of Patagonia."

Cameron Riddell, whose schooner **Eros** is the subject of the second *Changes* this month, notes that his sister Romayne was named after their father Stuart's first boat, a 53-ft steel gaff ketch. "It's a little odd," Camerson says, "because boats are usually named after girls, not girls after boats."

Stuart's ketch was dismantled outside San Francisco in 1957 while heading to the South Pacific. So he had to turn around and get a new mast, which took about three months. It was during that time that Stuart met Emily, who would become his wife.

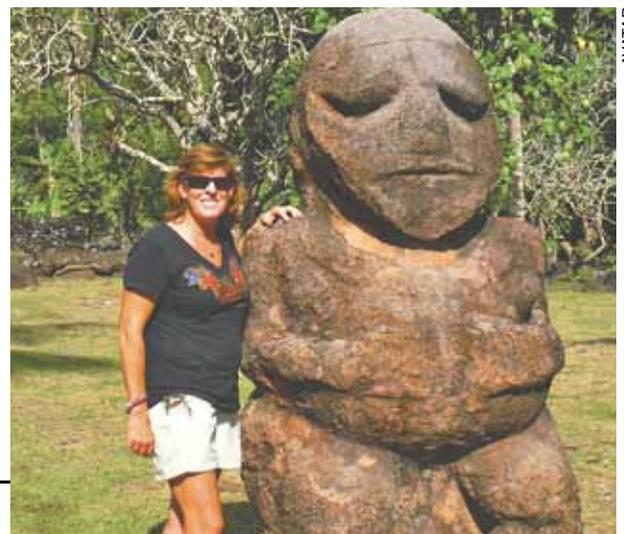
"In other words," says Cameron, "if my dad hadn't lost the mast on *Romayne*, my

sister and I wouldn't have been born. My mom joined my dad on his Pacific cruise and they were married in New Zealand in 1960. They're still married today."

"We left Stamford, Connecticut, for Bermuda one Saturday in late September, sailing down the East River, past the Statue of Liberty, and then headed east," reports Seattle's Greg Slyngstad, owner of the unique-looking Bieker 53 catamaran **Fujin**. "We had to motor before the wind filled in," says Greg, "but then we did 314 miles in 24 hours. It was an easy, mostly downwind trip."

Let's see, 314 divided by 24 — that's an average of 13 knots! *Fujin* is one very fast cruising cat.

If you didn't/don't have a cruising boat that was/is your home, you might not understand the following.



AVATAR

# CHANGES

there in 14 years. "But what the hell," she noted philosophically, "I'm finally living my life like a song. A Jimmy Buffett song."

For those headed to the South Pacific next spring, Shelley and Mike, who are staying in French Polynesia for a year, recommend Huahine. "It's our favorite island in the Societies, because compared to Papeete, it's like a sleepy village."

"Our weather window in the Pacific Northwest closed early this year, so I won't be doing the Ha-Ha this year after all," reports Craig Shaw of the Portland-based Columbia 43 **Adios**. "On my way to previous Ha-Ha's I've always been able to find a northwesterly in October to get me down the coast. But not this year. Nonetheless, it's been fun getting projects done on the boat: new keel bolts, new steering cables, new mainsail, new jib halyard winches, new halyards, and so forth. I'll get lots more done before the start of the 2017 Ha-Ha."

The **Grand Poobah** of the Ha-Ha reports that he's been watching West Coast weather in October for 23 years, and can't remember ever seeing such relentless southerlies.



R SEACAT

*The bugs Mike and Deanna were talking about on a previous page? This is what they look like. The Northwest Passage sounds bug-free.*

Meanwhile on the East Coast, Bill Lilly of the Newport Beach-based Lagoon 47 **Moontide** reports that the temps in the Delaware area dropped to the 40s for a week in early October. "Then the weather

gods took mercy on this California boy, and it got up to 80 degrees for three days in a row in Annapolis. But by the end of October I will have taken off for the British Virgin Islands, where I won't have to worry about cold weather or murky water anymore."

What's a professional extreme snowboarder do when the snow melts? If he's **Travis Rice**, who "hucks double cork 1080s off backcountry booters" — whatever that means — he goes cruising. According to an article by Hans Aschim in the *Men's Journal*, Rice and his dad learned to sail on Sunfish and other small boats on lakes in Northern Michigan. A few years later, Dad became a partner in a 24-ft trimaran that he and Travis would sail from Florida to the Bahamas. They learned to sail by trial and error. Rice also learned to surf on waves he'd get to by paddling from the tri, and got hooked on sailing and surfing. He confesses that he's no longer just a mountain man, but an ocean and mountain man, which is why he's one of *Men's Journal's* 50 'Most Adventurous Men'.

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Rice's favorite cruising ground is French Polynesia, because it gets the big surf in the Northern Hemisphere summer when there is no snow in the mountains and the Northern Hemisphere waves are small. Apparently there are pretty big bucks in professional snowboarding and snowboarding movies, because he's cruising on **Falcor**, a Gunboat 48 cat.

Rice says he likes the mountains and ocean because "you're at the mercy of your own decision-making, and I've found that true freedom comes from taking full responsibility." Hear! Hear!

