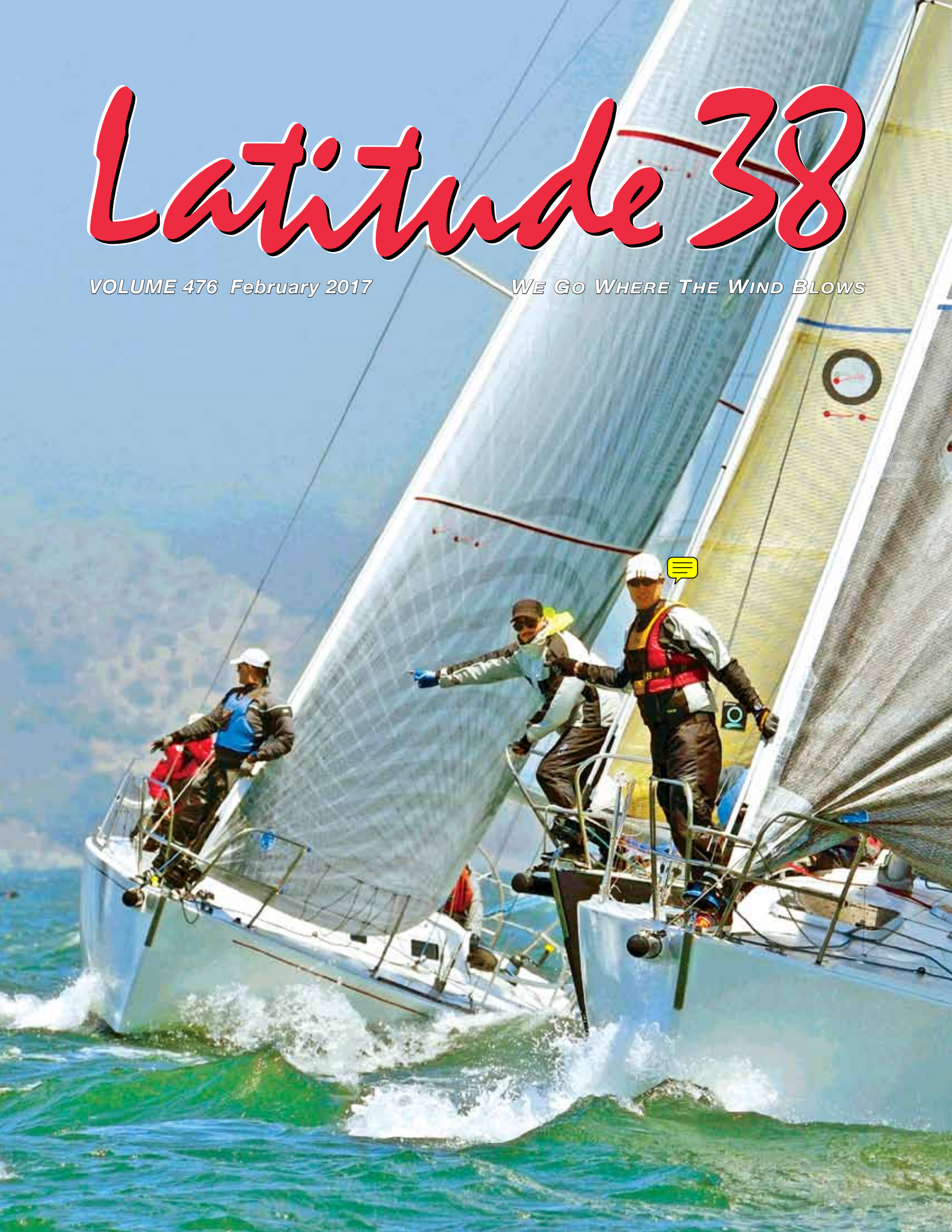


Latitude 38

VOLUME 476 February 2017

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Blue Pelican Marine	119
Boat Yard at Grand Marina, The ...	21
Marchal Sailmakers	88
New Era Yachts	120
Pacific Crest Canvas.....	20
Pacific Yacht Imports	14
Alameda Canvas and Coverings	
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CONTENTS

subscriptions	6
calendar	10
letters	22
loose lips	56
sightings	58
how i learned to sail	70
cruising parents, racing sons	78
boat of the month: j/105	82
max ebb: two is one	86
the racing sheet	90
world of chartering	96
changes in latitudes	100
classy classifieds	114
advertisers' index	120
brokerage	120

Cover: J/105s battle for prime position on San Francisco Bay moments before the starting gun fires.

Photo by Martha Blanchfield / www.renegadesailing.com

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1977-2017 – 40TH ANNIVERSARY

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

SELECT BROKERAGE



BENETEAU 473, 2002



BENETEAU 37, 2008

BENETEAU BROKERAGE

BENETEAU 48, 2016.....	\$475,000
BENETEAU 473, 2005.....	\$199,000
BENETEAU 473, 2002.....	\$204,900
BENETEAU 411, 2002.....	\$119,500
BENETEAU 393, 2002.....	\$119,000
BENETEAU 37, 2008.....	\$147,500
BENETEAU 331, 2001.....	\$64,500
BENETEAU 311, 2000.....	\$54,500
OCEANIS 55, 2016	\$768,000
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OCEANIS 37, 2012	\$157,000
OCEANIS 37, 2012	\$155,000
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OCEANIS 31, 2008	\$84,000
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FIRST 35, 2015	\$249,000
FIRST 25, 2013	\$54,500

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HUNTER 340, 2000.....	\$64,500
ISLAND PACKET 31, 1988.....	\$54,900

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BAYLINER 3988, 2001.....	\$119,500
BAYLINER 3888 MY, 1990.....	\$69,000
BARRACUDA 9, 2013	\$132,000
BARRACUDA 7, 2015	\$86,241



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SEMINAR SERIES – Saturday, February 25

ELECTRONIC NAVIGATION ON A GPS – Introduces GPS technology from the most basic receiver to chart plotter systems for navigation on board. The process of navigating by establishing waypoints and routes, and then running the planned courses is demonstrated.

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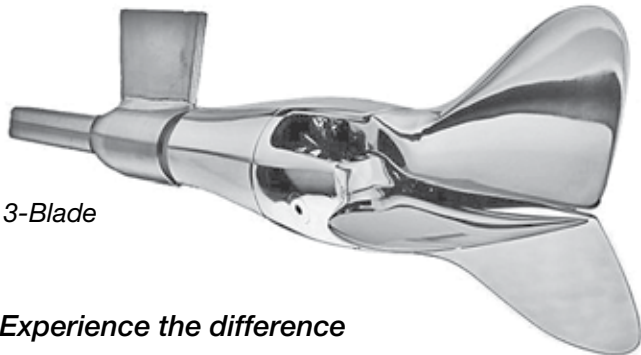
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1977-2017
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35' Catalina 355, 2017	185,500
31' Catalina 315, 2017	129,831

Pre-Owned Catalina Yachts

47' Catalina 470 Tall Rig, 2006.....	299,000
37.4' Catalina 375, 2010	SOLD
37.4' Catalina 375, 2009	REDUCED 164,900
34' Catalina, 1986	47,500
25' Catalina 250 MkII, 2007	SOLD
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Feb. 1-22 — 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.

Feb. 1-22 — 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.

Feb. 1-Mar. 15 — The tall ships *Hawaiian Chieftain* and *Lady Washington* will be in Ventura through 2/12; San Francisco 2/24-27; and Oakland 3/1-15. Info & tickets, (800) 200-5239 or www.historicalseaport.org.

Feb. 4-25 — 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.

Feb. 4 — The Color of Beauty, 10 a.m. Walking tour looking at the work of African-American WPA artist Sargent Claude Johnson meets at Washington Square Park and ends at the Maritime Museum in San Francisco. Free, but RSVP to Noemesha at noemesha_williams@nps.gov.

Feb. 4 — Women's Sailing Convention, Bahia Corinthian YC, Corona del Mar. \$230 includes breakfast & lunch. Register by 2/1. SCYA, www.womenssailingconvention.com.

Feb. 5-26 — 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.

Feb. 7, 8 — Accessibility Improvement Project meetings for the tall ship *Balclutha*. 2/7: San Francisco Maritime Park Visitor Center, 5-7 p.m.; 2/8: Ed Roberts Campus, Berkeley, 5:45-7:30 p.m. Info, www.nps.gov/safr.

Feb. 9, Mar. 9 — 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.

Feb. 10 — Sail under the full moon on a Friday.

Feb. 10-12 — North U.S.O.D.A. Youth Match Racing Clinic, SDYC. Coached by Dave Perry. \$75 includes dinner Friday & Saturday nights and use of a J/22. Info, www.sdy.org.

Feb. 11 — US Sailing One Day Race Management Seminar, Corinthian YC of Seattle, 8 a.m.-5 p.m. \$50 includes lunch. Online registration closes 2/6. Info, www.ussailing.org.

Feb. 12 — US Sailing Safety at Sea Seminar, Berkeley YC. Eight-hour course moderated by Chuck Hawley. \$150 includes lunch. Register through the YRA on www.jibeset.net.

Feb. 12 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Feb. 12 — The Corinthian Speaker Series presents Dirk Rosen of Marine Applied Research & Exploration, with footage shot from a robotic submersible. CYC, Tiburon. Free & open to all, but RSVP to (415) 435-4771. Info, www.cyc.org.

Feb. 13, 1989 — Warren Luhrs, Lars Bergstrom and Courtney Hazelton sailed Luhrs' Open 60 *Thursday's Child* into San Francisco Bay, setting a record of 80 days, 20 hours for the passage around Cape Horn from New York. The record had been held by the clipper ship *Flying Cloud* since 1854.

Feb. 14 — Take your sweetie sailing for Valentine's Day.

Feb. 16 — An Evening Tour at the Bay Model, Sausalito, 6:30 p.m. A Club Nautique Winter Seminar. \$5 at the door. RSVP to (415) 332-8001 or (800) 559-2582.

Feb. 18-19 — US Sailing two-day Safety at Sea Seminar, Marshall/Luepke Community Center, Vancouver, WA. \$350/both days; \$250/Saturday only; includes lunch. Sailing Foun-

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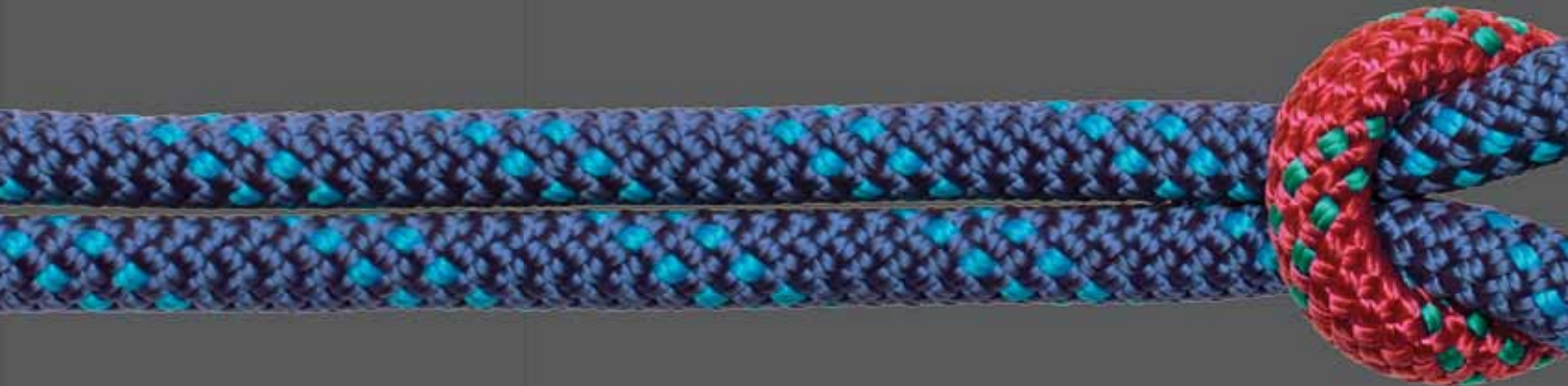
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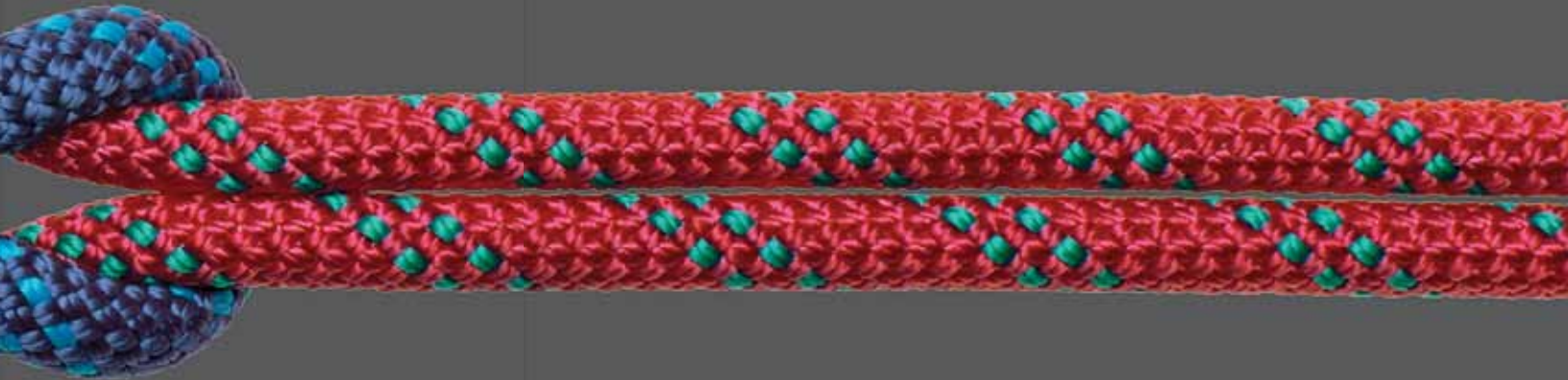
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CALENDAR

ation, (425) 869-2727 or www.thesailingfoundation.org.

Feb. 19 — A Dialogue about Maritime Equality and Opportunity aboard *Balclutha*, Hyde Street Pier, San Francisco, 12:30-2 p.m. \$10 ship admission. Info, www.nps.gov/safr.

Feb. 19, 25 — The West Coast Link to the Harlem Renaissance. 10:30 a.m.-noon. Waterfront walking tour meets at the Argonaut Hotel, San Francisco, and looks at the work of Sargent Claude Johnson for the New Deal Federal Art Project. Free. Info, www.nps.gov/safr.

Feb. 20 — Presidents' Day.

Feb. 25 — San Francisco Bay Weather Seminar, Encinal YC, Alameda, 8:00 a.m.-5:00 p.m. Led by Lee Chesneau and Mike Dvorak. \$70. YRA, (415) 771-9500 or www.yra.org.

Feb. 25 — Sing along with Chanteys: The African American and Caribbean Connection aboard *Balclutha*, Hyde St. Pier, S.F., 1:00-1:45 p.m. \$10 to board. Info, www.nps.gov/safr.

Feb. 25 — *Star of Alaska* and the African American Experience aboard *Balclutha*, Hyde Street Pier, San Francisco, 2:15-3 p.m. \$10 ship admission. Info, www.nps.gov/safr.

Feb. 25 — From Slaves to Sailors: The Voyage to Freedom through Whaling. Hyde Street Pier, San Francisco, 3:30-4 p.m. Free. Info, www.nps.gov/safr.

Feb. 25 — North U Rules & Tactics Seminar with Andrew Kerr, Berkeley YC, 8:30 a.m.-4:30 p.m. \$60-\$135. Francine, (203) 245-0727 or www.northu.com.

Feb. 26 — North U Rules & Tactics Seminar with Dave Perry, Seattle YC. Info, (203) 245-0727 or www.northu.com.

Mar. 2 — The 2016 Baja Ha-Ha Cruiser Experience with Rich Morse & Mel Ellison, Club Nautique, Alameda, 6:30 p.m. Free/members; \$20/non-members. RSVP to (510) 865-4700.

Mar. 2 — The Corinthian Speaker Series presents Korean War vet Jim Staley, author of *Come In, Swanee Leader*. CYC, Tiburon. Free & open to the public, but RSVP to (415) 435-4771. Info, www.cyc.org/club/speaker.

Mar. 4 — Sail a Small Boat Day. Richmond YC, www.richmondyc.org.

Mar. 4-5 — US Sailing two-day Safety at Sea with Hands-on Training, Long Beach YC. With Bruce Brown. \$200/first day only; \$240/both days, which meets World Sailing standards. Robert, (562) 430-8471 or www.lbyc.org.

Mar. 5 — Mariners' Sunday, St. Luke's Presbyterian Church, San Rafael, 10 a.m. An interfaith worship service celebrating mariners, featuring music by the Sons of the Sea Men's Choir. Info, www.stlukepres.org.

Mar. 8 — *Latitude 38's* Spring Crew List Party at Golden Gate YC in S.F., 6-9 p.m. Snacks, name tags, demonstrations, a slide show, door-prize drawings and more. No-host bar. \$7 cash only; \$5 for ages 25 or under. Info, (415) 383-8200 x0 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Mar. 9-12 — Ocean Film Festival, Cowell Theater, Fort Mason, San Francisco. Info, www.oceanfilmfest.org.

Mar. 9-12 — Sacramento Boat Show, Cal Expo. \$12/general admission. Info, www.sacramentoboatshow.com.

Mar. 11 — US Sailing One Day Race Management Seminar, Encinal YC, Alameda, 8 a.m.-5 p.m. \$40. Info, commadore@encinal.org or www.ussailing.org.

Mar. 12 — Spring forward for Daylight Saving Time.

Mar. 12 — US Sailing One Day Race Management Seminar, Dana Point YC, 8 a.m.-5 p.m. \$35 includes lunch. Register online by 3/6. Info, www.ussailing.org.