"I'm feeling *extreeeeemely* fortunate right now," reports Ronald Simpson, a Puddle Jump vet with Cal 2-27 **Mongo** and a frequent *Latitude* contributor now living on Oahu. "I took my new-to-me Peterson 34 cruising boat **Seabiscuit** out for a casual Friday night race, and all was going well until we rounded the channel marker and turned upwind. A few seconds later — BANG! — and the headstay went slack. We quickly dropped sail and motored home with a flopping headstay supported by every halyard I

could run forward to keep the rig up.

"We later took the headstay down and the furler off, and found that the bottom of the fitting between the headstay turnbuckle and furler had corroded all the way through! This is the one part of the rigging that was concealed during my visual inspection, and I doubt that even a surveyor would have found it."

The Peterson 34 is a fine racer/cruiser from the late 1970s, but as is the case with all boats more than about 15 years old, all of the rigging and chainplates need to be carefully inspected. Even the parts that are hard to inspect. Actually, *particularly* the parts that are hard to inspect.

"It should be noted that the expression of things being 'routine' on a passage is sometimes used with a bit of literary license," reports John Rogers of the San Diego-based Deerfoot 62 **Moonshadow**.



SEABISCUIT

***If you own or will be buying an older cruising boat, you must carefully inspect the rigging. You don't want to be hit with a surprise like this.***

"Perhaps the following will help with the true definition of 'routine' on a passage.

"When I was settling in to the routine night watch after dinner, the wind died, so I started the engine, wanting to keep our speed up to make the rendezvous with New Zealand's North Cape in advance of the oncoming front. Smelling something hot, and noting an elevated main engine temperature, I immediately shut the engine down. Further investiga-



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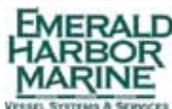
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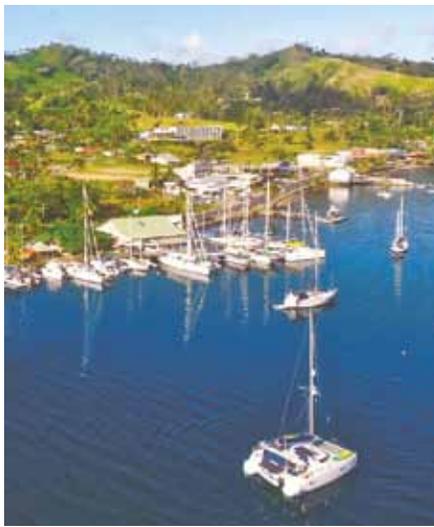
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# CHANGES

tion revealed that the small alternator's adjusting nut had sheared off, rendering the water pump — which shares the same fan belt — useless in keeping coolant flowing. Four hours later — and without waking my dear wife Deb from her sleep during her routine off-watch, despite making all kinds of loud sounds — the sheared bolt had been drilled, easy-outed, and replaced, along with the pivot bolt, which had disappeared. That's a five-inch long bolt! Gone. Luckily, we had a bolt long enough to do the job, so *voila*, problem solved. Back to the routine.

"But not so fast. Upon starting the main engine, the temperature rose dramatically, so I shut things down, woke Deb to take over her routine watch, and went to bed to fret over how to deal with the cards we'd been dealt. If we were forced to sail in the light winds of a high-pressure cell, we would miss our ETA at New Zealand's North Cape, exposing *Moonshadow* to the approaching low system and associated front. Just what we'd hoped to avoid! Further, we would need a tow upon arrival.

"Sleep was impossible while going



MOONSHADOW

**'Moonshadow' is the long white boat Med-tied at the Savu Savu YC in Fiji. This was before their 1,100-mile passage to Opuia, New Zealand.**

through the possibilities of what was causing the overheating, but it had to be one of three things: the saltwater impeller, the fresh-water pump, or the thermostat. After a few hours of off-watch non-sleep, I came on deck to announce

to the entire crew — Debbie and myself — our plan: Tack *Moonshadow* to starboard with the jib aback to create enough heel to see if the engine was spitting seawater out of the exhaust. If there was water, we'd change the thermostat. If not, we'd change the impeller. There was no seawater, so we had our smoking gun.

"When we extracted the remnants of what had once been an eight-bladed rubber impeller, all the blades had been shredded. Half the fins had been ingested into the cooling system, which we'll deal with ashore. But we were able to extract the other half from the seawater intake hose. So we installed a new impeller, dropped some tools into the bilge, and got underway again to make our ETA."

"We arrived in San Andreas, Colombia, after an overnight motor — no wind! — from Bocas del Toro, Panama," report Mike and Robin Stout of the Redondo Beach-based Aleutian 51 **Mermaid**. "We had intended to stop for a few days in the Albuquerque Cays for snorkeling, but there were numerous squalls when we got to the entrance, and you need good light to navigate those cays. So we

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headed in to Isla San Andreas.

"Although off the coast of Nicaragua, San Andreas is a Colombian playground. The pass was well-marked and easy to enter, but once we got inside — oh boy! We found ourselves navigating between anchored fishing boats with maybe a foot of water beneath the keel at times. We anchored in 12 feet of water right off the *malecon*. The water is flat calm and incredibly clear here. A beautiful spotted eagle ray has been swimming around the boat.

"When you enter Colombia, you're required to check in with an agent. We used Rene Cardona Torres, and found the process to be easy. He did the running around while we enjoyed a cold beer. With paperwork done and passports stamped, we wandered around town a bit before heading back to *Mermaid* — and sleeping for 10 hours. We have encountered only smiles and friendly, happy people here!"

"At each new country we visit, we're reminded to leave our expectations at home and embrace the differences," report Mark and Deanna Roozendaal of

the Vancouver-based Manta 42 **Speakeasy**.

"In Noumea, New Caledonia, for example, the businesses are open at curious hours. The fabulous downtown vegetable, fruit, fish and crafts market is open early, from 4:30 a.m. to 11:30 a.m. every day but Monday. The highly recommended restaurant we want to go to is only open Tuesday through Friday nights. As for alcohol, it isn't sold in stores from noon to 9 p.m. on Friday, Saturday and Sunday. On Sunday, almost every downtown store is closed — even though the big cruise ships are in port. Could it be that personal, nonwork time is upheld as sacrosanct here?"

"The one thing I do know," says Deanna, "is that the selection of food products in New Caledonia is fabulous and overwhelming. For much of the last six months we haven't seen anything resembling what we think of as a grocery



*Deanna Roozendaal of 'Speakeasy' with a friend atop the tallest peak at Nalauwaki, Fiji. Fiji has the hiking, New Caledonia has the food.*

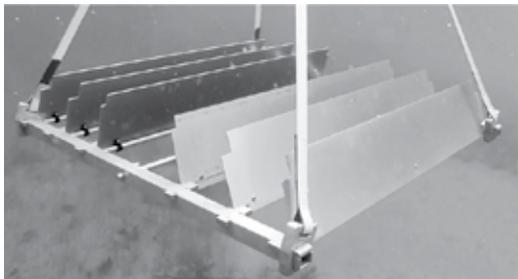
store."

In the course of our labors, we come across a lot of **sailing blogs**. As you might expect, most tend to get a little boring, but some of them are excellent. However, if you stick with any of them long enough, you'll always come across some real gems of information or humor.

The biggest laugh we recently got from reading blogs came from an item in one by 'A Coastal Sailing Family' from Seattle, who own **January**, a Jonmeri 48 pilothouse that was built in 1988. They

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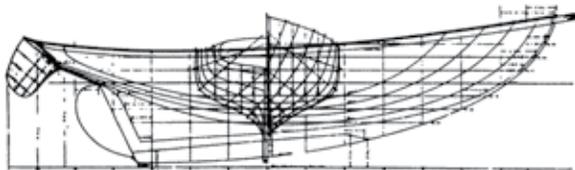
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# CHANGES

recount the history of their boat:

*January* is hull #1 of five Jonmeris that were built, and was originally owned by a guy from Sweden. The boat was later purchased by the cousin of King Juan Carlos in Port Banus, Spain. Sadly, the king's cousin was suffering from dementia, so he would buy a 48-ft boat, forget he did, and go out and buy another and another. According to the blog, by the time the man's sons figured out what had happened, he'd purchased six 48-footers! Poor guy. The Jonmeri 48 was later sold to a guy who had her in St. Martin in the Eastern Caribbean for two seasons, then, in an unusual move, decided to have a sistership built, minus the pilothouse. The boat later made her way to the Northeast, and after that was trucked to Seattle, where she was eventually named after a month of the year.

One of our favorite sailing blogs is being written by **The Swiss Sailing Family Probst**, which consists of Justin Loring, the dad, Kristina, the mom, and five kids who appear to be between the ages of about five and 14. The family, working



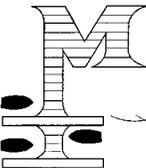
**Kristina and Justin Probst. When you have more smarts and skills than money, you do it yourself.**

with a tight budget, bought a 40-year-old Westsail 32 kit boat, on which no work had been done, and a bunch of parts. Despite the five kids, Mom and Dad have been working — and knocking out — projects at a furious pace at an unnamed tree-lined marina in the Delta. What they've accomplished so far in such a short period of time strikes us as amazing. It's because Justin seems to be one of those guys who is calmly confi-

dent and competent in everything from engines to refrigeration, to fiberglassing, to rigging, and is being relentlessly helped by Kristina. How they find time to blog, let alone eat and sleep, is beyond us. Currently their biggest concern is whether there will be enough room for seven of them on **Rad Mode**. If they were French, it would be no problem, but they are Swiss.

Anyway, based on their blog, the Probsts strike us as being the best of 'alternative style' cruisers. We wish them all the luck in the world, not that they are the kind to rely on luck.

In closing this month, we'd like hail Jeanne Socrates, the charming 74-year-old who has set off with her Najad 38 **Ne-reid** in an attempt to become the oldest person to sail around the world solo and nonstop — something she's already done before. We drove Jeanne on a Costco run in Puerto Vallarta last year, then had her out sailing aboard *Profligate*, and haven't been so impressed with anyone in a long, long time. Look no further for a role model for women.



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**12-FT ZODIAC YACHTLINE 380, 2014.** San Francisco. \$19,999. Like-new Zodiac Yachtline 380. Used only 29 hrs. 50hp Mercury 4-stroke makes this boat super fast. Have clocked it at 38 kts SOG. EZ Loader trailer included. Mercury 50hp inline 4-cylinder, 60.8 CID driving a three-blade aluminum prop. Acceleration: (rpm/sec) 0-20/4.7; 0-25/7.4. Top speed: (rpm/mph) 6,000 / 38.7. Cruising speed: (rpm/mph) 3,500 /19.4; 4,000/ 23; 4,500/26; 5,000/29.4. Save a bundle on this dream of a boat: new cost was \$32,625, yours for only \$19,999. More information at <http://tinyurl.com/zpn5udp>. Contact [drexel@bradshawassociates.com](mailto:drexel@bradshawassociates.com) or (415) 250-3719.