Racing

Feb. 4 — Double Up and Back. CPYC, www.cpyc.com.

Feb. 4, 11, 25, Mar. 4 — Spring Series on Folsom Lake. FLYC, www.flyc.org.

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CALENDAR

Feb. 4-5 — Team Race 101 in J/22s. Chalktalk on Saturday; scrimmage racing on Sunday. StFYC, www.stfyc.com.

Feb. 11, Mar. 4 — Singlehanded/Doublehanded Races. SeqYC, www.sequoiayc.org.

Feb. 11-12 — NorCal Divisional #2 high school regatta, hosted by PYSF. Info, www.pcisa.hssailing.org.

Feb. 11-12 — BAYS Opti Regatta, hosted by EYC on the Estuary. Info, www.bayarea-youthsailing.com.

Feb. 11-12, 18-19 — SCYA Midwinter Regatta hosted by 30 SoCal YCs. Info, www.scyamidwinterregatta.org.

Feb. 17-19 — Leukemia Cup & Birthday Regatta, Arizona YC, Tempe Town Lake. Info, www.arizonayachtclub.org.

Feb. 18 — Londerville Cup. HMBYC, www.hmbyc.org.

Feb. 25-26 — California Dreamin' Series match-racing stop #2, to be sailed in Catalina 37s in Long Beach. LBVC, www.lbvc.org.

Feb. 25-26 — PCISA 4/5 Golden Bear hosted by TISC. Info, www.pcisa.hssailing.org.

Mar. 4 — NorCal Series for Mercurys at EYC. Info, www.mercury-sail.com.

Mar. 4 — Long Distance Race. SSC, www.stocktonsc.org.

Mar. 4 — John Pitcher Memorial. CPYC, www.cpyc.com.

Mar. 4-5 — Spring One Design. StFYC, www.stfyc.com.

Mar. 4-5 — BAYS Opti Regatta, hosted by PYSF in Redwood City. Info, www.bayarea-youthsailing.com.

Mar. 5 — Sadie Hawkins Race for women skippers on the Estuary. IYC, www.iyc.org.

Mar. 5 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 11 — Rites of Spring. Singlehanded, doublehanded and full crew divisions. OYC, www.oaklandyachtclub.net.

Mar. 11-12 — Big Daddy Regatta, with buoy racing Saturday and a pursuit race Sunday. RYC, www.richmondyc.org.

Mar. 11-12 — California Dreamin' Series match-racing stop #3, to be sailed in J/22s in S.F. StFYC, www.stfyc.com.

Midwinter Series

BAY VIEW BOAT CLUB — Midwinter Madness: 2/11, 3/11. Info, www.bvbc.org.

BENICIA YACHT CLUB — Frostbite Series: 2/4, 3/4. Dan, (707) 319-5706 or race@beniciayachtclub.com.

BERKELEY YC — Midwinters: 2/11-12; Champion of Champions: 2/26. Bob, (510) 530-4162; Bobbi, (925) 939-9885; or www.berkeleyyc.org.

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

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

CORINTHIAN YC — Midwinters: 2/18-19. Info, cyrace@cyc.org or www.cyc.org.

COYOTE POINT YC — Winter Buoy Races: 2/12, 2/26, 3/12, 3/26. Info, www.cpyc.com.

ELKHORN YC — Frostbite Series: 3/4, 3/18, 4/1. Info, (831) 724-3875 or www.elkhornyc.org/racing.

ENCINAL YC — Jack Frost Series: 2/25, 3/18. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 2/4, 3/4. Info, (510) 926-2441 or www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 2/12, 3/12. John, (510) 521-2980 or www.iyc.org.

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

LAKE MERRITT SAILING CENTER — Robinson Midwinters: 2/11, 3/12. Peggy, (510) 836-1805.



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CALENDAR

MONTEREY PENINSULA YC — Perry Cup/Midwinters: 2/4. Info, www.mpyc.org.

OAKLAND YC — Sunday Brunch Series: 2/19, 2/26, 3/19, 3/26. Debby, (510) 390-1620 or www.oaklandyachtclub.net.

REGATTAPRO — Winter One Design: 2/11. Jeff, (415) 595-8364 or www.sausalitoyachtclub.org.

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

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

SANTA CRUZ YC — Midwinters: 2/18, 3/18. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 2/19, 3/19, 4/9. Info, www.santarosasailingclub.org.

SAUSALITO YC — Chili Midwinters: 2/5, 3/5. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 2/4, 2/18, 3/18 (St. Patrick's Day Race). Redwood Cup pursuit race series: 1/21, 2/25, 3/11. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 2/25, 3/18. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 2/4, 3/4. Info, race@tyc.org or www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 2/18, 3/18. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Jan. 24-Feb. 3 — Conch Republic Cup/Key West Cuba Race Week. Info, www.conchrepubliccup.org.

Jan. 30-Feb. 4 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Feb. 2-5 — Antigua Superyacht Challenge. Antigua YC, www.superyachtchallengeantigua.com.

Feb. 3-10 — Pineapple Cup, Miami to Montego Bay, Jamaica. Info, www.pineapplecup.com.

Feb. 17-21 — Cuba Cup, Montego Bay to Havana, Cuba. Info, www.pineapplecup.com.

Feb. 20-24 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Feb. 28-Mar. 4 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, www.banderasbayregatta.com.

Mar. 1-5 — Rolex Swan Cup Caribbean in Virgin Gorda. Costa Smeralda YC, www.yccs.it.

Mar. 2-5 — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 6-7 — 50th Anniversary Regatta BVI in Virgin Gorda. Costa Smeralda YC, www.yccs.it.

Mar. 10-13 — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 10-16 — Newport Beach to Cabo San Lucas International Yacht Race. NHYC, www.nhyccaborace.com.

Mar. 13-April 7 — Cruisers Rally to El Salvador. A spring rendezvous in Bahia del Sol. Info, www.elsalvadorrally.com.

Mar. 14-18 — Miami to Havana Race. Info, (386) 437-9400 or www.havanarace.org.

Mar. 16-19 — St. Barths Bucket Regatta. St. Barth YC, www.bucketregattas.com/stbarths.

Mar. 23 — Round the Rocks Race in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 24-26 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 27-Apr. 2 — BVI Spring Regatta & Sailing Festival.



REDUCED

PHOTO: ONNE VAN DER WAL

55' Nelson Marek NEB Custom 2009
\$349,000 Contact: San Diego



REDUCED

51' Bakewell-White Custom 2002
\$350,000 Contact: Alameda



NEW LISTING

47' Beneteau 473 2005
\$169,500 Contact: Alameda

ADDITIONAL USED SAIL...

- 1995 56' Bob Perry Custom \$495k
- 1937 49' Classic 8 meter Yucca \$187.5k
- 2014 38' Hanse 385 \$259.5k
- 1992 36' Beneteau \$58k
- 1988 36' Freedom \$45k
- 2001 36' Beneteau 361 \$114.75k
- 1983 36' Morgan \$40k
- 1999 35' 1D35..... \$59.9k



NEW LISTING

46' Tartan 4600 1997
\$240,000 Contact: Alameda



NEW BOTTOM

38' Sabre 386 2006
\$223,000 Contact: Alameda



38' Alerion 38, 2006
\$249,000 Contact: San Diego

ADDITIONAL USED POWER...

- 1978 42' Grand Banks \$99.95k
- 2005 41' Back Cove 41 \$685k
- 2008 29' Robalo R 305 \$125k
- 2004 26' Aquasport \$50k
- 2011 25' Zodiac Rec Pro..... \$89k
- 2010 17' Sealegs Amphibious Boat...\$75k



CARBON RIG

38' C&C 115 2006
\$140,000 Contact: Alameda



NEW LISTING

36' Sabre Spirit 2008
\$239,000 Contact: San Diego



REDUCED

33' Alerion Express 33 2009
\$209,000 Contact: Alameda



REDUCED

32' Beneteau 3255 1989
\$38,500 Contact: Alameda



NEW LISTING

32' Jeanneau Sun Odyssey 2002
\$58,000 Contact: Alameda



ONE OWNER - GORGEOUS

59' Compass Yachts 55 2001
\$450,000 Contact: Alameda



NEW LISTING

55' Fleming 55 1997
\$689,000 Contact: San Diego



NEW ELECTRONICS

42' Sabre Hard Top Express 2004
\$379,000 Contact: Alameda



REDUCED - CUMMINS DIESELS

39' Tiara 3900 Open 2009
\$398,000 Contact: San Diego



NEW LISTING

37' Back Cove Downeast 37 2014
\$445,000 Contact: San Diego



DIESELS

36' Carver 366 2004
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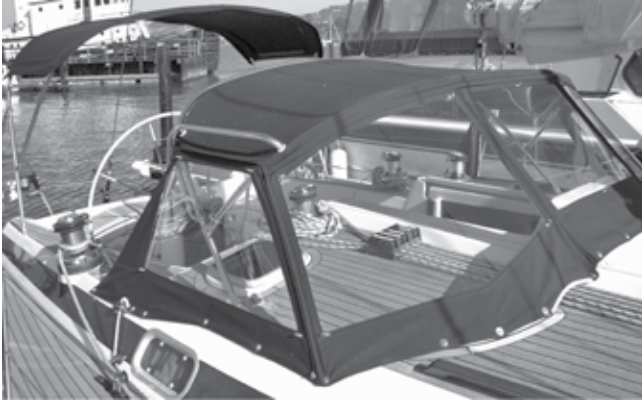
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CALENDAR

Royal BVI YC, www.bvispringregatta.org.

Mar. 29-Apr. 2 — La Paz Bay Fest for cruisers, Sea of Cortez. Club Cruceros de La Paz, www.clubcruceros.net.

Apr. 10-15 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

Apr. 13-17 — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, www.bequiaregatta.com.

Apr. 19-25 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 28-30 — Newport to Ensenada Race. NOSA, www.newporttoensenada.com.

Apr. 29-May 5 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 23-27 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

May 26-29 — Foxy's Wooden Boat Regatta, Jost Van Dyke. Info, www.foxysbar.com/woodenboatregatta.

June 10-12 — Puerto Rico Heineken International Regatta. Puerto del Rey, www.heinekenregattapr.com.

June 23-25 — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, www.tahiti-moorea-sailing-rdv.com.

July 3-21 — Los Angeles-Honolulu Transpacific Yacht Race. Info, www.transpacyc.com.

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

February Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/04Sat	0501/5.9	1147/0.8	1831/4.0	2317/2.2
2/05Sun	0559/6.1	1257/0.3	1958/4.2	
2/11Sat	0007/5.4	1512/1.9	1119/6.3	1747/-0.7
2/12Sun	0044/5.5	0559/1.7	1205/6.0	1825/-0.3
2/18Sat	0431/5.2	1131/1.3	1820/3.6	2302/2.7
2/19Sun	0524/5.2	1236/1.0	1949/3.8	
	LOW	HIGH	LOW	HIGH
2/20Mon	0016/2.9	0620/5.2	1333/0.7	2048/4.1
2/25Sat	0412/2.1	1019/6.0	1646/-0.4	2339/5.1
2/26Sun	0450/1.8	1103/6.0	1721/-0.4	

February Weekend Currents

date/day	slack	max	slack	max
2/04Sat		0324/3.0F	0618	0912/2.0E
	1306	1618/2.3F	1930	2212/1.1E
2/05Sun	0042	0424/2.9F	0718	1012/2.1E
	1424	1724/2.5F	2048	2318/1.1E
2/11Sat	0106	0400/1.7E	0712	1000/3.4F
	1254	1612/2.4E	1954	2242/3.7F
2/12Sun	0154	0448/1.8E	0800	1048/3.3F
	1348	1700/2.3E	2036	2324/3.7F
2/18Sat		0300/2.1F	0612	0912/1.2E
	1330	1618/1.6F	1954	2200/0.8E
2/19Sun	0006	0348/1.9F	0700	1000/1.1E
	1430	1730/1.7F	2100	2300/0.8E
2/20Mon	0100	0448/1.7F	0754	1100/1.1E
	1524	1824/1.9F	2154	2354/0.9E
2/25Sat	0012	0242/1.5E	0530	0854/2.8F
	1142	1442/2.0E	1836	2142/3.2F
2/26Sun	0048	0324/1.7E	0618	0942/3.0F
	1230	1530/2.1E	1912	2218/3.4F

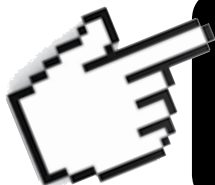
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LETTERS

↑↓ WIRES TALKING TO EACH OTHER

At happy hour last night I described the case of the disappearing AIS signals to a table full of microchip designers from Texas Instruments.

They immediately proclaimed "EMF!" or "EMI!" or some such, apparently meaning that since the wires to the mast-head light and to the AIS antenna are routed closely together up the mast that they are "talking to each other" or emitting electromagnetic signals to each other and messing up the signal.

As quickly they also explained that this "crosstalk" could be eliminated by simply twisting the two wires around each other wherever they travel together. "Like duh!"

It just might work. Maybe the nerds are going to save us?

Kurt Langford
Sam Hill, 17-ft Grumman Canoe
Tucson, AZ

↑↓ LATITUDE'S CIRCUMNAVIGATOR'S LIST

I wanted to reach out to *Latitude* in order to get my parents names added to the list of West Coast Circumnavigators. I hope it's possible. They should be listed as follows:

R Sea Kat / Manta 42 cat /
Michael and Deana Ruel /
Marina del Rey / 2010-2016.

Ryan Ruel
Planet Earth



R SEA KAT

Deana and Mike in Australia. What a cruising team!

Ryan — We'll be happy to add Michael and Deana's names to our West Coast Circumnavigator's List. We were glad to feature a number of their excellent reports in the magazine as they went around.

Whenever we become aware that a West Coast sailor has completed a circumnavigation, we add them to the list. But, of course we don't hear about all of them unless someone like you brings their accomplishment to our attention. So we invite all readers to have a look at the list (www.latitude38.com/features/circumnavigators.html) and alert us about any worthy candidates whom we've missed. Send an email to: editorial@latitude38.com.

↑↓ OUR THREE FAVORITE APPS

Three apps I use every day on my iPad are Windy, for weather; Navionics for navigation; and Anchor Watch HD to let me know if we're dragging the hook.



LATITUDE / RICHARD

It was Navionics that saved 'Escapade' at Dubrovnik.

The first two apps are well known. The third, Anchor Watch HD, provides very useful real-time monitoring of our position relative to where we dropped the hook. It will sound an alarm if we leave a pre-set perimeter. It helps me sleep well at night knowing that we'll be alerted if we drag.

The only issue is that I consistently forget to push the 'Pull Anchor' button, so when we motor away the alarm usually starts blaring.

Lewis Allen and Alyssa Alexopoulos
Quixotic, Voyage 430 catamaran
Opua, New Zealand / Redwood City

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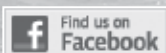


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LETTERS

Readers — Those are the three marine-related apps that the Wanderer uses the most also, almost to the exclusion of all others. The only bummer is that unlike the other two, you need Internet for windyty.

Last summer the Wanderer and de Mallorca experienced a perfect example of how valuable an anchor-dragging app — there are a number of them — can be. We'd just joined Greg and Debbie Dorland on their Squaw Valley-based Catana 52 Escapade, and were anchored for the night about 100 yards off the breakwater at Dubrovnik, Croatia. There was a light onshore wind, but thanks to the Dorlands' and the Wanderer's 100+ collective years of sailing experience, it was decided there was nothing to worry about.

One of the good/bad things about bigger cats is that when you hit the bunk for the night, you don't really sense any motion. Which is why an anchor-dragging app would have been so helpful that night. For without anyone's realizing it, the wind had come up to about 25 knots, and Escapade had dragged to within literally inches of the jagged breakwater.

Fortunately, Greg turned on his Navionics navigation app after finishing his reading for the night, and realized we were about to go onto the rocks. There was an immediate fire drill, and we got the boat offshore without contact. It was only a short time later that the wind was gusting to 44 knots, so things could have quickly gotten much worse.

We hope everybody takes two lessons from our experience: 1) Even with 100 years of sailing experience, you can still be stupid and make mistakes, and 2) You should always set an anchor alarm after dropping the hook, no matter if you're on San Francisco Bay, at the Channel Islands, in Mexico, or anywhere else in the world.

↑↓ TIT FOR TAT

In trying to come up with a more accurate term than 'reciprocal privilege' for yacht clubs' sometimes allowing use of their facilities to members of other clubs, *Latitude* suggested 'conditional accommodation', while admitting it wasn't very elegant.

The Turkish yacht clubs call the practice *dise dis*, which roughly translates in English as 'tit for tat'.

In Turkish culture receiving guests is considered an honor, so the 'privileges' for guests exceed those of members!

Brooks Magruder
Istanbul, Turkey

↑↓ WOULDN'T AN AIS TRANSCIVER BE MORE PRACTICAL?

Our plan has been to do the Baja Ha-Ha this fall. But we may have to rethink that if, as the Grand Poobah has suggested will be the case, entries will be required to have Garmin InReach 'communicators'. Our plan is to do the Ha-Ha next year. We will rethink it if we are required to have a DeLorme. Wouldn't an AIS transceiver be more practical, as more and more boats are getting them anyway? If you're going to make a requirement, how about either an AIS or a DeLorme?



The InReach two-way communication devices have a lot to offer for mariners.