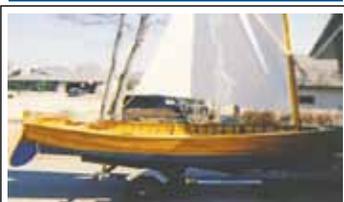


**17-FT PENOBSCOT, 2014.** Ben Lomond, CA. \$7,500. Traditional gaff-rigged sailboat with tanbark main and jib. Comes with a trailer. There are two rowing positions. See website for details: [www.archdavisdesigns.com/davis\\_penobscot17.html](http://www.archdavisdesigns.com/davis_penobscot17.html). Contact [ewtitus@gmail.com](mailto:ewtitus@gmail.com), (831) 336-8450 or (831) 212-0533.



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## 24 FEET & UNDER

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**25-FT CAPRI, 1981.** Braito's Marina, Kelseyville, CA. \$5,000/obo. Hull #108. Fresh-water boat, Clear Lake, CA. Equipment: full complement of sails, 2005 Honda 4hp 4-stroke outboard, Coast Guard equipment. Running, standing rigging replaced 2012, Tuff Luff headstay, Velocitek GPS computer, canvas cabin cover. Hull very good condition, leak-free. Contact (707) 230-2623 or [wwhallenbeck@gmail.com](mailto:wwhallenbeck@gmail.com).



**29-FT GULF PILOTHOUSE, 1984.** Alameda. \$19,450. Beautiful wood interior, 14hp Universal diesel, 675 hrs, Raymarine radar/chartplotter/sonar, dual steering, wheel-mounted autopilot, VHF, stereo, two new batteries, dual charger, all lines led aft. Swim platform with ladder, Kenyon alcohol stove, 40 gallon fresh water, electric and manual bilge pumps, two coats bottom paint 12/15, large winter canvas, full cockpit cushions and much more. More pictures available on request. Alameda berthed. Contact (510) 522-4020 or [relarsen@comcast.net](mailto:relarsen@comcast.net).



**25-FT MANCEBO DESIGN, 1988.** Pt. Richmond. \$20,000/obo or trade. New carbon Wylie-design cat rig. Contact (415) 577-1148 or [fred@fredandersen.com](mailto:fred@fredandersen.com).

**27-FT ALBIN VEGA, 1967.** Ventura. \$11,500. Reliable 3-cylinder Perkins diesel, 17-gallon fuel tank, roller furling, tiller. Vegas are well built Swedish boats with at least 6 circumnavigations, sisterships to *LeaLea*. Call or text. (661) 619-7167.

**25-FT CATALINA, 1980.** Redwood City \$4,250/obo. Great Bay boat! Ready to sail for tons of fast, safe fun. Reliable 9.8hp Nissan outboard. Many sails. Good condition. Email for more photos. Contact (650) 380-2478 or [foredeck123@gmail.com](mailto:foredeck123@gmail.com).

## 29 TO 31 FEET

**26-FT COLGATE, 2001.** Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. More at [www.myitus.com](http://www.myitus.com). Contact [jvirkki@gmail.com](mailto:jvirkki@gmail.com).

**26-FT NIMBLE KODIAK, 1993.** Alameda. \$12,000/obo. Pilothouse motorsailer. Low hrs, 9hp Yamaha, Hi-thrust outboard w/ generator, hydraulic steering, autopilot, radio/AIS, EPIRB, many mods for ocean sailing. Reduced, priced to sell, double bogey trailer included. Contact (831) 359-9551 or [crandroid70@gmail.com](mailto:crandroid70@gmail.com).

**30-FT YANKEE, 1971.** Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info at <http://doubleplay.website>.



**30-FT OLSON, 1982.** Santa Cruz Harbor. \$22,000/obo. *Double Espresso* just completed the 2016 Pacific Cup. I spent more on getting her ready to sail to Hawaii than I am asking in price. She is in perfect bullet-proof condition, new standing rigging, new running rigging, new boom, new AIS/VHF radio, new Raymarine i70 instruments. Lots of sails. Comes with trailer. If interested in the full Pacific Cup/Transpac package; let's discuss. The boat will pass inspection and is ready to go! Contact [jason@lauer.com](mailto:jason@lauer.com) or (408) 802-3661.

**25-FT MATRIX, 1985.** Kelseyville. \$6,500. Good trailer. Like-new sails. New Yanmar, 3-cylinder, 21hp with only 8 hrs with saildrive. Stand-up headroom 6'+. Fiberglass, built in California. Tow with 1/2 ton truck. In Lake County. Contact (707) 775-8858 or [Dunnedf@gmail.com](mailto:Dunnedf@gmail.com).

**27-FT PACIFIC SEACRAFT ORION.** *Turtle*, Alameda. \$1,600/obo. A professional mold maker manufactured a male mold for a companionway cover from which numerous fiberglass molds could be made. The mold is now for sale along with original owner's manual and paperwork. Contact (510) 757-5815 or [championproperties@yahoo.com](mailto:championproperties@yahoo.com).



**30-FT FREEDOM, 1987.** La Cruz, MX. \$35,000. Gary Mull design. Perfect shorthanded boat. Yanmar, new bottom, carbon fiber mast, main, self-tending jib with camber boom, asymmetrical spinnaker, swim step, liferaft, EPIRB, radar, GPS, AP, LPG, galley fridge, 50 gal water. Turnkey. Contact [seaotter77@aol.com](mailto:seaotter77@aol.com).

**30-FT CATALINA, 1978.** Marina Bay. \$12,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact [lbrock@sonic.net](mailto:lbrock@sonic.net) or (415) 663-9506.



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**30-FT NONSUCH, 1981.** Berkeley. \$47,500. Beautiful Nonsuch 30C, clean, well cared-for and well loved. Fun to sail, easy to singlehand, comfortable and dry with hardtop dodger. Newer Beta Marine diesel w/Gori 3-blade folding/reversible prop, cockpit cushions, wind/depth/speed/radar/GPS chartplotter, electric windlass, Rocna anchor w/all-chain rode, dinghy davits, new batteries w/battery monitor and much more. All LED, new refrigeration, and much more. Buying larger boat and priced for quick sale. For more information contact through website: [www.Nonsuch30SFBay.com](http://www.Nonsuch30SFBay.com).



**33-FT CANADIAN SAILCRAFT, 1981.** Paradise Cay Marina, Tiburon. \$6,000. Price reduced! 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. Slip is transferable. Contact (925) 200-8411 or [pburkeb@hotmail.com](mailto:pburkeb@hotmail.com).



**34-FT PACIFIC SEACRAFT, 1989.** Seattle, WA. \$88,500. US documented, ready for offshore. Asymmetrical, furled genoa, main and staysail (1999-2013). Radar, GPS, VHF, SSB and EPIRB. Monitor steering vane, wind generator, tender with o/b, diesel heat, inverter. Contact (206) 356-8698 or [ps34forsale@gmail.com](mailto:ps34forsale@gmail.com).

**32-FT C&C, 1981.** Emeryville, CA \$17,000. Beautiful! Great condition. New Tohatsu 9.8 outboard with electric start. Rod rigging, new wiring, new cushions throughout, new head. Pressure water, shower. Teak and holly sole, mahogany bulkheads and trim. Sails in good condition. More info at [www.sailingmagazine.net/article-1304-c&c-32.html](http://www.sailingmagazine.net/article-1304-c&c-32.html). Contact [keith@mariposatraining.com](mailto:keith@mariposatraining.com) or (510) 387-8130.

## 36 TO 39 FEET



**CATALINA 36, 1991.** Sausalito \$59,000. In excellent condition. One of the best in her class in US. Meticulously maintained. New bottom 2016. Doyle main. Walk-thru transom. Radar, dodger, autopilot. Broker co-op. More at [www.zephyrforsale.blogspot.com](http://www.zephyrforsale.blogspot.com). Contact (415) 450-0018 or [rudlee@sbcglobal.net](mailto:rudlee@sbcglobal.net).

## 32 TO 35 FEET



**34-FT TARTAN 34C, 1979.** Petaluma, CA. \$19,500. In good condition, great cruising platform, Atomic 4, new upholstery. Comes with main, 110 jib, 130 genoa, and spinnaker. Has refrigeration. Wheel steering with instrumentation. Contact [johnrdickinson46@gmail.com](mailto:johnrdickinson46@gmail.com) or (707) 773-3111.



**35-FT JASON, 1981.** Cruising-ready. Mexico-proven. Ted Brewer design, excellent condition: mahogany/teak interior, diesel cabin heater; solid fiberglass hull; teak cockpit, fully removable enclosure. New batteries/inverter/charger. Other upgrades 2009-present. Singlehandable. Priced for quick sale after 25 years - new directions! More at <http://sv-isa.blogspot.com>. Contact [calmport2@gmail.com](mailto:calmport2@gmail.com).



**35-FT FREEDOM, 1999.** Alameda. \$79,900. Pedrick design. Carbon fiber mast, no shrouds. New Pineapple self-tending jib. Electric primary winch. New Raymarine autopilot and MFD. Inverter, AGM batteries, solar panel, Max-Prop. Photos, specifications are on website: [www.freedom35forsale.com](http://www.freedom35forsale.com). Contact Peter.Smith@freedom35forsale.com.



**39-FT BENETEAU 393, 2002.** Sausalito, CA. \$120,000. Great cruiser in very good condition. Two-cabin owner's model, two heads, only 1000 hrs on diesel, full electronics, classic main, just hauled. Walk to downtown Sausalito. More on web at [www.marigotgroup.com/strider](http://www.marigotgroup.com/strider). Contact 393@marigotgroup.com or (415) 331-4900.

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. Contact (626) 410-5918 or [ngolifeart@gmail.com](mailto:ngolifeart@gmail.com).