Michael Novak
Bonzer, Explorer 44
Ventura



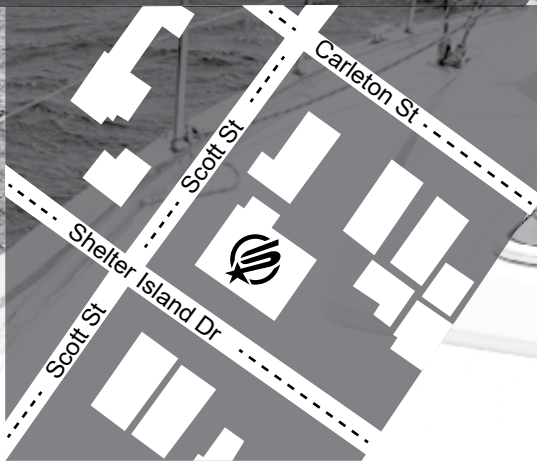
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LETTERS

Michael — Almost every boat on the Baja Ha-Ha had an AIS, but that would not have solved the problem of the Poobah's not being able to communicate with or locate certain boats. AIS uses the same radio frequencies as does marine VHF, which means it has the same line-of-sight range limitations. If a Ha-Ha boat was in AIS range, the Poobah on the mothership Profligate would have just called the boat in question on VHF, as everybody has VHF.

What makes the InReach such an attractive product? 1) It allows the user to send a mayday from anywhere in the world using the Iridium satellite system. Spot Messenger is a competitor, but it uses the Globalstar 'bent-pipe' system, which limits the distance it works offshore. And based on our firsthand experience, the Globalstar system has not been reliable.

2) InReach allows for two-way 160-character texting, providing a nearly incalculable advantage over EPIRBs and Spot Messengers. (If you have more to say than you can say in 160 characters with the InReach, you simply send another 160-character message.) If, on the other hand, you set off an EPIRB, nobody knows the nature of your emergency. Is your boat going to sink in two minutes or is a crewmember having a heart attack? In the case of the Spot Messenger, the two-way communication is limited to certain preset messages.

3) InReach allows family and friends to track you, something that Spot does also, but only if you're within the limited range of its satellite system. 4) InReach also allows you to post on social media, if you're into that.

You can get the Garmin InReach for not much more than the price of an EPIRB, but there are monthly charges such as on cell phones. The basic plans are pretty inexpensive, however, and can be for as short a period as a month at a time. For folks doing just the Ha-Ha, InReach devices can be rented for two weeks for about \$120. But since you can buy one for about \$230, and would almost certainly use it later for an extended trip or the trip home, why not buy it?

If we sound like a shill for the InReach, it was sort of like when we used to sound like a shill for the .406 EPIRBs when they came out. The finally reliable EPIRBs were an almost impossible product not to recommend. The same is true with either an InReach or a combination of an EPIRB and a satphone, and an AIS.

↑↓ ONE OR THE OTHER

I want to thank the Grand Poobah and his team for hosting the 23rd Baja Ha-Ha. Contrary to the one person who complained about the parties, I thought it was great. I attended the parties I wanted to and laid low when I didn't want to attend.

With so many boats, I understand that it's almost as though the Poobah has to herd cats and thus wants a better way of staying in contact with each boat. He is therefore considering requiring that each entry have a Garmin InReach. But since several of us already own and pay a monthly fee for Iridium Go!, which also has tracking capability and is similar to the InReach, I wonder if the Poobah would allow one or the other.

Allison Lehman
Kingfisher, Sabre 426
Point Richmond

Allison — The more platforms the Ha-Ha uses, the more complicated things become, but the Wanderer will look into it.

We know cruisers who really like the Iridium Go! For instance Evan Gatehouse and Diane Selkirk and daughter Maia of the Vancouver-based Woods-designed 40-ft catamaran Ceilydh, who just completed an eight-year circumnavigation. They had



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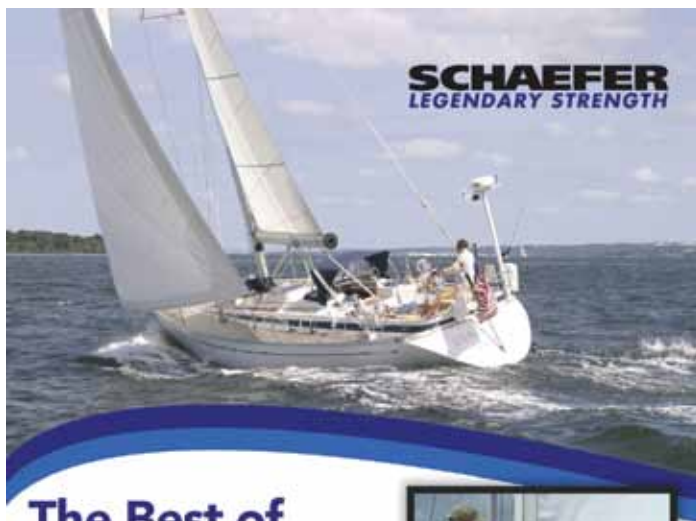


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LETTERS

an unlimited data plan for their Iridium Go!, which they say allowed them to get weather and read the *New York Times* in the middle of the ocean — although only downloading at 9600 dial-up speeds.

While everyone should do their own comparison shopping between the InReach and the InIridium Go!, people who bought the InReach from Amazon give it much higher marks than they do the Iridium Go!

↑↓ THE PROBLEM WAS APPARENT

In March 1988, my wife Sharon Jacobs and I made a memorable — and ultimately successful — attempt to anchor at Hanatekua, a small cove on the north shore of Hiva Oa in the Marquesas. This was with our Southern Cross 35 cutter *Synergy*, which we owned from 1984 to 1999, and which we used to cruise extensively on the Bay and Delta, along the California coast and in our Pacific circumnavigation.

The bottom at Hanatekua was a mixture of sand, rock, and coral rubble. As with many Marquesan anchorages, it was fairly deep, perhaps 40 feet, so we had about 150 feet of 3/8-inch chain out. For some reason we just couldn't get our normally reliable Bruce anchor to set. We brought it partway up two or three times, and tried re-setting in various spots to no avail.

I finally cranked the anchor all the way back up with our trusty but back-breaking Simpson-Lawrence manual windlass, at which point the problem was immediately apparent — as you can see from the accompanying photo.



With a rock in her Bruce, it's no wonder 'Synergy's anchor wouldn't hold.

This event happened early in our two-year circumnavigation of the Pacific. It was an early example, with many to follow, of occasions that led me to include an electric anchor windlass on my list of the top three things I wished I had done differently when outfitting the boat.

Sharon and I live in Los Altos. I grew up in Palo Alto, and learned to sail and cruise at the old Palo Alto YC. Fond memories.

With two growing kids and the need for extensive modifications to *Synergy* to accommodate my wife's handicaps due to progressive MS, we had a Morris 46 cutter launched in 1999. We christened her *Tahu Le'a*, which means something like "beautiful magic" in slightly distorted Tahitian. We've subsequently cruised her with our kids on the California coast, and two years later in Maine, Nova Scotia, the Bahamas and points between. We still refer to her as "the new boat."

Dave Cohan
Tahu Le'a, Morris 46
Los Altos

↑↓ FAMOUS FOR SWALLOWING ANCHORS

Although not as dramatic as the shell on *Quixotic's* Rocna anchor, we noticed this rock on our Rocna when we retrieved it from the anchorage on the west side of Isla Isabel, the so-called 'Galapagos of Mexico'. According to Shawn and Heather's cruising guide, the anchorage is famous for swallowing anchors.

I can't put my finger on the picture, but during one of the Delta Doo Dahs LaDonna and Rob Tryon brought up a small

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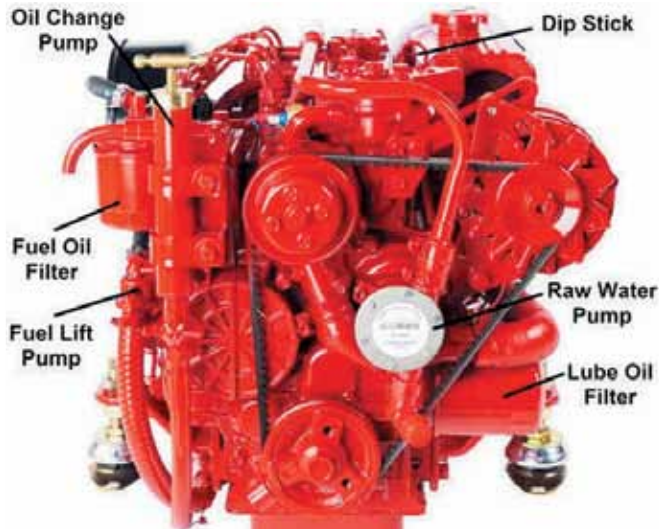
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LETTERS



FLIBBERTIGIBBET

The old 'rock in the Rocna' problem reduces holding power.

forest while weighing anchor on their boat. Maybe someone else will share that kind of shot.

Jim and Betty Adams
Flibbertigibbet,
Catalina 42
Discovery Bay

↑↓ DON'T PIN ITEMS TO THE LIFELINES

We sailed to Jost van Dyke in the British Virgins for the Super Bowl in 1996, dropped the anchor, and settled back with a cold one. Then I noticed that we were drifting back out of the bay. When I retrieved the anchor line, the anchor was fouled by a man's bathing suit, with clothespins still attached. For novice cruisers, you don't pin items to the lifelines, you pin them over the lines and to themselves.

P.S. The Wanderer may remember me from Antigua, where I suggested to you that picking up crew in Santo Domingo in The Dominican Republic might work for Cuba.

P.P.S. *Murmur*, the Liberty 458 my wife and I were sailing back then, has recently reached Martinique, completing her circumnavigation. Her current owner has to reach Cabo to complete his.

Doug Murray,
Murmur, Hunter 356
San Francisco

↑↓ TAKE ME SAILING! TAKE ME AROUND THE WORLD!

My husband Jasper and I met 20+ years ago while at college. Twenty years is a long time to be together, but one of the best times we've ever had together was on our tiny sailboat, the Columbia 34 Mk II *Flocerfida*, in the doldrums of the Pacific Ocean.

Why? We were together, in silence, far from distractions of the normal world. The universe had given us still-novice sailors a gift by making everything stop. After 15 days at sea, my husband and I finally had a chance to sleep in each other's arms. Today that's a nightly ritual, but when there are only two of you on an ocean crossing, there is rarely time to be together. It's one of the fond memories that I have of cruising.

The first chapter of our cruising life was born in Ventura with our nearly 40-year-old Columbia 34, started with the 2003 Baja Ha-Ha, and lasted about 10 years. We made it as far as Tonga, extended our trip with some land-based travels, then returned to a life with a permanent address in 2005. A short time later we became the proud parents of our little guy, Jasper.

About that time, I sent a letter that was published in *Latitude*, affirming our full intention to return to the cruising life. I noted that my husband and I had signed a contract to return to cruising in 2010, and posted it near our front door. Well, kids and real life had a way of postponing the target date. As a result, the second chapter of our cruising life has not happened yet.

Fast forward to now, and we are still living a hard-and-fast life — but there is an end in sight. We recently bought a Formosa 50 ketch and are proceeding full-steam with living our dream of sailing into the sunset once again, this time with Jasper, now 10, and Sydney, 8.

With good fortune, perfect timing, and a good boat broker, we found a perfect vessel that is ready to take us whenever we are ready to go. Actually, she found us. For if you look back on the big things that happened in your life, I think



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LETTERS

you'll agree that there was a stronger force that put things in motion. Our boat's finding us was one of those moments. For when I stepped aboard our new-to-us *Flocerfida*, I immediately knew that she was the one. We not only had an immediate connection, she *yelled* at me:

"Take me sailing! Take me around the world!"

There was one big problem. Her exterior teak, including the deck, needed restoration. When we were on the verge of



FLOCERFIDA

A smiling Jasper, 10, and Sydney, 8, pose in the dinghy next to the Benincasa family's new-to-them Formosa 50 ketch.

making a decision about buying her, the biggest question that I had in mind was: "Would I rather marry someone who was so beautiful, but I would have to take care of; or marry someone mediocre, but who would take care of me?" Oh heck, when you fall in love you are willing to do more than what is required!

So here we are once again, in the familiar preparation stage for cruising life. We plan to do the 2019 Ha-Ha, and then continue on.



LATITUDE/RICHARD

The Wanderer's dear "open and free" friend Flocerfida, on the right, in the 2003 Ha-Ha.

Wanderer, after which he described me as an 'exhibitionist'. I ponder his remark to this day. I don't know that I'm an exhibitionist, but I am open and free. I express my desires and emotions. I will kiss, hold, laugh, dance, cry, fly, roam, touch, fear, anguish, and love as I choose. As long as it is welcomed.

Flocerfida Benincasa
Flocerfida, Formosa 50
Las Vegas/San Pedro

Flo — We looked up 'exhibitionist' in the dictionary. The definition is as follows: "Anyone who is open and free. Who expresses their desires and emotions. Who will kiss, hold, laugh, dance, cry, fly, roam, touch, fear, feel anguish, and love as they choose. As long as it is welcomed."

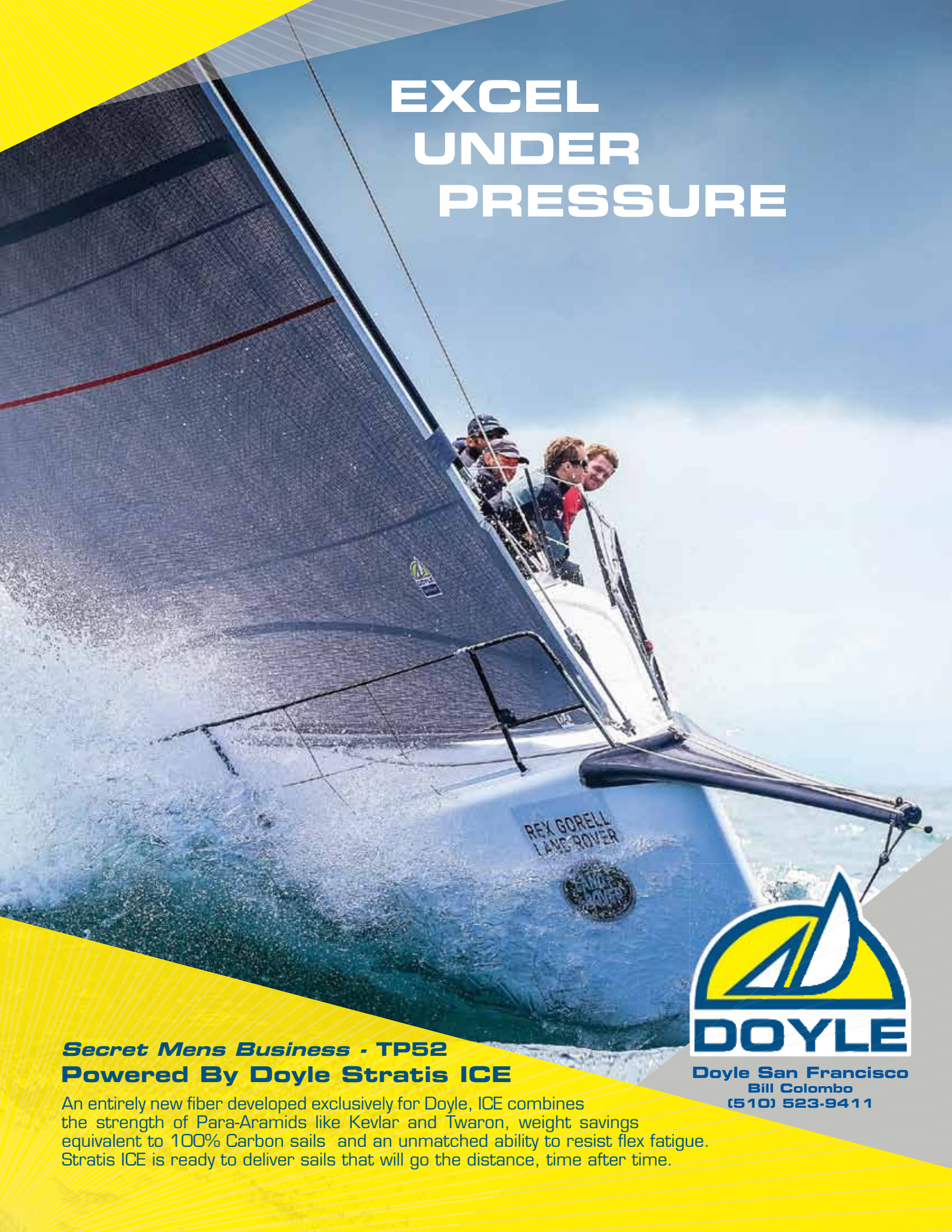
The Poobah can't wait to see you and Jasper again, and your kids, on the 2019 Ha-Ha.

⇕ **HOW COME THE BOAT SMELLS LIKE MCDONALD'S?**

The November-edition *Letters* had some interesting stories about jury-rigging after equipment failures, and I thought your readers might be interested in a few more.

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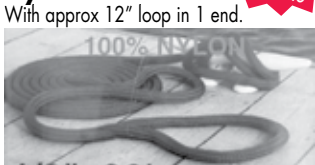
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LETTERS

three weeks prior to the start of the 1976 Transpac Race to Tahiti. There wasn't enough time to shake all of the bugs out of the new boat, so we just went for it and hoped for the best.

We had remarkably few new-boat problems during the 3,600-mile race, but on the second day of the delivery north to Hawaii after the race, one of the engine hydraulic drive hoses chafed through on a bulkhead, and all of our hydraulic fluid drained into the bilge.

We repaired the damaged hose but didn't have enough spare fluid to refill the system. What to do? We did have a generous supply of Wesson Oil aboard for cooking, so after some deliberation we filled the system with it. It worked! We decided to use the system sparingly though, and sailed the rest of the way to Hawaii, putting the engine in gear only to power into the Ala Wai Yacht Harbor.

We later joked that the Wesson Oil worked great, but made the boat smell like McDonald's French fries. Once in Hawaii, we flushed the system and put in proper hydraulic fluid, and the system worked fine thereafter.

The following summer we were sailing *Bravura* south to compete in the Sydney Hobart Race, and we discovered that the binnacle compass card was tilting more the farther south we got. Apparently our compass was balanced to accommodate the magnetic fields in the Northern Hemisphere, and tilted as the direction of pull changed down south. This became a problem when the card tilted so much it got hung up on the lubber's line, and we couldn't tell what our heading was anymore.

We disassembled the compass trying to collect all of the fluid as best we could, but quite a bit spilled out. We cut the lubber's line where it hung over the card, which then allowed the card to swing freely. But we didn't have enough fluid left to refill the compass. What to do?

Bravura had just won the Around the State Race in Hawaii, and was awarded a case of Red Label Scotch by race sponsor Johnny Walker. We still had most of the case aboard. We filled the compass with scotch, and it worked like a champ until we got to New Zealand and replaced the compass with one suitable for worldwide sailing.

Bill Leary
 Moku pe'a, Beneteau Oceanis 351
 Kaneohe Bay, HI

↑ I NEEDED A HIP REPLACEMENT

Like the Wanderer's excellent experience with Dr. Olga in Punta Mita, Mexico, as reported in the December 19 *Lectronic*, I also had a good experience with medical care in Mexico.

I was experiencing pain in my hip, so I had a consultation with a primary-care physician in Mexico, then a consultation with an orthopedic surgeon, an X-ray, and finally a CAT scan. This was all done in less than one week for a cost of less than \$400. For the record, I paid these bills out-of-pocket, as I was not part of the Mexican public health insurance system (a public health system that many foreigners can join).

It turned out that I needed a hip replacement. The primary-care physician in Mexico recommended that I have it done in



'Dr. Olga', the Wanderer's favorite physician because she's competent and caring.

LATITUDE/RICHARD



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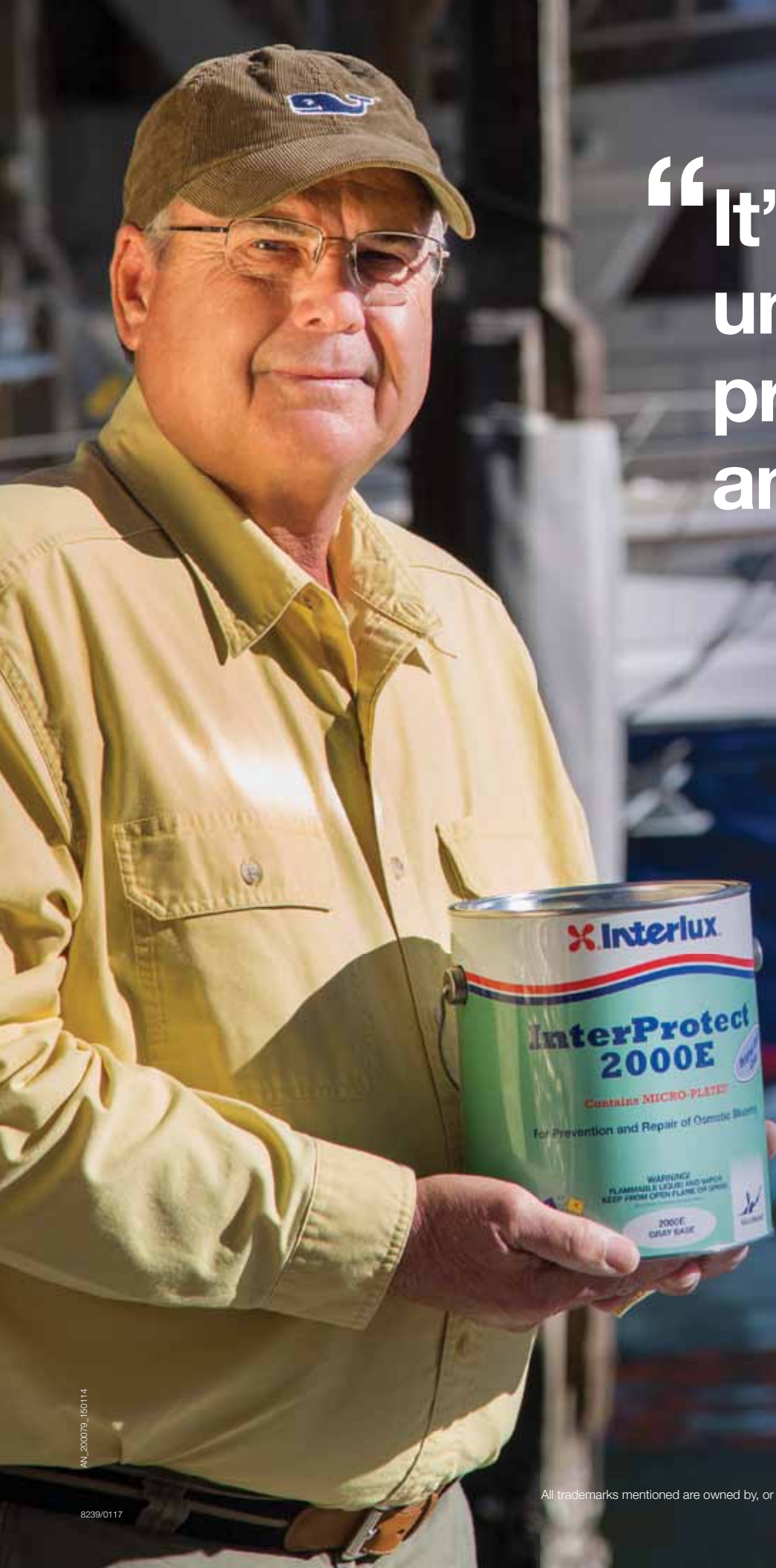
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LETTERS

the States because I have health insurance in the States.

It took me three months to get an appointment with an orthopedic surgeon in the States, and another three months to get on his calendar for surgery. It took weeks to schedule the follow-up MRI, and that cost far in excess of what I was charged for the CAT scan in Mexico.

Cindy Patrinellis
Cool Change, Pacific Seacraft 31
Sausalito

↑↓ THE BILL WAS EMBARRASSINGLY LOW

Back in the 1990s in La Paz, our then-5-year-old daughter awoke around midnight screaming in pain. There was something wrong with her eye. We called the port captain on VHF. He responded immediately and told us a taxi would be waiting as soon as we could get our daughter to shore.

We were taken to the Naval Hospital, where she was seen and treated by an eye specialist who had gotten there ahead of us. We took her back the next day to have the dressing changed, and she was seen by the same specialist. The bill was embarrassingly low, so we made a donation as well.

Later that year in Alameda I had need for a course of antibiotics, so I tried to see a doctor. I was told it was \$250 to get through the door, another \$250 to see the doctor for a maximum of five minutes, and then I would be charged whatever it cost for the drugs. I sure missed Mexico at that point.

We are now back in New Zealand where we don't need to live in fear of illness or injury.

David and Angela Howie
Whangaparaoa, New Zealand

Readers — The Wanderer is familiar with and has good feelings about the Naval Hospital in La Paz. He destroyed a disc while aboard his Olson 30 during Sea of Cortez Sailing Week at Caleta Partida in the 1980s. He was in extreme pain for a week, and friends finally dragged him to the Naval Hospital. He was injected with a painkiller and put on a stretcher for a supine trip to Los Angeles on an Aeromexico jet. An ambulance was waiting on the tarmac when the plane landed, and he was taken to the L.A. County Orthopedic hospital. The doctor ordered X-rays, which are no help in diagnosing soft-tissue problems. After examining the X-rays, the idiot doctor informed the Wanderer's then-wife that the Wanderer was "faking it." The nightmare continued for about another month.

In the last 30 years, the Wanderer has gotten excellent health care in Mexico at extremely reasonable prices. He is just one of many cruisers who are of that opinion.

↑↓ EXTREME HEALTH CARE FRAUD

Could you get to the bottom of this story about a terrible Cabo hospital experience by cruisers in need? You may remember that while crossing the Sea of Cortez to Mazatlan last May 14, Edward Staples and Annette Alexander's SoCal-based Island Packet *Sandpiper* caught fire and sank. Despite ultimately having to jump into the water, they suffered burns.

According to their website, they were taken to a hospital in Cabo, where they weren't given any treatment until \$8,000 had been charged on their credit card. Before long, the hospital was demanding \$30,000. Fortunately the US Embassy stepped in and rescued them.

According to their website, the hospital was shut down while they were there because it had been extorting money from tourists with outrageous fees.

It sounds as if this couple's experience was the opposite

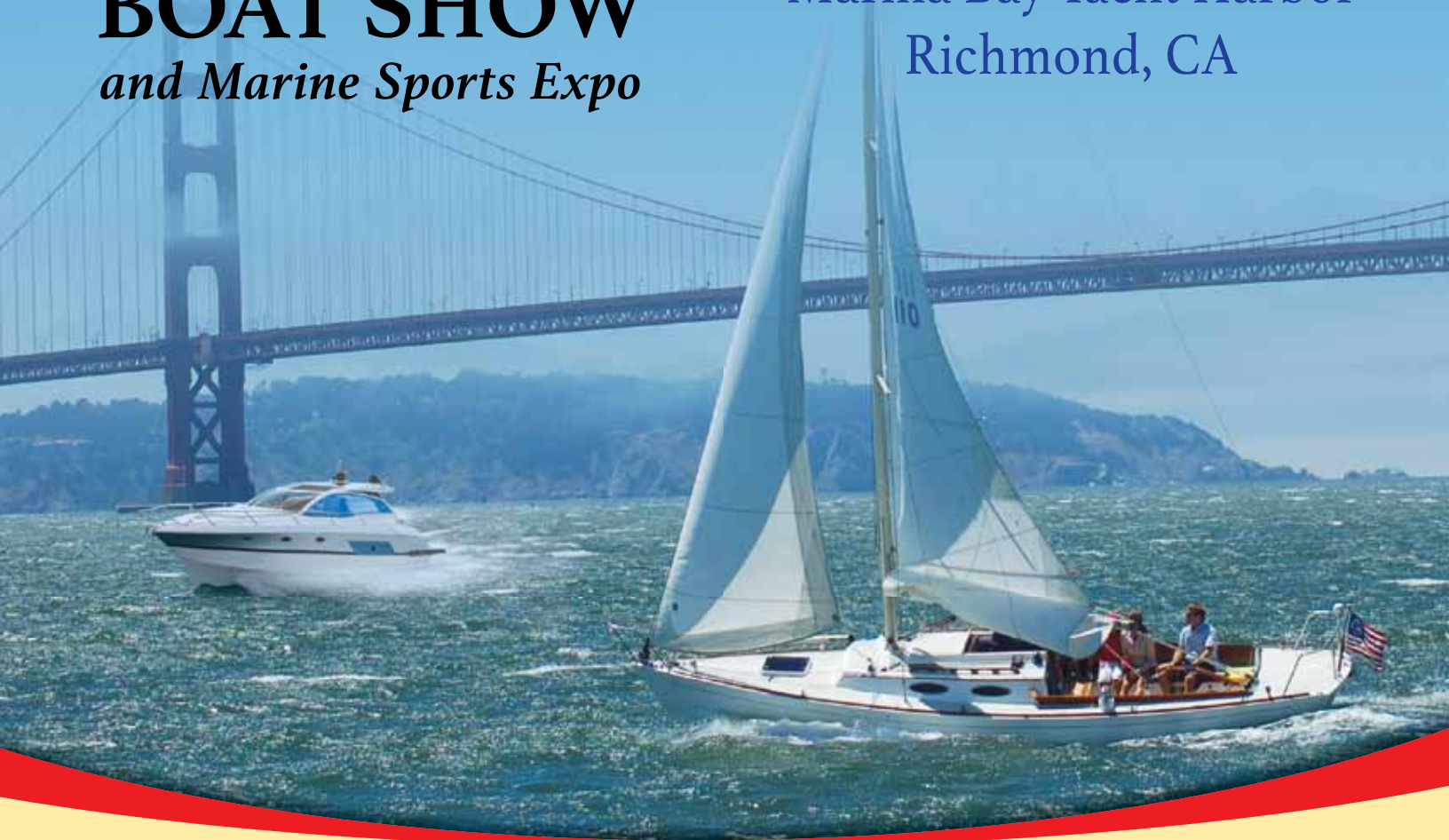


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LETTERS

of the Wanderer's with Dr. Olga. Any comments?

Lawrence Lare
Planet Earth

Lawrence — We don't for a second doubt that Edward and Annette's story is true. For years it's been a well-known outrage that one or more clinics/hospitals in Cabo San Lucas have been better at extortion than medical care. Indeed, just the other night the Wanderer had dinner with a woman from Portland who reported that six months ago a hospital in Cabo would not provide treatment for a very seriously injured friend until \$20,000 a day had been charged against a credit card of yet another friend. That this kind of medical extortion was allowed to go on for so long was an incredible disgrace.



SANDPIPER

Edward Staples' right leg was badly burned in the fire that destroyed 'Sandpiper' offshore in the Sea of Cortez. He and Annette were burned further by the Cabo hospital.

Each year the Grand Poobah has been careful to warn Baja Ha-Ha participants to never go directly to a hospital in Cabo, but rather call Marina Cabo San Lucas first and have them arrange for medical care.

To our knowledge this kind of medical extortion has only happened in Cabo San Lucas. Be aware, however, there are some upscale hospitals in Mexico geared toward wealthy Mexicans and tourists, and their rates are understandably higher than those of the typical hospital in Mexico. But they are still a bargain compared to hospitals in the States.

By the way, Ed and Annette have an excellent detailed blog, with photos and graphics, of what they believe caused the devastating fire on their boat. Their blog is one of the better ones we've seen: www.sandpyper.blogspot.com.

↑↓ OTHERWISE IT WAS A VERY GOOD ARTICLE

In the December Max Ebb article, the second equation on page 84, second term, should be: $T \sin(\delta\theta/2)$, not $T \cos(\delta\theta/2)$.

Otherwise it was a very good article. It brought back 55-year-old memories of a course I took as a freshman from Professor Street. We used Shames as a text.

There is a virtually identical example to Max's in article 8-10 in the third edition of *Vector Mechanics for Engineers, Statics*, by Beer and Johnston Jr., McGraw-Hill, 1977. I wonder if those two got that example from the widely used text — my copy is now in hiding — by a sailboat owner and former Yale professor, Merriam. Rumor has it that he alleged that other authors copied his textbook exercises and examples.

By the way, while in Oregon my father built an Atkins Ingrid Victress, which was — and maybe still is — carrying passengers from the Pegaso Hotel in Vallarta to Mismaloya. I helped log the white oak for the boat from near Corvallis in about 1960. I also machined a titanium roller-reefing system and such.

My father built his boat with a flush deck. She had tanbark sails. He sailed her from San Diego to Cabo, Vallarta, Costa Rica, Panama, the Galapagos, Hawaii and back to San Diego. He sold her in about 1980. In those pre-calculator and pre-GPS days, my 71-year-old mother was the navigator.

I was crew for the passage from Vallarta to Puntarenas. I then took several months to wander the Andean countries on

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— Rick Egan, 136 *Kapai*, San Francisco Bay

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LETTERS

buses. Then I crewed on boats in Panama and later the Hawaiian Islands. Unfortunately, I missed Galapagos altogether.

Gordon Rayner
San Diego

Gordon — Like you, the *Wanderer* is surprised that such an obvious error didn't jump right out at Max.

↑↓ HISTORIC IS NOT HISTORICAL

As a protégé of Karl Kortum, the founder of the San Francisco Maritime Museum, I noticed a common error in your article on what is now the National Park. The proper name is the San Francisco National Historical Park, not the "historic" park, historical being defined as "of or concerning history; concerning past events" as opposed to historic, "famous or important in history."

This is an important distinction, since the park was a recent creation and not the site of some event in history worthy of recognition. Kortum, a stickler and wordsmith, would concur.

Steven Hyman
Historic Maritime Preservationist
San Francisco

Steven — Duly noted.

↑↓ PREPARE TO BE SURPRISED

I would be surprised if the Baja Ha-Ha rally for cruisers was open to powerboats such as my Kadey Krogen 44 AE trawler. What's the story?

John J. Cox III
Kadey Krogen 44
Rarotonga

John — The Ha-Ha is indeed open to powerboats. About four or five sign up each year, and several powerboats have done more than one Ha-Ha. In fact, the last Ha-Ha was the second one for Ken and Dottie Savile of the San Diego-based homebuilt 39-ft trawler Dreamweaver.

Registration for the Ha-Ha opens on May 1.

↑↓ SACRED PRINCIPLES AND THE NEXT MULTIHULL

I'm just finishing my second cup of coffee of the morning aboard my friends' Beneteau 54 here in Richards Bay, South Africa. Elisabeth, a partner in the boat with husband Onni, is polishing the stainless on this beauty that they've sailed here from St. Maarten in the Eastern Caribbean. I'm abstaining, as polishing metal is against my sacred principles.

Such is the life of a boat guest. But I do contribute in other ways, as this isn't a free ride from here to Cape Town. But it's true that, having sold my Brown Searunner 31 *En Pointe*, I have joined the OPYC (Other People's YC) for the time being. I'm trying to be as helpful as possible without compromising my principles regarding yacht maintenance.

Having sold my trimaran, I'm looking at catamarans. Here's a list of the cats that I'm looking at, and I'm wondering what the *Wanderer* thinks of them: a late-1980s Fountaine Pajot Casamance, an early-1990s St. Francis 44, a late-1990s Catana 41, and a mid-2000s Knysna 44.

Having been a keen follower of the boat market for the last 30 years, I find it hard to argue with the claim that there's never been a better time to buy — even when you include the "GFC" (Great Financial Crisis) — as the inventory of cats is probably greater than ever.