**35-FT CORONADO, 1974.** Richmond. \$32,000. The Coronado 35 is well-known as a comfortable cruiser with a large interior and simple sail plan. This boat has had extensive refit with new mainsail, new standing rigging, new running rigging, new life lines, new Awlgrip topsides, completely refinished bottom with 4 coats of epoxy paint, refurbished Westerbeke 25hp diesel auxiliary, new power anchor windlass, new deck paint, new galley with new Force 10 stove, electric fridge, counter-top and more! Most work completed in 2010-11. Boat hauled and new bottom paint this year. Fun to sail and cruise with. I'm just not using it enough. Hate to let her go. Contact [jeff@miragevideo.com](mailto:jeff@miragevideo.com) or (415) 601-0860.



**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](http://www.danger-zone.net). Contact Steve: [info@americanglobal.org](mailto:info@americanglobal.org) or (617) 838-4648.



**SABRE 38 MK II, 1990.** Sausalito. \$125,000. Aegea combines serious cruising comfort and great sailing performance. Excellent condition. Virtually all systems replaced or rebuilt since 2012. Extensively restored and carefully maintained. New propane system, new sails, new running rigging, new canvas, new batteries, new ground tackle... the list goes on and on. See more at <http://particularharbor.com/aegea-for-sale>. Contact (773) 320-5844 or [john@zeratsky.com](mailto:john@zeratsky.com).



**35-FT HUNTER 356, 2002.** Tradewinds Sailing Club, Marina Bay, Richmond. \$61,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Surveyed on 4/6/16, valued at 65K. Contact Ken for more info. (325) 347-2349 or [cordero@wcc.net](mailto:cordero@wcc.net).

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**37-FT TARTAN, 1979.** Alameda. \$60,000. Meticulously maintained oceangoing cruiser. Nov 2015 haul-out survey on hand. 40hp Westerbeke diesel good condition. EPIRB, SSB, new under-deck Autohelm, winches serviced 2015, furler. Contact [wergomat@gmail.com](mailto:wergomat@gmail.com).



**36-FT CATALINA, 1989.** Alameda. \$49,500. Very clean, well maintained, sloop rig, two sails, autopilot, radar, chartplotter, GPS, full dodger w/weather enclosure, new water heater, lots of extras and upgrades. For more info, contact [rkonkle@spectrumreps.com](mailto:rkonkle@spectrumreps.com).



**47-FT CUSTOM.** Performance Cruiser, 1983. Pittsburg, CA. \$187,500. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More at [www.sailboatlistings.com/view/51161](http://www.sailboatlistings.com/view/51161). Contact (925) 948-5613 or [ed.witts@gmail.com](mailto:ed.witts@gmail.com).



**44-FT F&C, 1979.** Morro Bay, CA. \$85,000/obo. Price slashed, must sell! 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, bluewater 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 strms, 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. Contact (805) 235-4046 or [tackorjibe@gmail.com](mailto:tackorjibe@gmail.com).



**38-FT MORGAN 382, 1978.** Peninsula location. \$30,000. This boat is known to be an excellent sailing boat for Bay and off-shore waters. Although the exterior teak needs varnish, the interior is in excellent condition. An equipment list of this boat is available upon request. Low-time Yanmar inboard engine well maintained. Having moved out of state, owners are anxious to sell/reasonable offer. Call or email Darlene for photos and list of equipment. Contact [darlene@jscpm.com](mailto:darlene@jscpm.com) or (650) 722-4594.



**36-FT HUNTER VISION, 1993.** San Diego. \$61,000. Excellent condition. Includes GPS, generator, and dinghy. Updates are new bottom paint, prop, pumps, halyard, main sheet, fridge, all service current. Roomy interior. Contact [kimmariesmith@gmail.com](mailto:kimmariesmith@gmail.com), (602) 292-0461 or (858) 775-4821.



**41-FT CHEOY LEE, 1981.** La Paz, Baja California Sur, Mexico. \$52,250/obo. Family-friendly bluewater, cruise-ready ketch. Sleeps six in two private strms. 2010 Westerbeke engine, 90 gallons fuel and water, Monitor windvane, autopilot, nonskid decks, anchor and 400-ft chain. Radar chartplotter at navigation station and helm, VHF GPS/AIS, watermaker, Technautics refrigerator/freezer, solar, dinghy with outboard. Check our blog for full equipment list, pictures and videos: <http://AboardAstraea.com/for-sale>. Contact [KetchAstraea@gmail.com](mailto:KetchAstraea@gmail.com) or (757) 620-4657.



**43-FT OFFSHORE RACER/CRUISER.** 1981. Delta. \$84,000. Semi-custom, Kevlar epoxy f/g, spacious, warm teak interior with aft cabin. Recent refit, being cruised and improved. Safe, comfortable, tough yet fast. Yanmar. Improved hard dodger. Hauling out next month. New videos at [www.youtube.com/watch?v=OKeCgR4d5H8&feature=youtu.be](http://www.youtube.com/watch?v=OKeCgR4d5H8&feature=youtu.be). Contact [hookedsailing@gmail.com](mailto:hookedsailing@gmail.com).

## 40 TO 50 FEET



**37-FT EXPRESS, 1985.** San Francisco. \$80,000. *Eclipse* is for sale! Own one of the most decorated E37s on the Bay, winner of Big Boat Series (6), Express 37 Season Championships (5), Long Beach Race Week, many short and medium-length ocean races. Fully equipped for class or offshore racing, with over 30 bags of North and Ullman sails. Beautiful boat with recently redone Awlgrip topsides and decks. This is a fantastic racer/cruiser that sails well to its PHRF rating. Contact [e37eclipse@gmail.com](mailto:e37eclipse@gmail.com).