Having sailed my little Brown Searunner to Thailand from California, I'd be loath to buy a monohull unless I planned to

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1983 Morgan 454	\$69K
1999 Catalina 400	\$118K
1991 Hunter 37.5	\$62K
1993 Hunter Vision 36	\$61K
1979 Cape Dory 36	\$54K
2004 Hunter 33	\$63K
2000 Beneteau 331	\$62K
2001 Catalina 320	\$69K
2006 Pacific Seacraft 31	\$149K
2013 S&S 30	\$99K

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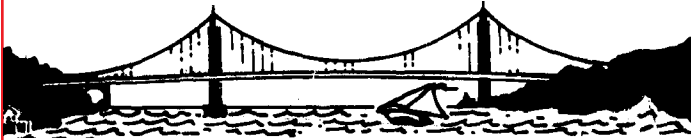
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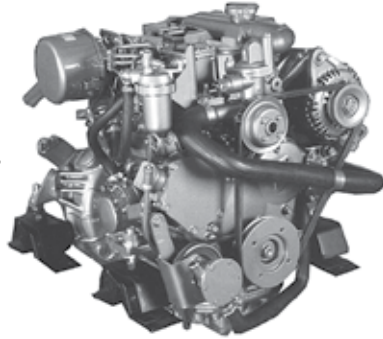
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LETTERS

live in a marina. Having seen how my 35-year-old plywood Alviso-built trimaran handled heavy weather, I'm sold on multihulls. I guess I can best describe the way a multi handles breaking waves as that they get pushed sideways instead of presenting a stable mass for the wave to break on.

Jim Brown stands out among the multihull pioneers as having designed a great boat. He's truly a legend, and his boats are a part of Bay Area sailing history

Well, Elisabeth now has a bucket and rag out to wipe down the cockpit, so I'd best get busy and go for a walk, maybe to survey the state of the ocean. We're waiting for good weather to ride the Agulhas Current south and avoid the dangerous southwest gales, which should soon subside in frequency with the beginning of the Southern Hemisphere summer.

It's quite the life being boatless for a bit. It took me just 19 hours to cross the Indian Ocean from Malaysia — via Jeddah, Saudi Arabia, to Johannesburg on a first-leg plane full of the faithful on their way to Mecca. Upon landing here, I hit the Zululand YC annual holidays kick-off party and won a lottery grand prize of 2,000 South African rand in bar and restaurant tabs. Between the airplane transit and taking the grand prize as a veritable interloper, I'm garnering a bit of a reputation as a poser. Or perhaps I just need to adjust to the boatless life.

I'm just getting my feet wet in the cruising world and have much to learn and, I hope, many more miles to go.

Tom van Dyke
ex-En Pointe, Searunner 31
Santa Cruz

Tom — When it comes to cats, the Wanderer likes: 1) Length, for ease of achieving higher speeds and, when all other things are equal, greater stability. 2) Above-average bridgedeck clearance, to reduce or eliminate bridgedeck 'bombs'. And 3) Simplicity, because it's more fun to go sailing than to do maintenance.

All the cats that you mentioned are production cats, so we assume all of them are four-cabin models best suited for chartering and not necessarily private cruising. You should also keep your eye out for custom cats, which often sell for less money because they aren't 'brand' names and thus aren't attractive to less-experienced sailors.

What we think is a good example of a non-brand-name



LATITUDE/RICHARD

The Wanderer's Best Buy: Bill Anderson's \$80,000 Hughes 42 'Feet'.

cat is Feet, the unusual looking Hughes 36 that homebuilder Bill Anderson stretched to 42 feet. She's an outboard-powered cat that puts much more stock in performance than the number of berths. If the Wanderer were five years younger and five inches shorter, he would have bought her the day he looked at her in La Cruz in order to replace his 'average white charter cat' in the Caribbean. And he may buy her still.

Another non-brand cat the Wanderer thinks is very attractive is Wayne and Carol Hendryx's Brisbane-based Hughes 46 Capricorn Cat, which Blair Grinoles built and then sailed all over Mexico and the Pacific. Nor can we forget Jim and Kent Milski's San Francisco Bay-based Schionning 49 Sea Level, which the couple sailed to Mexico many times and did a circumnavigation with.

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LETTERS

It's important to remember that what people like in catamarans is subjective and can fall anywhere in the price/performance/comfort matrix. Just because the Wanderer likes a cat doesn't mean anybody else will — or should. Happy boat hunting!

⇕ **SOMETIMES YOU DON'T NEED A WATERMAKER**

Like most things on a cruising boat, you need to ask yourself the question: "What sort of cruising are we doing and where are we doing it?" To preview a little, I just removed the watermaker from *Mayan*, our 74-ft John Alden schooner that was famously owned previously by David Crosby. I made the decision based on 30,000 miles of cruising with and without watermakers. I thought about what kind of cruising we were going to do and where before making the decision.

Based on my experience, watermakers are fussy beasts that: 1) Need clean water or the membranes will be ruined, and 2) Must have the membrane pickled when not in use.

To address problem #1, we build complex and mostly effective filtration systems. These should include at least a pair of filters in series, one coarse and one fine. For a better system, there should also be an oil separator ahead of the filters. For the best system, the seawater pickup should be at least two feet below the surface of the water to avoid oils and garbage flowing around your boat. (It's also a *really* bad idea to pump the head or empty the holding tank into the sea while the watermaker is running, for obvious reasons.)

As anyone who has decided to run their watermaker in a muddy harbor (like the river in Punta Arenas, Costa Rica) can tell you, the primary paper filter will very rapidly clog with mud and vegetation. After a few days of use, you'll give up and start hauling water from shore. The conclusion you'll come to is that the watermaker is great when you're out at sea or in one of the beautiful lagoons like Raroia in the Tuamotus, but simply isn't worth the trouble when you're anywhere near an alternative water supply.

We spent years cruising our Wylie 65 ketch *Saga*, and her watermaker was great. We were only in the South Pacific where we could see the bottom in 60 feet of water. When we got to New Zealand we pickled it.

This takes us to problem #2. If you are going to stop using your watermaker for more than a week or so you'll need to pickle it. This requires a source of extremely clean water without any trace of chlorine, and you'll need pickling chemicals. Of course, if you've thought ahead then you have watermaker-produced water, which is perfect for pickling. But you can't use water from your tank if you've used chlorine to sterilize it. Sadly, many of us have failed to pickle in time. The results are damage to the membrane. If you do pickle in time, it's still a pain in the neck similar to decommissioning an engine for winter storage in cold climates. Further, it takes quite a while running the watermaker in clean water to get rid of the pickling chemicals. It's not something you want to do every few weeks.

One final remark on watermaker reliability: Most of them aren't. While the principle is trivially simple, to make it easier to operate many vendors have complexified (sic) the device by adding automated sensors for low flow, the switch-over from waste water to fresh for the tank, and numerous other relatively unnecessary tasks. Having owned three different commercial versions and having built two watermakers of my own, I'm a strong proponent of an entirely manual system. Your mouth is perfectly good at detecting salt; when the output water tastes fresh, put it in the tank. If you start a bit early, a little salt in the water won't hurt you at all. A simple

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LETTERS

vacuum gauge on the filters will tell you when they need to be changed.

Given all this, where does a watermaker really help out? Clearly, it's perfect for long passages across places where it doesn't rain much — for example, the Pacific High. Why does rain matter? Because any reasonable boat will be designed to capture rainwater. If you're cruising in the tropics you'll have almost as much water as you can use by just catching the rainfall. This leaves us with the obvious question of: "Where do most cruisers actually cruise?" My experience is that very few spend any significant time at sea, and even fewer spend that time offshore where they aren't within relatively easy reach of a port with a water supply. Simply put, there are probably more cruisers in Roche Harbor on a July weekend than the entire Puddle Jump fleet in a given year. Thus, only a very small number of cruisers ever need a watermaker.

For all these reasons, I think an honest assessment of where one is planning to sail, a calculation of how many days the boat will be at sea, and an admission that the watermaker will be pretty useless in most ports, will lead most cruisers to rule it out as an expensive fantasy item that they'll really need to buy when they point their bows toward cruising grounds which are far distant and hospitable to watermakers.

Beau Vrolyk
Mayan, Alden 74 Schooner
Santa Cruz

↑↓ WATERMAKERS ARE IMPORTANT IN THE CARIBBEAN

Evelyn and I purchased a Spectra T-200 watermaker in 2010 for our St. Lucia-based Kirie 446 *Aquarelle*, as there had been a nasty drought in the Caribbean and we didn't want any water problems for our next cruising season. We installed the watermaker the following year without any problem. The unit has worked well ever since. We use our boat three months a year, then pickle the watermaker until we return eight or nine months later.

From what we hear, drought conditions have returned to the southern Caribbean again this year. In the last drought there wasn't enough water on the islands to allow people to wash dishes or even flush toilets for several weeks. Martinique was the only island selling anything but bottled water, and it was expensive.

Our watermaker makes about 8.5 gallons per hour while drawing about 10 amps/hour. But if it's blowing 20 knots — as it often does in the Caribbean — our KISS wind generator takes care of all our power needs. We run the watermaker every two to three days. We use about 10-15 gallons of water a day and do most of our laundry ashore.

We also have a T-200 on our boat in Santa Cruz. It's also been great.

We're packing to head to our boat in the Caribbean as we write this.

Terry and Evelyn Drew
Aquarelle, Kirie 446
Aptos / St. Lucia



The watermaker was just removed from the Alden schooner 'Mayan'.



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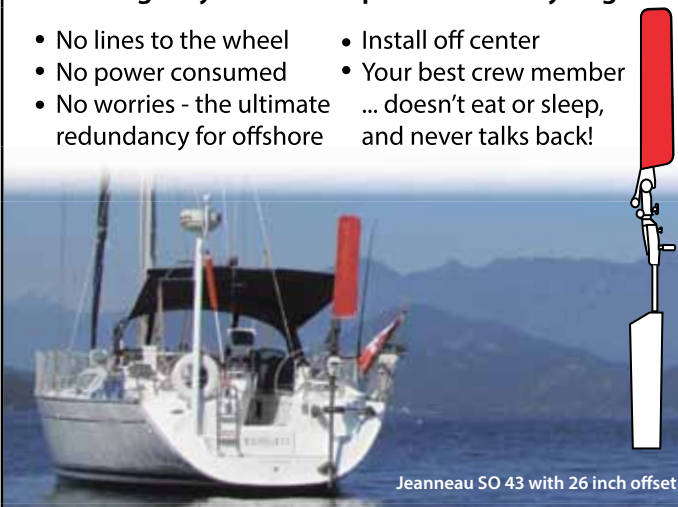
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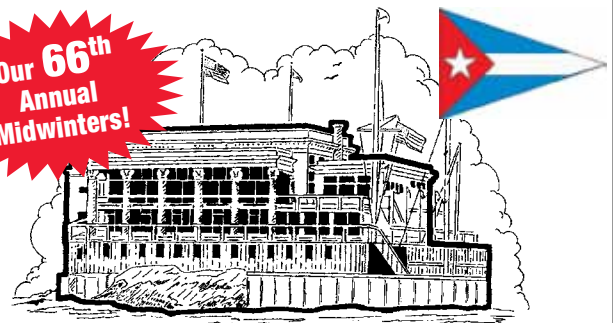
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LETTERS

Terry — As most readers know, the Wanderer has a Leopard 45 catamaran in the Caribbean that he and de Mallorca use about the same amount of time as you and Evelyn use your boat. The Wanderer has sometimes thought about buying both a watermaker and a wind generator, but has stubbornly clung to his 'less is more' philosophy.

While 'ti Profligate is now kept on the hard in Antigua when we don't use her, we spend most of our time on her at St. Barth. Despite occasional water shortages there, we've always been able to go to the water dock and buy 200 gallons for about \$20.

The Wanderer and de Mallorca have never had any trouble making that amount of water last two weeks. While we're frugal with water, we typically take a couple of quick showers a day each, and de Mallorca does most of the laundry on the boat — not that there is that much in the tropics. So in our case buying a watermaker hasn't made any sense.

We haven't bought a wind generator because the refrigerator/freezer on 'ti is engine-driven. When we run the engine for the freezer, we charge the batteries up for other electrical uses. The sound of the engine running is annoying, to be sure. On the other hand, we think it puts much-needed hours on the diesel. Much-needed in the sense that every boat-diesel mechanic we've ever talked to says boat diesels die from lack of use, not too much use.

If and when the freezer craps out, we'll install an Engel portable refig/freezer — we have two on Profligate — and get either a wind generator or solar panels to power it.

There are a lot of ways to solve problems on boats, aren't there?

IT MIGHT NOT SOUND LIKE IT, BUT IT WAS A BLAST

I enjoyed the Grand Poobah's response to a participant in last year's Baja Ha-Ha who didn't enjoy himself. I say too bad for that guy.

I had more than my share of problems when I did the Ha-Ha in 2011 with my 46-year-old Islander 30. My boat was one of several that got caught in a brief 'storm', and we tore the chute. Then I discovered that all the motor mounts were loose. Thanks to dead batteries, we had to have the dinghy tow us into Turtle Bay long after everyone else had arrived, and we had to throw out all the fresh food.

I had more problems. I took a major 'header' at the bottom of the steps at the Turtle Bay pier while carrying two bags of ice. My head ended up between the floating dock and a big powerboat. I did manage to save the ice and my head. In addition, my crew fought all the way to Cabo. One guy even tried to abandon ship in Bahia Santa Maria.

Sound terrible? I actually had a blast! At the tender age of 68, I think I and my now-old Islander have one more Ha-Ha in us, hopefully this year.

Paul Ingram
Rancho Relaxo, Islander 30
Chula Vista/Ensenada, BC

WE DIDN'T USE OUR SPINNAKER

Here's what we think are Puddle Jump essentials:

A robust windvane, such as an Aries, and spare parts. If you opt for an autopilot only, you had better carry spares and know how to do field repairs. Better yet, carry a complete replacement. You don't want to be one of those who have to hand-steer for hundreds of miles because of autopilot failure.

Alternative energy sources are another must. And the more complex your boat, the more you'll need alternative sources. By the way, a boat with a gas-powered portable generator is not a welcome addition to an anchorage. Solar is silent.

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LETTERS

Better-grade wind generators can be silent, too.

AIS. It's a safety item.

Light air sail(s). People worry about handling the boat in strong wind, but it's surprising how often the wind is light. A big, light-air reaching sail is very nice to have on board. We had a spinnaker. Besides, we were usually on a reach.

Things that aren't essential but we wouldn't go without include: a watermaker, a modern pressure cooker because it saves fuel, and a rain-catchment system,

Randy Webster
Velic, Jason 35
Portland, OR

Readers — The Wanderer wouldn't go anywhere without chutes on Profligate, which carries one mainsail, one very



LATITUDE/RICHARD

small jib, two gennakers, and four spinnakers. Indeed, the minute Profligate is cracked off just a bit, one of the asymmetricals goes up. Yee-ha! If the wind goes any farther aft, we reach with a symmetrical.

Even when shorthanded, it's easy and fun to fly a spinnaker on most catamarans.

The Wanderer, however, will be the first to admit that flying chutes on multihulls is very

different than on monohulls. For example, the 'pointy end' of Profligate is 30 feet wide, meaning there is a huge foredeck on which to drop the chute. The Wanderer doesn't wear socks, nor does he use them with Profligate's spinnakers. In addition, the foot of the main is 26 feet long, meaning the main can very effectively blanket the spinnaker during a drop, making it easy and safe.

If the Wanderer had a monohull, he'd certainly have a furling system or sock for nylon sails to drop them in safety. Although the Wanderer would fly gennakers and spinnakers less often on a monohull than a multihull, he'd go crazy if he had to try to sail deep with white sails in less than 10 knots.

↑↓ RIG HEAVILY, REEF EARLY AND PRAY OFTEN

There is only one thing that would be on our wish list if we were to do another Pacific crossing — light-air sails. We had a furling mainsail along with a furling 150% genoa. They worked well for about 80% of the passage. The other 20% of the time we wished we had a cruising chute — something that we could launch with ease and control when up.

We have a storm jib, too, but didn't use it when crossing the Atlantic or the Pacific.

Cam has been in love with sailing the ocean for 40 years. Annette loves smooth seas and hopes to never see another winter. Our guiding principles for cruising? Rig heavily, reef early, and pray often. God does not promise easy passages, but he does promise a safe anchorage.

Campbell and Annette Hair
Annecam, Bavaria 46
Melbourne, Victoria, Australia

↑↓ FENDING OFF THE NO-SEE-UMS

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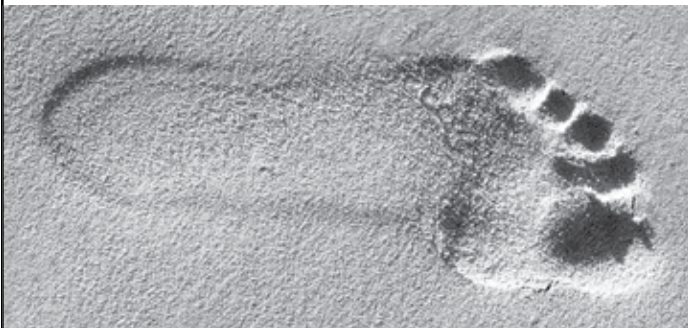
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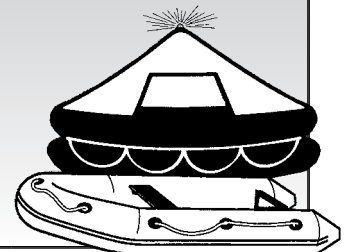
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To this day, we use Skin So Soft for no-see-ums. In our experience it's the only repellent that consistently fends off the little bugs that routinely come aboard our boat each night at sundown here in Port Antonio, Jamaica. Having the built-in sunscreen is a bonus if we're hiking around near swampy places too.

Judy and Ron Odenheimer
Cetacean, Tayana 37
Seattle, WA

Readers — We got a lot of positive responses about Skin So Soft. But as you can tell from the next letter, at least one person had a problem.

↑↓ I HAD TO CONFISCATE HER BOTTLE OF SKIN SO SOFT

I've used Cutter insect repellents — they have them with and without DEET — since I was a teenager and continue to use it today in my 60s.

Please caution readers that some people, like me, have an allergic reaction to Skin So Soft. I was chartering a boat in the Grenadines when one of my guests pulled out her Skin So Soft to use as an insect repellent. I asked her not to use the compound as I'd had serious breathing problems when that stuff is around. She went below and applied the substance anyway.

I was immediately suffering such restricted breathing that I had to use an emergency inhaler. I hadn't had to use the thing in more than five years because I'd learned what to stay away from.

I had to confiscate the bottle of Skin So Soft, and my guest didn't like that at all. I told her I'd drop her off at the next island if she was that put out. I threw away the offending product, so it didn't matter one way or another, but she stayed on for the rest of the charter.

Cutter did a fine job for her and I could breathe. Imagine that. She still wasn't happy with me. Go figure.

Curt Simpson
Palm Desert

↑↓ USE FINGERNAIL POLISH FOR BUG BITES

I was in the Baja Ha-Ha in 2001 on the trimaran *Moon Me*, and have cruised the Caribbean for about 15 years and Mexico for about six years. I also spent three years mining for gold in the jungles of Panama. What I learned during those years is that you need to cover every bug bite with clear fingernail polish. It stops the itch and acts as a protective bandage. The bite heals quickly and without a scab. I always put a couple of coats on and after a few days it would just flake off.

I've found that Avon Skin So Soft works moderately well as a repellent, but washes off with rain or sweat.

Jeff Nelson
Moon Me, Cross 37 Tri
St. Croix, USVI

↑↓ OCEAN CRUISING FIRST, CANAL CRUISING SECOND

First, I'd like to say "thank you" to the Grand Poobah for a great 2016 Baja Ha-Ha. We had the pleasure of doing it as crew aboard Argan Johnson Jr.'s beautiful Long Beach-based Lagoon 400 *Mai Tai II*. It was such a fantastic experience that I would crew again every year if someone would take me.

However, I'm primarily writing about the previous *Letters* and editorial responses about canal boats in Europe. My wife and I rented a boat on Canal du Midi in France a few summers ago and loved every lazy day of it.

If I remember correctly, the Wanderer bought his boat in

LETTERS

the Netherlands and is keeping her somewhere on the network of European canals. We're seriously thinking about doing the same, but we have some questions:

- 1) Did he have to pay any taxes/VAT or similar in addition to the purchase price?
- 2) How did he register the boat? Could we register under American flag from there by mail?
- 3) If he didn't register his boat in the United States, how was he able to register it in the Netherlands — or any other European Union country — without being a resident?
- 4) If the Wanderer's boat is registered in the United States, is there a maximum time the boat can stay in the European Union, assuming she never left?

I smiled at the Wanderer's comment about how slowly boats move on the canals. But we quickly discovered that after moving an hour or two, and under a couple of bridges and around a bend, there's always another little village with a restaurant, a bakery, a butcher and a wine shop. Why hurry, why worry?

Bjorn Endresen, Crew
Mai Tai, Lagoon 400
Long Beach

Bjorn — The Wanderer has purchased two canal boats, both of them in the Netherlands. It turned out to be easy, except for a few delays in wire-transferring the money. To answer your specific questions:

1) *The Wanderer did not have to pay Value Added Tax (VAT) on either boat, as both were built prior to 1986. Assuming you will be buying a used boat, the VAT should have already been paid. But make sure you have proof of it, as the European Union economy is in the toilet and the countries need all the tax money they can get.*

2) *The boat registration process varies from one European Union country to the next. It's perhaps the easiest in the Netherlands, where the bills of sale on the Wanderer's boats also count as the titles. You can spend a couple of thousand dollars getting a more official title in the Netherlands, but the Wanderer doesn't know of anyone who has gone to the trouble, and in two seasons hasn't found any reason to do it.*



The Wanderer recommends buying a canal boat in the Netherlands rather than France.

In bureaucratic France, the paperwork and getting the title can be much more complicated. Part of it is that the French, unlike most Dutch, aren't fluent in English. So find the boat you want in the Netherlands on a Monday, survey her on a Tuesday, and take off with her on Wednesday. That's what the Wanderer did, except he did the survey himself on the same day he found the boat.

The reason you don't want to register your boat in the United States is that after 18 months she'll have to leave the European Union for at least a day, or be imported back into the EU at considerable expense.

3) *To date the Wanderer has had no problem having an American passport while leaving his Netherlands-registered boat in France for an unlimited time.*

4) *There is no time limit on how long the Wanderer can keep his boat in the European Union as she's a European Union-titled*

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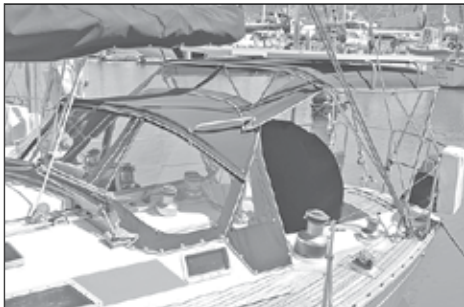
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LETTERS

boat.

In addition to the ease of licensing, there are three other reasons to buy a canal boat in the Netherlands: 1) The Dutch build better boats than the French. 2) Generally speaking, the Dutch take better care of their boats than do the French. 3) If you buy a canal boat in the Netherlands, it's likely to be worth more if you eventually sell it in France. That's why it's common for the French to travel to the Netherlands to buy their canal boats.

You know the only class of people who don't have to have an International Certificate of Competency (ICC) and a CENVI inland waterway license to operate a canal boat in the European Union countries? People who charter canal boats and may have never been on a boat before in their life. They get a no-questions-asked 30-day temporary license. It's sort of like the people who don't need a license to operate a Jet Ski in California are those who rent them.

Despite having owned more than 20 boats during the past 45 years, the Wanderer had to get an ICC and a CENVI. Because the United States wasn't one of the 42 countries that signed up for the licensing agreement, and thus didn't offer the tests and certification, the Wanderer — and de Mallorca — had to become one-day 'residents' of Ireland to get their certificates from the Irish Yachting Association. United States passport, Dutch boat kept in France, Irish licenses — the Wanderer feels like an international man.

As it's turned out, in two summers nobody has asked to see either license. Furthermore, the Wanderer knows of boatowners who've been doing the canals of Europe for many years without either license.

Another issue is the Schengen Area law that says Americans have to leave European Union countries for three months in every six-month period. The Wanderer and de Mallorca have inadvertently broken this law two years in a row, and nobody has noticed. We know of others who have broken this law for nine years in a row and nobody noticed. Or if they did notice, they didn't care. The truth is that the European Union has a lot bigger problems than relatively affluent Americans staying in the EU and spending money for longer periods of time than they are supposed to. However, it is possible to get tripped up and have to pay a fine.

If anyone is looking for an introduction to canal boating in Europe, we recommend Tom Sommers' European canal guides, which can be downloaded on your computer or iPad from www.eurocanals.com. Tom lived in the States, including Southern California, until 2000, at which time he and his wife Carol started canal boating. They've been at it ever since. Tom's guides are planning guides rather than mile-by-mile charts, and give a good overall idea of what to expect. And an overall view is critical, as there are something like 5,000 miles of canals and navigable rivers. We particularly recommend his online Euro Canals Seminar, which gives you an excellent overall view of canal boating from the Netherlands to Belgium, to Luxembourg, to Germany, to France, and maybe the United Kingdom.

In summary, buy a boat in the Netherlands, keep the bill of sale handy, and don't sweat it.

As we've said before, if we had to make a choice between cruising the ocean on a sailboat and doing a canal boat, we'd absolutely choose the sailboat on the ocean every time. Unless we were over 70. However, as a four- to six-month-a-year off-season alternative to cruising in the tropics, we'd take a canal boat in Europe over a camper in the western United States every time. And it's possible to do the former for less money than the latter, particularly with the euro headed to parity with the dollar. Paris seemed like a ridiculous bargain to the Wanderer last

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LETTERS

summer with the euro at 1.10 to the dollar. The dollar is worth 5% more now, and many think it might be worth yet another 5% more by summer.

We sold Marjani, our first canal boat, a 31-footer, to one of our former ad salesmen and his brother and sister-in-law. Here's the report from Cathy Paskin after their first summer:

"We felt that the 31-ft boat was the perfect size for two or



LATTITUDE/RICHARD

A 31-footer like 'Marjani' is all the canal boat anybody has to have.

even three people. We never used the aft cabin except for storage, as we really liked sleeping in the V-berth. My only wish would be a little bit more outside sitting area, as it would be really tight with four people.

"We never calculated our monthly expenses, but I would figure an average of probably

\$12/night for berthing. Our normal breakfast would be fresh croissants for \$2, with coffee and juice that we would buy at the grocery store. We would also get a baguette and use it to make sandwiches for lunch. So pretty minimal cost.

"The only true expenses were that we went out to dinner most nights and bought gas, neither of which was terribly expensive. We went out to dinner to enjoy the towns and culture. Although it's possible to spend much more, we spent about \$15/person per night. But some nights we would just make a caprese salad or even heat up some soup on the boat. We found that the groceries were much less expensive in France than in the States, especially the fruits and vegetables. Marjani is spending the winter in Toul, and we're really looking forward to going back this summer."

⇕ THE PLACE TO SEND YOUR OLD 'TIP'

After 25 years in Mexico, it was time to return to Sausalito after my wife died. In 1996 I had gotten a Temporary Import Permit (TIP) in Zihuatanejo that was good for 20 years.

My 1990 Tayana Vancouver 42 Keoke came under the Golden Gate July 28, 2014. At the time, no one knew about canceling the TIP, but I now have that info. I sent my TIP to the address below and it worked fine for me. No problems.

To cancel an old TIP, send it by registered mail to:

Administracion advanera 3
Central de advanera
Av. Hidalgo N77 Modulo IV, Piso 1
Col. Guerrero P
06300 Mexico DF

As far as the police dock in San Diego goes, don't show up at midnight and expect anyone to meet you. Also, checking out of Ensenada was a three-ring circus and took a few days.

Alan Nixon
Keoke
Sausalito, CA

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, model, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, 2nd Floor, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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2001 Island Packet 420	\$284,000	2002 Grand Banks 42 MY	\$389,000
1999 Island Packet 380	\$219,000	1991 Grand Banks 36 Europa ..	\$219,000

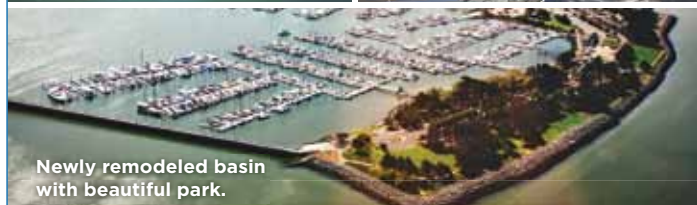
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LOOSE LIPS

With this issue of *Latitude* we're bringing back a former mainstay of the magazine, *Loose Lips*. As longtime readers will remember, years ago *Lips* always served as sort of a catch-all department that might include anything from nautical trivia to obits of sailing luminaries, and anything in between.

The resurrection of *Lips* comes at a time when all of us longtime *Latitude* staffers are feeling a bit reflective, as we'll be celebrating the magazine's 40th anniversary soon — with the March issue, to be exact.

As we approach that publishing milestone, we are reminded of many of our brightest moments — when we researched and produced stories that we were genuinely proud of — as well as



LATITUDE ARCHIVES

The very first issue of 'Latitude 38'.

some of our most embarrassing moments — like when one memorable issue bore the wrong month on the cover, just below the *Latitude 38* nameplate. Whew, that was a bad day.

All in all, though, we're generally pretty proud of the editorial efforts we've made for our readers. What's even more gratifying, though, is when active sailors tell us that perusing the pages of *Latitude* over the years has been instrumental in keeping

their sailing dreams alive, be they to race offshore, cruise the world, or gunkhole through the Delta. Such comments let us know that we're doing our jobs right.

With that in mind, we'd be curious to learn what particular stories or sections of the magazine have inspired you over the years, and perhaps nudged you into action. Don't get us wrong, we're not really looking for a pat on the back, but after spending countless hours producing each monthly magazine, it's useful to learn which specific articles — or types of articles — have had an impact on your life.

We'd also love to hear from both past and present advertisers, as there certainly wouldn't have been even a single issue of *Latitude* without you.

If you're interested in reminiscing or sharing some feedback, write to editorial@latitude38.com.

Speaking of *Latitude's* 40th anniversary, it seems as if every day lately we stumble across another sailing industry business that's hit a similar milestone. The list below is evidence that the 1960s and '70s (when *Latitude* started) represented a pivotal era for entrepreneurial sailing startups. Check out these examples, and you'll see what we mean:

- Harken — celebrating its 50th anniversary this year
- Bainbridge — 100th this year
- Ullman Sails — 50th this year
- New England Ropes — 50th this year
- Antigua Sailing Week — 50th annual this spring
- *Sailing* magazine — 50th in 2016
- *Bay & Delta Yachtsman* — 50th in 2015

If you know of other such milestones, please let us know.

Because our anniversary coincides with the Bay Area's annual spring boat show — Pacific Sail & Power Boat Show — we'd like to invite you to come and see us April 6-9 at Richmond's Craneway Pavilion, the site of the event for the second year in a row. We'll host our annual booth party on Friday, April 7, from 6 to 9 p.m., and we hope you'll come help us celebrate!

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SIGHTINGS

vendée globe record shattered

After just 74 days at sea, Armel Le Cléac'h returned to Les Sables d'Olonne, France, late last month aboard his IMOCA 60 *Banque Populaire VIII*, thus winning the eighth edition of the Vendée Globe, a solo nonstop sprint around the planet.



MARINE NATIONALE / NEFARITTI / VENDEE GLOBE

Briton Alex Thomson of 'Hugo Boss' kept the pressure on Le Cléac'h.

Known in racing circles as 'The Jackal' for relentlessly stalking his prey, Le Cléac'h found the shoe on the other foot for much of this race, as he was closely chased by Briton Alex Thomson onboard *Hugo Boss*, who has recently crossed the line to finish in second place. Between the two of them, they led virtually the entire race and broke every course record along the way, with Thomson only just recently breaking the official 24-hour solo monohull distance record with a single-day run of 536.8 miles. Compared to their efforts in the previous edition of this race, both Le Cléac'h and Thomson moved up one position on the podium, as Armel Le Cléac'h finished runner-up to François Gabart last time, while Alex Thomson finished third. Le Cléac'h in particular has now cemented his spot as one of the all-time greats of solo sailing, having won the Solitaire du Figaro twice and now finally winning the Vendée Globe after two previous second-place finishes.

Ever since their November 6 departure from Les Sables d'Olonne under sunny skies and moderate breeze, *Banque Populaire* and *Hugo Boss* both figured as the favorites within the fleet of 29 boats. While nearly 10 boats were thought to have had a realistic shot at claiming victory in the race, Le Cléac'h and Thomson quickly established themselves as the ones to beat. Thomson led down most of the Atlantic before *Hugo Boss'* starboard foil broke off. Crippled when sailing on a port tack, Thomson began slowly bleeding miles to Le Cléac'h, until being overtaken on December 3 in the South Indian Ocean. Building a lead of some 819 miles as the duo rounded Cape Horn, Armel Le Cléac'h would lead until the finish, though he saw a hard-charging Alex Thomson cut the lead to 50 miles at the equator and to as little as 30 miles in the North Atlantic. Methodical in his routing and open-ocean match-racing tactics, Armel Le Cléac'h played his hand beautifully, never relinquishing the lead, and sailing into Les Sables d'Olonne as the new Vendée Globe champion — the goal he set out to accomplish more than a decade ago.

The new Vendée Globe reference time set by Armel Le Cléac'h is 74 days, 3 hours and 35 minutes at an average theoretical speed of 13.77 knots. This time is nearly four days faster than the record time set by François Gabart on *MACIF* in the 2012-13 edition of the race.

Jérémie Beyou rounded out the podium, with fourth through sixth places going to Jean-Pierre Dick, Yann Eliès and Jean Le Cam, in that order. As this issue went to press, nine more competitors remained on the course. (For more, see www.vendeeglobe.org/en.)

— ronnie simpson

pacific sail show

First Strictly Bluegrass added the word 'Hardly' to the festival's title, now this. For the first time in its history, Strictly Sail Pacific (née Pacific Sail Expo) will be rebranded as Pacific Sail & Power Boat Show and Marine Sports Expo. It will be expanded accordingly, and held on April 6-9. For the second year in a row the show will be located at Richmond's Craneway Pavilion, with boats in the water at Marina Bay Yacht Harbor. Last year, the show site received rave reviews.

Like the move from Jack London Square, the newly expanded format



Tenacious French singlehander Armel Le Cléac'h — aka 'The Jackal' — raises his fist in a victory gesture after smashing the solo, non-stop Vendée Globe record aboard the IMOCA 60 'Banque Populaire VIII'.

SPREAD & INSET VENDEE GLOBE

expands its reach

might not be a bad thing. We prefer to look at it as an opportunity to reach more potential sailors, and exhibitors who might not go to a sail-only show will broaden the range of services and products available to showgoers of all stripes.

Some key elements of the show that will make it fun and interesting will continue as before. Discover Sailing and youth racing will take to the waters of the Richmond Harbor. The roomy, bright and historic Craneway Pavilion (the old Ford Motor plant) will hold 208 exhibitor booths. A long list of seminars (free with

continued in middle column of next sightings page

checking in with moore sailboats

In the March 2016 issue of *Latitude 38* we told the story of *Nemo*, Terry Alsberg's dream boat. Ron Moore is completing *Nemo*, based on an unfinished Express 27 hull, to Alsberg's radical specs at Moore Sailboats in Watsonville. As if you didn't already know, Ron Moore is most well known for building the Moore 24s, and Alsberg is best known for building the Expresses. Over the New Year's break we had an opportunity to drop in and check on progress.