**43-FT J/BOAT 130, 1993.** San Diego. \$129,000. Major renovation, low engine hrs, lots of sails. Please call or email for a complete description and a ton of photos at [windysd130@gmail.com](mailto:windysd130@gmail.com) or (619) 987-2681.

**43-FT SWAN, 1969.** San Francisco. \$59,000. S&S design - Palmer Johnson import. Great boat. AP, radar, chartplotter, dodger, awning, repainted cabintop. Teak/koto interior. Functioning trim tab. Perkins 4-108. Extensive sail inventory. Contact (415) 606-4716 or [pibbs1@aol.com](mailto:pibbs1@aol.com).



**43-FT RON HOLLAND, 1986.** Marina Riviera Nayarit, MX. \$95,000. Aft cockpit, 2 strms, 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. Not a charter boat! See more at [www.sanctuarycharters.com/sabbatical.php](http://www.sanctuarycharters.com/sabbatical.php). Info at [office@sanctuarycharters.com](mailto:office@sanctuarycharters.com).

**38-FT BLUEWATER INGRID, 1977.** San Rafael. \$35,000. Archer/Atkins ketch. 14T. 2-cyl Sabb diesel. Bluewater grp hull with teak and oak traditional deck system. Solid teak interior. Tanbark sails. Fully found. Needs topside hull paint. Includes 7.5-ft Livingston tender. Will trade for real estate/homestead. Call (562) 899-0774.

**47-FT CATALINA.** San Diego. \$198,500. Customized bluewater-ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. See more at <http://adream2sail.publishpath.com>. Contact (916) 607-9026.



**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 [garylfox@att.net](mailto:garylfox@att.net).



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**48-FT MAYFLOWER KETCH, 1985.** Puerta Vallarta, MX. \$109,000. Sleek and graceful Mayflower 48-ft 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. See [www.theoriana.com](http://www.theoriana.com). Contact [info@theoriana.com](mailto:info@theoriana.com) or (480) 447-7316.



**40-FT NAUTICAT, 1985.** San Diego. \$107,500. Liveaboard pilothouse sailboat (reduced). This Sparkman and Stephens design sailing vessel provides comfort and safety for bluewater cruising or offshore anchoring and marina liveaboard lifestyle. The Nauticat sailboats built in Finland were constructed for the notorious rough sea conditions typical of the area. We have sailed in waters ranging from exciting San Francisco to warm and sunny Baja Mexico. *Bad Kitty* has as much usable space as 42- or 44-foot sailboats, but is not too big to be cumbersome for one sailor to handle, not too small to be cramped for family. A much-loved cruiser/liveaboard sailboat. See website for details and photos: <http://nauticat6252.blogspot.com>. Contact [Clark6252@gmail.com](mailto:Clark6252@gmail.com).



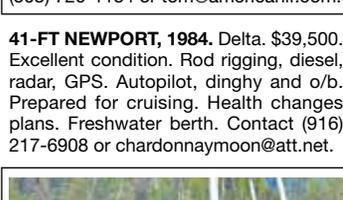
**43-FT ROBERTS.** Center Cockpit Ketch, 1989. Morro Bay. \$60,000/obo. Strong and seaworthy aft-cabin ketch. In-mast furling w/new sails. Perkins 4-236, radar, AP, GPS, 10kw genset and much more. All reasonable offers considered. Contact (805) 674-0678 or [CAPTJJ@charter.net](mailto:CAPTJJ@charter.net).



**41-FT CATALINA 400, 1995.** Saint Helens, Columbia River. \$124,900. New sails, bimini, running rigging, hard dodger, radar, PSS, salon and cockpit upholstery. Very nice boat. Please continue on to website to see complete details: <http://sailingswift.wordpress.com>. Contact (503) 720-1184 or [tom@americanlf.com](mailto:tom@americanlf.com).



**44-FT CATALINA MORGAN, 2007.** Anacortes, WA. \$249,000/obo. A real deck salon, light and airy. Tons of storage for liveaboard or cruising. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 900 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 [jerryfsaia@aol.com](mailto:jerryfsaia@aol.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. Freshwater berth. Contact (916) 217-6908 or [chardonnaymoon@att.net](mailto:chardonnaymoon@att.net).



**40-FT CALIBER, 1993.** Seattle, WA. \$148,000. *Hello World* is cut-the-dock-lines ready and itching to go cruising. Enclosure, solar, chartplotter, radar and much more. See the website for photos and equipment: [www.svhelloworld.com](http://www.svhelloworld.com). Contact [andersen.jason@gmail.com](mailto:andersen.jason@gmail.com) or (206) 595-9531.



## 51 FEET & OVER



**56-FT JOHN ALDEN.** Pilothouse Cutter, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. Please contact [westbynorth@gmail.com](mailto:westbynorth@gmail.com) or (604) 358-8968 or (604) 354-5090.



**47-FT GAFF CUTTER, 1933.** Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or [cudaprod@earthlink.net](mailto:cudaprod@earthlink.net).