We just happened to arrive on the day that Ron and Terry opened the crate, shipped from Hall Spars in Rhode Island, containing *Nemo's* mast. "It's just like Christmas morning," said Ron. The mast was 38 feet tall, so that it would fit inside a 40-foot crate, the maximum standard size for shipping on a truck. "It's a big ol' mast."

"I ran into Ben Hall at an AIA show, and we got to talking," said Terry. "He got really excited about this boat, and he said he'd go out

continued on outside column of next sightings page



SIGHTINGS

moore sailboats — continued

of his way to do his best work. They generally paint them white or black. Because it's got an aluminum boom I wanted him to match the gray hard-coat color." The boom is made by Hall too. "This has got linear polyurethane on it, which stands up in the sun really well. And white is just not done in Santa Cruz. It's one of the ways you can tell. I go down to the harbor and look for Expresses or other Santa Cruz boats and they've all got black anodized spars on 'em; they all look gorgeous. It's what we do around here. This is a wonderful piece of carbonious fiber. I'm guessing it's maybe 40-50 lbs. An aluminum stick for an Express probably weighs about 60-80 lbs." For rigging he went with Dyform 1x19 wire, as Ben Hall recommended. The mast has double spreaders with a 10° sweep. The rig will have a permanent backstay.

Nemo's freshly painted hull had also just been unwrapped. "I

continued on outside column of next sightings page

pacific sail show —

show admission) will include presentations about the Baja Ha-Ha and Pacific Puddle Jump rallies, presented by *Latitude 38's* Managing Editor Andy Turpin. The annual *Latitude* booth party will add some sizzle to Friday night and double as a reunion for cruisers, West Coast circumnavigators, and rally vets.

Seminars that require separate payment and advance registration will cover topics such as Boat Electrical Systems and Marine Diesel Engines. John and Amanda Neal's all-day Offshore Cruising Seminar will be held on Saturday the 8th. On Sunday the 9th, "The Ultimate



RON MOORE

continued

Cruising Symposium' will cover Marine Weather, Seamanship and Navigation, and Boat Outfitting.

Boats on display on land and in the water will vary in size and cost, including racers, multihulls, family cruisers and luxury yachts. Interactive activities for young aspiring sailors will be offered too — boat shows are family-friendly.

For advance tickets and more info as it develops, check out the show website www.pacificboatshow.com. Then look for our glossy pre-show planner bound into the April issue of *Latitude 38*.

— chris



The progress of work on 'Nemo' at Moore Sailboats. Spread: The gray-with-stripes topsides paint job harkens back to Alsberg's original Express 27. Insets, left to right: The interior build in progress; unwrapping the new mast; Moore crouches in the 'cabin' to point out the structural integrity of how the keel bolts on.

moore sailboats — continued

haven't seen her with her clothes off," Terry commented. "All naked she looks pretty."

"I think this thing is also quite beautiful: the graceful bulb," said Ron, pointing out the 670-lb. keel bulb, fabricated from a Jim Ant-rim design.

"Our trademark is killer glasswork so I want all clean lines because this boat's going to be looked at by every hotshot sailor," continued Ron. "I think the hull is by far the smoothest sailboat you've ever seen. He made us rub on the thing — whip me with your checkbook. The sides of the cockpit, the rudder cone, where the traveler goes, where winches actually end up will be smooth. We're going to make a nice flowing design around for our nonskid. And Terry's going to do the nonskid personally."

"It's an artform doing stipple nonskid, getting the goo the right consistency, the right roller pressure, the right speed," explained Terry.

"Esoteric Santa Cruz stuff," said Ron.

They'll use Lewmar 16 one-speed self-tailing winches. "We'll have a foot brace for the helmsman. Inside it has a cascading series of blocks for the backstay adjuster," said Terry. "They're going to run on tracks so it's really smooth and hopefully really easy purchase on it. The mast is rigged with bails for trapezes, too, so I can put three traps on it if I want to. If I go out on Wednesday night I'll pull the lifelines off so you can get in and out of the boat on a trapeze easily."

Wednesday night racing in Santa Cruz begins as soon as daylight saving time takes effect in March. "People will really razz me if I'm not out on the first Wednesday night race. Tell you that right now. I'm going to catch a ration of shit."

Other projects keeping Moore and his crew busy this winter include bidding on a fleet of 10 brand-new El Toros for a junior sailing program, building new Mercury rudders, an astronomy project for Las Cumbres Observatory global network in Goleta, an Avalon (a camper shell like an Airstream) restoration, and a Banshee remodel. Ron will give the latter "a little modernize, a little retro, a little Ron Moore turbo. The guy's very into his little boat, and we're in the process of adding a soup-up."

— chris

jules verne would be thrilled

This issue of *Latitude 38* features a stunning assortment of round-the-world records established by French sailors. The most remarkable record of them all was set — make that obliterated — just before we went to press. Requiring only 40 days 23 hours and 30 minutes to sail around the world, maxi-trimaran *IDEC Sport* (ex-*Groupama 3/Banque Populaire VII/Lending Club 2*) knocked a staggering 4 days and 14 hours off of *Banque Populaire V's* outright round-the-world record, set in 2012. Aboard *IDEC*, Francis Joyon and his crew of Clément Surtel, Alex Pella, Bernard Stamm, Gwénolé Gahinet and Sébastien Audigane have claimed the Trophée Jules Verne in dramatic fashion, crossing the finish line off Ushant, France, on the morning of January 26 with about 30 knots of boatspeed. The theoretical course around the world is 22,461 miles, but the team actually sailed 26,412 miles at a jaw-dropping average speed of 26.85

continued on outside column of next sightings page



Former employee, now customer, Terry Alsberg, left, with Ron Moore and his wife (and bookkeeper) Martha Lewis at the shop in Watsonville.

LATITUDE / CHRIS

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

jules verne — continued

knots.

Like Thomas Coville (below) and to some degree Armel Le Cléac'h and the other leaders of the Vendée Globe, the key to *IDEC Sport's* incredible success lay with a weather window that exceeded all expectations. Since going 'Code Green' on November 6 — the same day as the start of the Vendée Globe and Thomas Coville's solo departure on *Sodebo*, the team decided to stand down at the very last minute after weather router Marcel van Triest had second thoughts about the team's chances once they reached the South Atlantic Ocean. Two weeks later, on November 20, the team departed Brest, France, to attempt the record, only to turn back after seven days when the doldrums crossing delayed their passage of the South Atlantic and arrival to their first Southern Ocean low-pressure.

As the saying goes, however, the third time was the charm for Joyon and crew. Departing Brest on December 16, they hooked into northerly pressure that sent them running downwind and past the Canary Islands in just two days. Although they briefly led *Banque Populaire V's* reference time, the doldrums and the South Atlantic were not particularly kind to *IDEC Sport*, putting the team 700 miles behind their invisible rival when they entered the Roaring Forties. From that point forward, however, *IDEC Sport* hooked into a weather window that will be remembered for ages. Sailing on the same tack all the way across the Indian Ocean and half of the Pacific Ocean, *IDEC Sport* sat on 35 knots of boat speed for more than a week while headed right down the rhumbline. By the time they reached Cape Horn, they were nearly 2,000 miles ahead of the reference time. The South Atlantic Ocean and equator were relatively slow for *IDEC Sport*, but once in the North Atlantic the team was again able to make massive gains on *Banque Populaire V* by hooking into atypical southwesterly pressure that allowed them to sail a significantly shorter and faster course back to Europe than their invisible rival.

— ronnie simpson

thomas coville's incredible feat

Last month, in what is truly one of the most remarkable achievements in modern sailing history, Frenchman Thomas Coville absolutely shattered the solo nonstop circumnavigation record onboard the maxi-trimaran *Sodebo Ultim'*. Finishing on Christmas Day and besting Francis Joyon's previous solo record by an incredible margin of 8 days and 10 hours, Coville dropped the new reference time to an astounding 49 days, 3 hours, 7 minutes.

To put this record time in perspective, Coville's around-the-world time was just 3 days and 14 hours slower than the time it took Loïck Peyron and 11 crewmembers on the nearly 40-ft-longer *Banque Populaire V*, which held the outright round-the-world record — the Trophée Jules Verne — during Coville's attempt (before being broken weeks later by Joyon, as described above). Perhaps even more impressive is that Coville's time was more than two weeks quicker than Olivier de Kersauson and crew's time when they captured the Trophée Jules Verne in 2004 onboard *Geronimo*, which eventually became Coville's *Sodebo Ultim'*.

However you analyze the numbers, Coville's new solo-circumnavigation record is massively impressive. But even more noteworthy to us is that this was his fifth attempt at breaking this record. In four failed attempts, he twice circumnavigated the entire planet to end up just two and three days, respectively, shy of Joyon's record. No doubt that history made this successful fifth attempt sweeter. As well as finally achieving a record that is hugely important in France and in sailing circles worldwide, Coville delivered a big Christmas present to his longtime sponsor *Sodebo*, the French prepackaged food manufacturer that has shared his vision and sponsored him for

continued on outside column of next sightings page

find a ride or

It may be only February, but, whether a certain rodent in Punxsutawney agrees or not, spring really is right around the corner, and so is spring sailing.

Boat owners throughout the San Francisco Bay Area will be spending the next few weeks bailing rainwater out of their bilges, fixing leaks, airing out sails and cushions, spring cleaning, repairing chafed lines, and punching through various other to-dos on their checklists to get ready for the coming season. While all of the above industrious tasks are no doubt necessary, don't overlook one more that is much more pleasant — finding new crew.

Whether you're prepping for upcoming races, planning a cruise, or just looking forward to more opportunities to get the boat out for a picnic sail, you'll want

Only the toughest sailors could handle sailing a massive speed machine like 'IDEC Sport' around the planet in the rowdiest of conditions. But guys like Joyon thrive on such challenges.



IDEC SPORT SAILING

find crew march 8

to give more than a passing thought to who will be sailing with you. In order to facilitate the process of matching skippers with crew, *Latitude 38* hosts free online Crew Lists plus two Crew List Parties each year. At \$7 a head, the Spring Crew List Party isn't free, but it's a great value. To encourage young sailors to attend, people 25 years old and younger get in for the discounted price of \$5. (Cash only.)

As they have for many years, the good folks at Golden Gate Yacht Club on the Marina in San Francisco will host our Spring Crew List Party at 6-9 p.m., this year on Wednesday, March 8. Included in the price of admission will be a buffet of munchies, a door-prize drawing for *Latitude* logowear, color-coded, infor-

continued in middle column of next sightings page

coville —continued

nearly two decades.

While his newer, longer, faster trimaran *Sodebo Ultim'* certainly gave Coville a speed advantage over his older, skinnier Irens-designed *Sodebo*, the real key to his breaking the record was a picture-perfect weather window that kept on delivering the goods the whole way around. Departing from Brest on November 6, Coville benefited from the same 20-knot northerly that launched the Vendée Globe fleet, then paved the way for a quick run down the South Atlantic that involved just one jibe. Slowed only briefly while southwest of South Africa, *Sodebo Ultim'* began laying down fast daily runs across the Indian and Pacific Oceans to claim close to a four-day lead on the reference time by Cape Horn. With a quick trip up the South Atlantic, it looked as if a new record would be a sure thing even before Coville hit the southeast trades and flew the rest of the way up the Atlantic. In the North Atlantic he continued to pile additional miles onto his lead over the reference time, ultimately bettering it by an incredible 8 days, 10 hours. While Coville's new time is extremely impressive, it is already under threat, as François Gabart and the new *MACIF* trimaran will attempt to break the record next winter.

— ronnie simpson



Francis Joyon

SIGHTINGS

launched on the pacific puddle jump

Ever since we coined the phrase Pacific Puddle Jump more than 20 years ago and launched the annual rally by that name, the dream of making the 3,000-mile passage from the West Coast of the Americas to French Polynesia has been high on the 'must-do' lists of cruising sailors from all over the world. Although it is still early in the season — westbound departures begin anytime between February and June — more than 100 boats have already signed up (for free) on the official website, www.pacificpuddlejump.com. And if totals from recent years are any indication, that number will rise to more than 200 in the coming weeks.

Where to after the Marquesas, Tuamotus and Tahiti? A few boats typically circle back to the West Coast via Hawaii (which lies almost due



crew list party

mational name tags, and a sailing slide show. GGYC's bar will sell drinks.

One of the highlights of the evening will be Sal's Inflatable Services' liferaft. A party guest will get to pull the cord, inflating the raft right in the middle of onlookers, who will then have an opportunity to pile in and snap selfies.

We recommend that boat owners bring cards and photos of their boats, and that prospective crew bring sailing résumés. Don't have anything to put on your sailing résumé yet? Don't fret — newbies are not only welcome, they're often coveted by those skippers who want to train crew to do things their way.

Signs, funny hats, custom T-shirts — anything that will help you stand out in



— continued

the crowd and make you memorable is encouraged too.

Another tip is to sign up on the Crew List in advance and use the party as a neutral meeting ground to rendezvous with new prospects. You can even contact Crew List members without registering yourself. To see the current lists and learn more about the Crew Party, visit www.latitude38.com/crewlist/Crew.html.

We'd particularly like to reach out to local fleets and one-design classes. If your organization would like to send a representative to the party, please let us know by March 5. Send an email to annie@latitude38.com.

— chris



Spread: 'Ceilydh' glides into Moorea's majestic Opunohu Bay on a light breeze. **Inset:** Evan (far left) celebrates winning the canoe races at the 2011 Rendez-vous. His cruiser teammates (shirts off) were Krister Bowman of 'Britannia', Lauren Buckhotz of 'Piko' and Michael Mitgang of 'Whatcha Gonna Do'.

SPREAD & INSET LATITUDE / ANDY

puddle jump — continued

north of Tahiti), some spend multiple seasons in Tonga and Fiji, but the vast majority of PPJ boats eventually end up in New Zealand or Australia, where crews reassess their options — mainly to sell the boat, ship it home, or continue west around the world.

Canadians Evan Gatehouse, Diane Selkirk and their daughter Maia, then 9, chose the latter option after sailing from Mexico with the 2011 PPJ fleet. Last month they crossed their tracks at La Cruz, Mexico, thus completing a five-and-a-half-year lap around the planet aboard their Vancouver, BC-based cat *Ceilydh* (pronounced *Kay-lee*).

We first met the family at the 2011 Tahiti-Moorea Sailing Rendez-vous, where we learned that Evan, a naval architect, had greatly expanded the interior living space of their 40-ft Woods Meander cat prior to the family's departure from Canada in 2009. At the Rendez-

vous we also learned that Diane is a successful freelance writer whose published work helped resupply the family's cruising kitty on their way around.

The Gatehouse-Selkirk family is one of the latest additions to *Latitude 38's* official West Coast Circumnavigator's List — a truly impressive group of salty sailors if ever there was one. As you'll learn if you check out the list at www.latitude38.com, adventurous photographer Harry Pidgeon was the very first circumnavigator to go around from the West Coast (1921-'25), sailing aboard the gaff-rigged yawl *Islander*, which he built with little or no help on a Southern California beach. (His book about the trip, *Around the World Single-Handed: The Cruise of the Islander*, is a must-read for nautical history buffs.)

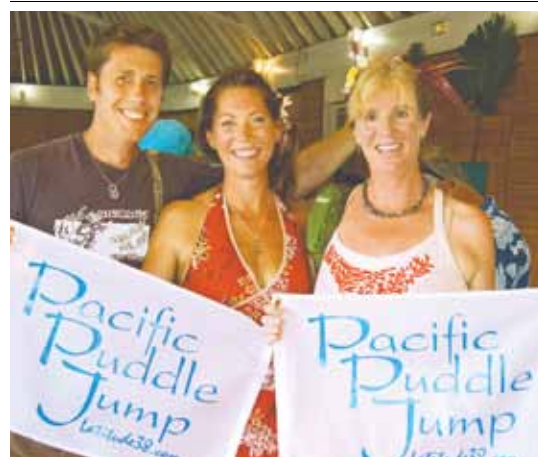
When the *Ceilydh* crew pulled into the Marina Riviera Nayarit last month, they were instructed to tie up beside *Latitude 38* founder Richard Spindler's 63-ft cat *Profligate*. Not surprisingly, the two crews became fast friends, and as a result we'll be running an interview with Evan, Diane and Maia in the next month or two. We think their experiences visiting Madagascar will be particularly interesting to future circumnavigators.

In other PPJ news, we'll be holding several Pacific Puddle Jump Sendoff parties again this year: March 6 at the Vallarta YC in Nuevo Vallarta's Paradise Village, followed a few days later by two events in Panama: March 9 at the Balboa YC on the Pacific side of the Canal, and March 11 at Shelter Bay Marina (on the Caribbean side).

This year's three-day Tahiti-Moorea Sailing Rendez-vous is set for June 23-25, and is expected to draw around 50 boats from many nations. (See www.tahiti-moorea-sailing-rdv.com for details.)

We've always regarded the Puddle Jump crossing as 'varsity-level cruising'. As such, we give it a lot of ink each year in these pages. Look for fleet profiles in April and May, and a report on the Rendez-vous in midsummer, followed by a complete PPJ recap the next month. Please note also that if the whole PPJ concept is new to you, we'll be hosting at least one PPJ seminar in April at the Pacific Sail and Power Boat Show (time and dates TBA next month).

— andy



Diane, right, holds up her official PPJ burgee at the Rendez-vous' kickoff party in Papeete. With her are Krister and Amanda Bowman of the S.F.-based CS36 Britannia.

LATITUDE / ANDY

a 50th-year refit

It is a truism of boat ownership that "The most expensive boat you'll ever own is the one you get for free." So why would Fred Cook, a man with 50 years of experience in the marine industry, a guy with experience in boatbuilding and boat brokering, with experience restoring at least six boats previously including a Cal 34 — and now the owner of Schaefer Marine — agree to take on the project of restoring a 'free' 1966 Cal 40?