**53-FT LIFE CHANGER, BAHAMAS.** \$-tbd. SV *Meredith* hails from Sausalito. Built by Norseman, designed by Gary Grant, 53.5 feet on deck. Raymarine electronics, Reckmann furling, Mercedes propulsion, Onan generation, and Carib/Yamaha tendering. Belowdecks: super king aft cabin with ensuite head, forward v-berth with ensuite head, crew/child cabin bunks 2. Galley has cut granite counters, salon holds library and 32" smart flat screen with 5 NHT speakers. 2013 survey rates her in "Above Average Condition" with a fair market value of \$575,000. We paid less to purchase her. Open to any reasonable offer provided we stay with her for at least another 2 years. This year she sails to St. Maarten and south. Contact [richardn535@gmail.com](mailto:richardn535@gmail.com).

## MULTIHULLS



**40-FT PROSAIL RACING CATAMARAN.** 1987. Tiburon. \$120,000. *Shadow* is a fast, fun Formula 40 racing catamaran. You've seen her set many records and win many races, including Rolex Big Boat Series (2012) and Delta Ditch Run. She is professionally maintained to the highest standard. Built from all carbon in the USA, she would also be perfect to set up an adventure charter program, or just have the most exciting daysailer on the water. Contact [pstoneberg@gmail.com](mailto:pstoneberg@gmail.com) or (415) 640-3363.



**50-FT PIVER TRIDENT, 1976.** Half Moon Bay. \$70,000. *Starship* is a proven bluewater cruiser, sturdy and spacious with a rich and joyous history. 4 separate stms with 5 full-sized beds, enclosed pilothouse, mainsail and 3 headsails. 50hp marinized Volkswagen Rabbit diesel, refrigeration, solar, wind generator, navigation equipment, 4-burner propane stove, fresh- and salt-water pump systems, manual toilet + clean holding tank. 3 anchors and much, much more. See <http://tinyurl.com/z2qbsly>. Contact for more info: (831) 419-7145, (831) 458-1932 or [darcishea@gmail.com](mailto:darcishea@gmail.com).

## CLASSIC BOATS



**16-FT CLASSIC CENTURY RUNABOUT.** 1948. Santa Rosa. \$5,000. Fully restored Century Resorter runabout. Has all original hardware and original 6-cylinder Gray Marine engine. Hull has 12 coats of varnish. This is a real classic. Contact (408) 781-0253 or [leeritchey@earthlink.net](mailto:leeritchey@earthlink.net).

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**45-FT CAPRICORN CAT, 1995.** Brisbane Marina, in SF Bay. \$335,000. One-off Kurt Hughes design. She is a fast, agile, lightweight, customized cruising catamaran. High bridgedeck and daggerboards= great windward work, beautiful galley-up, big fridge, big freezer, with new compressors. B&G, Ham/SSB w/upgraded Pactor modem, 2x44hp turbo Volvos, with Flexofolds. Faired bottom, genset, 24gph watermaker, 4 solar panels, 10'6" dinghy w/15hp Yamaha. We have enthusiastically sailed and upgraded so she runs like a top. 3x So. Pac, 6x+ Ha-Ha vet. This boat is ready to go right now. Food, fuel, clothes are all you need. Can you hear Mexico, the whole world calling? Contact wfhendryx@yahoo.com or (831) 332-8448.



**40-FT FUSION, 2012.** Washington. \$315,000. Owner's version. Modern, open feel. Cherry interior, galley-up, 360 view. Built to cruise with oversized fuel/water capacity, Garmin GMI electronics, dual 30hp Yanmars, Code-0 w/bowsprit, and Harken winches. Contact (206) 356-8698 or fusion40forsale@gmail.com.



**CORSAIR F24 MK I, 1992.** Richmond. \$23,500. Nearly everything refurbished 2015. Dyneema side stays, new head and diamond stays. Good main, roller furl with okay jib. Spinnaker with sock and bowsprit. Mercury 4hp 4-stroke and trailer rebuilt. Contact (916) 208-9703 or nooteboomrx@gmail.com.



**38-FT SEAWIND 1160 DELUXE.** 2007. Brickyard Cove, Richmond. \$400,000+Business Option. Deluxe owner's version. Top-condition USCG-inspected vessel. Ready for world cruising, a lucrative charter business, or do you hear Mexico calling you and your consortium members? Endless possibilities! For a complete list of added options, call Dan at (510) 232-5820 or contact captandand@sailingcaprice.com.

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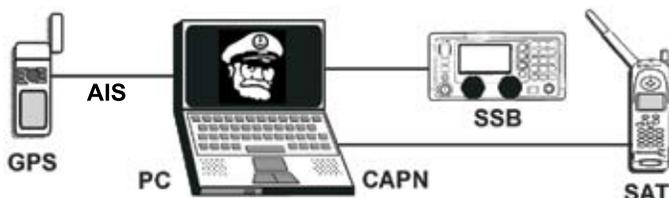
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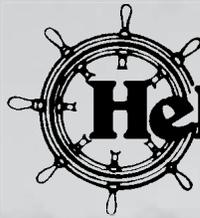
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**43' TRAWLER** by Kha Shing Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep-mounted dinghy and outboard, MORE. Asking **\$89,950/offer**



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**44' SPENCER Cutter.** Robust Canadian-built bluewater cruiser. Center cockpit, dsl, wheel, great roomy layout for cruising/living in comfort. RF, workshop, big galley, nav station, boom gallows. Well set up for cruising. After master strm, full keel w/ cutaway forefoot, MORE! Asking **\$49,900**



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