"The simple answer," says Cook, only partially joking, "is that it's Cree's fault!" He was referring to Cree Partridge, owner of Berkeley Marine Center, where Cook's boat is being restored. The more

complicated answer is that Cook, like Partridge, is an unapologetic tinkerer and a lover of good boats. The Cal 40 is a great boat, and a boat with great historical significance. Designed by Bill Lapworth for Jensen Marine, the Cal 40 was the first "ultralight" fiberglass production sailboat. The design was light and fast, and without exaggeration, it revolutionized the sport of sailing.

But Cook's connection to the Cal 40 was also personal. He grew up sailing and racing in Southern California. At the time, the

Cal 40 was the hot boat, sailed by many of the best sailors in Southern California and beyond. Introduced in 1963, the Cal 40 cleaned up on racecourses from Southern California to Florida, as well as earning Transpac victories in 1965, 1967, and 1969.

Cook also was employed for a time at Jensen Marine in Costa Mesa, and had a chance to work with Bill Lapworth and Gary Mull. So Cook's connection to the Cal 40 and to the Cal line of sailboats was deeply ingrained in his sailing DNA.

So when Partridge called Cook to tell him that he could have a Cal 40 for free, Cook was helpless. The boat in question, *Sequoia*, had had only one owner, a professor at Berkeley who sailed it for 45 years. Now in his 90s, he's been unable to care for the boat, so Partridge convinced him to give it away to someone who could restore it to its former glory.

Cal 40s have a number of well-known problems, most of which can be traced to Lapworth's efforts to build a boat that was light and fast. These boats were well-built, but most surviving Cal 40s have been sailed hard and are now 50 years old. The boat was not cored, and the large fiberglass panels that make up the hull had a tendency to flex, especially when pounding into a head sea.

Before starting the restoration, Cook hired a marine surveyor and naval architect to evaluate the boat, and their conclusion was that a lot of the structure in the boat had to be rebuilt. That was two years ago. The entire two-year restoration project has been documented in a series of short videos that can be found on YouTube at "Cal 40 Restoration." These include episodes on evaluating the boat, the sails and the mast, hiring a naval architect, and, my favorite, rolling the boat over.

When asked if anything about this restoration surprised him, Cook smiled, "Yeah, the 'mission creep'. We started out to restore the boat to its original condition, but I realized that if I was going to race, I wanted to be competitive. So we added carbon sails and rod rigging,

continued on outside column of next sightings page

what's your favorite

From recent research we've learned that many longtime California sailors were introduced to the sport aboard small, simple-to-master boats such as Sunfish, El Toros and Lasers, which were launched off public beaches or launch ramps.

Today, though, there seems to be a general perception that public access to Bay and Delta waters is diminishing. Of course, whether you agree with that assertion probably has a lot to do with where



LATITUDE / JOHN

Freidl Pretorius is 'Sequoia's project manager, with oversight from Berkeley Marine Center's renowned boatbuilder Cree Partridge.



Two years into the restoration, Fred Cook is a happy guy, as his boat will go back in the water soon.

JOHN TUMA

small boat launch?

you live. Some areas have multiple options for easy small-boat access to public waterways, while others do not.

Because we're strong advocates of small-boat sailing, we've begun to assemble a list of favorite launch sites throughout the Bay and Delta, with input from *'Lectronic Latitude* and *Latitude 38* readers — and we'd love to hear your recommendations also. Email andy@latitude38.com, and if possible, send along a

continued in middle column of next sightings page

sequoia — continued

and we have tried to keep the boat light everywhere."

A new boat in the 40-ft size range would likely cost \$300,000 or more. Rebuilding the Cal 40 cost substantially less. Turns out, the boat he got for free may not be the most expensive boat he'll ever own. Cook reckons the rebuild was a bargain. "It was a lot of work, but we're at the point where we're starting to put gear back on rather than take it off, and the mast might go back in this week. When it's done, I'll have essentially a new Cal 40!"

The goal of getting the boat ready for the 2017 Three Bridge Fiasco won't be met, but she will go back into the water soon. After all, the 2017 Transpac is coming up in July!

— john tuma



SIGHTINGS

different folks, different strokes

Given the widespread perception that longtime sailors in the Bay Area and elsewhere comprise a 'graying' demographic, many industry professionals worry about the future of sailing, while wondering where to find young sailors. Perhaps they've been looking in the wrong places. Although some yacht clubs have healthy populations of young racers, and many sailing schools ('clubs') can boast growing numbers of up-and-coming student sailors, other groups of young sailors are simply, well, where you find them. Apparently many of them don't feel the need (or perhaps, have the means) to join a formal club, but that doesn't mean they don't enjoy getting out on the water and harnessing the power of the wind just as much as the blue-blazer set does.

A prime example of this is the recent gathering reported on below by Scott Racette and Ash Gremel, members of the decidedly un-yachtie Unofficial Washed Up Yacht Club — whose virtual clubhouse is a Facebook page by that name.

— andy

favorite boat launch

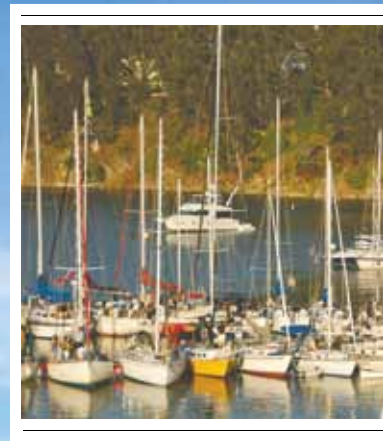
few (medium-resolution) photos.

A fine example of an enticing spot that we'd never heard of was recommended by reader John Todd: "My favorite launch site is at Lake Hennessey, in Napa Valley. It's a small,



JOHN TODD

Mellow Lake Hennessey.

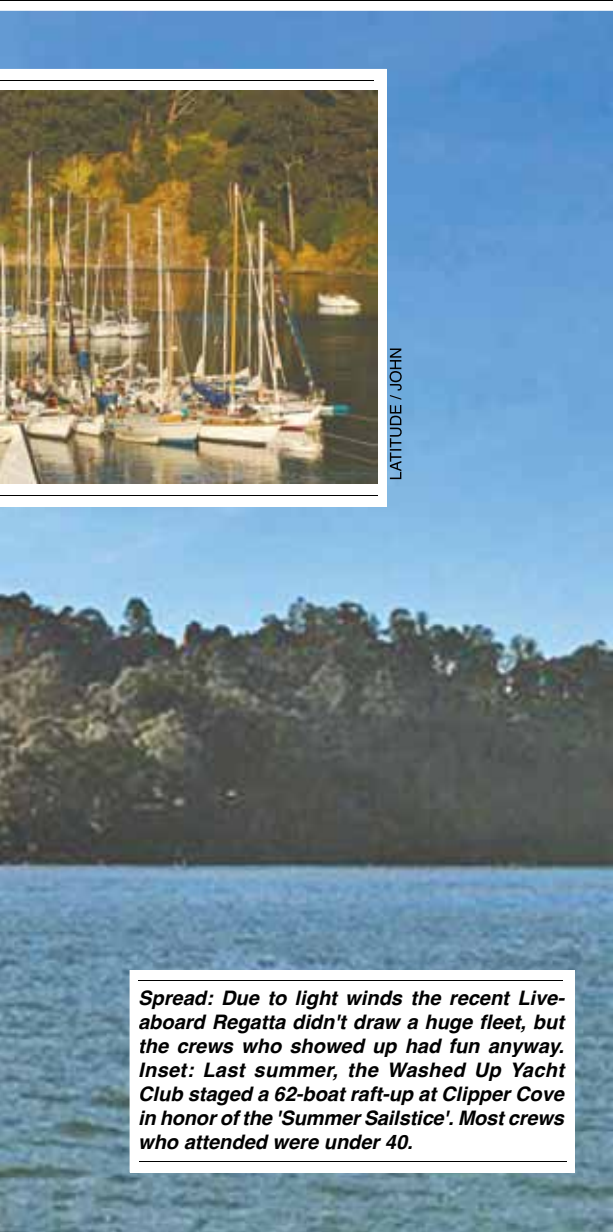


— continued

pretty lake — a reservoir, actually — which is the City of Napa's main water supply. There is usually reliable afternoon breeze all summer, and you are likely to be the only sailboat on the lake. Power boats are not allowed." Reliable wind and no stinkpots — what a splendid combination.

Ironically, Lake Hennessey is so swollen with rainwater as we write this that it's temporarily closed. But this and other Northern California lakes will be more inviting than ever this spring, as lake levels throughout the state will be higher than they've been in years!

— andy



LATTITUDE / JOHN

Spread: Due to light winds the recent Live-aboard Regatta didn't draw a huge fleet, but the crews who showed up had fun anyway. **Inset:** Last summer, the Washed Up Yacht Club staged a 62-boat raft-up at Clipper Cove in honor of the 'Summer Sailstice'. Most crews who attended were under 40.

SHEENA STEVENS

different strokes — continued

There are a lot of ways to love a sailboat on San Francisco Bay. Some sailors tune up their boats to be high-performance racing machines, while others fill their vessels with belongings and call it home. And these contrary uses rarely collide. While one boat owner's goal is to grab another quarter-knot of speed, the other is concerned with keeping pots and pans from clanging together on the next tack.

On December 3, six boats took a crack at combining both approaches through a unique event — the only requirement to entering the race was that each skipper had to live aboard his or her boat. The Live-aboard Regatta started shortly after 11 a.m. just east of Clipper Cove, with the sound of an air horn (plus a VHF announcement) from our race committee boat, the *Gypsy Queen*. Heading north to round Treasure Island counterclockwise proved a challenge in the typically light winter breeze and quickly changing current.

The original course included a lap around Alcatraz that was removed mid-race due to the light air. We planned the finish to coincide with the Oakland Lighted Yacht Parade.

Happily Ever Aft, a Catalina 27, broke away and held the lead. Her relative light weight was a clear advantage in the lack of heavy air. *Ca-per*, a Pearson Triton, dropped a hook to avoid losing ground during a particularly long lull. Her crew went on to successfully complete the course mid-fleet. The racers' success in making the layline on the northern point of TI nearly determined the standings.

The breeze picked up a bit near the Bay Bridge, and in true live-aboard fashion some delicious lunches were made and 'household' chores were completed. Around this time, *Magnolia*, a Hunter Legend 35, got creative by rigging up a bed sheet for additional sail area and dumping water tanks to reduce weight.

Some finish-line drama occurred in the Estuary between *Azimuth*, a Pearson 365, and *Sierra*, a Rafiki 37. Some quick jibes and a few timely sail changes allowed *Azimuth* to squeak ahead and claim second.

The final boats arrived at the finish line at Jack London Square just in time for the *Gypsy Queen* to depart for her entry in the Lighted Yacht Parade, and a celebration among racers. Bottles of rum of varying qualities were awarded to the first- and last-place finishers. Elapsed times were corrected on a modified PHRF system with contestants ranging in rating from 132 to 207.

Typical racer talk filled the dock as folks laughed and started plotting for the next go-round. A few of the participants have raced in prior regattas, but none had competed on these boats.

Weekend cruising with friends and living aboard doesn't necessitate top performance from a boat, and much was learned by having a casual, friendly competition. Many remarked that they would not have been on the Bay that day otherwise, and before the race a few naysayers predicted that there wouldn't be enough wind to compete. Nevertheless, any day on the water is time well spent, and each participant walked away with new knowledge and inspiration. The next liveaboard regatta is set for March 25. Tune in to VHF channel 69 for the start. See you out there!

— scott racette & ash gremel



COURTESY SCOTT RACETTE

Ash Gremel and Scott Racette might buy a big fancy yacht someday, but for now they're happy sailing 'plastic classics'.

HOW I LEARNED TO SAIL, PART I —

One thing we've observed again and again during decades of reporting on active sailors is that most of them are incredibly passionate about the sport, whether they enjoy it through racing, cruising or doing lazy laps around sheltered bays.

Being acutely aware of that passion, we shouldn't have been surprised to receive an overwhelming response to our query last month in *Lectronic Latitude* asking readers to tell us how they learned to sail. It was as if that question had unlocked a portal into a very happy place within their memory banks.

As you'll read in the excerpts that

following excerpts as entertaining and uplifting as we do. (We'll tee up another batch next month in Part II.)

"I am 72 years old now," writes Al Fricke, "and have been sailing since I was age five. I learned on a small lake in rural Wisconsin and was taught by a female teenager friend of the family who later became a professor in art history at U.C. Berkeley.

"All of us kids on the lake learned to sail after we could swim. I learned on a wood-and-canvas X boat, helped build my own wooden Sailfish at age twelve, and graduated to my father's brand-new red-and-white Sunfish in about 1960. We use that Sunfish to this day in visits back to Wisconsin, and I taught my own children on it as well. I remember that we held the sail all the way in to tack up the lake and then let it all the way out to return. I never really knew that there were other points of sail. Needless to say, I was very comfortable righting a capsized boat.

"In 1975 we bought an old Cal 25 on San Francisco Bay and we were on our ear most of the time as I still thought that the sails should be all the way in all the time. Fortunately, I read a few books and sailing the Bay stopped being a continuously frightening experience while hanging on for dear life."

"I first sailed at age 10 in a wooden El Toro out of Horseshoe Cove, near the North end of the Golden Gate Bridge," says Tony English. "I had no idea what I was doing, and had to get rescued by one of the Presidio YC officers. But, I was hooked.

"In 1980 we bought a derelict Piver 25 trimaran and restored it. It didn't point very well, so we added an unbalanced keel to it and all of a sudden it was scary-fast upwind, and we learned to go fast downwind by creating forward apparent wind. We sailed it to the Delta, raced it a bit, and had a lot of learning experiences with it — including a Farallones race in '82, I think.

"These days I've gotten a bit picky. I've been blessed to get to race and cruise all over the place. Buoy racing doesn't excite me as it once did, but I

love ocean racing, the longer the passage, the better. And, I do a better job of picking who I sail with. If a skipper is a yeller, then I won't be likely to race with him or her again. If yelling is for the sake of being heard, then fine, but an-

"I had no idea what I was doing, and had to get rescued by one of the Presidio YC officers. But, I was hooked."

ger has no place on a boat. Constructive criticism is good, but blame is bad. I've been blessed to sail with some wonderful people with the same philosophy."

"As a nineteen-year-old freshman at UCSB in 1964, I wanted to meet more girls," recalls Bruce Adornato. "And secondarily I wanted to get out on that flat water in Goleta Bay. One of my teaching assistants, Larry, had an eight-foot Sabot that he would loan to me. It was all self-taught, including the concept that there was enough friction between the bottom of the hull and the dense kelp that I didn't need the daggerboard or a rudder when traversing kelp beds, just a little oar to steer like a canoe.

"I spent many afternoons with a date and a bottle of fine Cribari Famiglia red wine out there. The low freeboard of a Sabot restricted me to coeds who were on the light side in the weight department."

Lewis Allen writes, "My father taught me how to sail when I was a young kid. In fact, when I was old enough to walk, Dad thought I was old enough to sail. I've seen pictures of me in diapers hanging onto the trampoline of the family's Hobie 16.

"We sailed San Francisco and Monterey bays on that Hobie.



This treasured snapshot shows Bruce Adornato and family sailing their Sabot off SoCal's Lido Isle, circa 1967.

follow, some learned through formalized classes, some learned from friends or relatives, and a surprising number of the sailors who responded claim to have figured it out on their own with little or no instruction. We wouldn't recommend that approach if your training vessel is a 40-ft keelboat and your venue for trial-and-error experimentation is Central San Francisco Bay, but bumbling around in protected waters while trying to harness a gentle breeze apparently worked out pretty well for some. And we'd bet that their own post-screw-up analysis forged lasting memories of what *not to do*, if nothing else.

Seriously though, sailing, like learning to hit a baseball or play a guitar, is an 'experiential' endeavor. You might be able to learn the theory out of a book or from chalkboard illustrations, but sooner or later you've got to grab hold — of the tiller in this case — and start experimenting.

In any case, we hope you find the

BRUCE ADORNATO



BOATLOADS OF PRECIOUS MEMORIES

Dad liked getting wet, so we got plenty of practice righting that little cat! I also sailed Hobies and Lasers on Bass Lake and Lake Huntington up in the Sierra.

"Once I could take the boat out on my own I had a feeling of total freedom — master of my own universe, if only for an afternoon. That feeling has never left me."

Editor's note: If the name Lewis Allen seems familiar, it may be because he and his partner Alyssa often send in cruising reports for Changes in Latitudes, as they cruise aboard their newly rebuilt cat Quixotic — which they salvaged off a reef in Fiji. Alyssa, by the way, was last month's cover girl.

When I was thirteen, I was invited to join my best friend, Ian Bruce, and his family for two weeks at their cabin on beautiful Spider Lake in Manitowish Waters, Wisconsin," writes Mark Wheelers from La Paz, Mexico. "Upon arrival, we were delighted to discover that Ian's father, Bud, had purchased a Sunfish. With no prior sailing experience we

Once Lewis Allen and his buddies were competent enough to take this Laser out on their own, they felt like "masters of the universe."

managed to rig and launch it with one of us on the tiller and the other holding the mainsheet. We gauged the wind by the ripples on the water and the way it felt on our face. Without fear or hesitation, we sailed in squalls at a steep angle of heel with both of us hiked out. When it got hot we would dump it and swim for a bit.

"We achieved a degree of finesse by navigating an almost-windless channel that had a 90° turn into adjoining Island Lake. There were times we had to use the centerboard as a paddle to get back to the dock. The thought of getting sailing instruction never occurred to us, nor did we need it. We sailed the Sunfish for two weeks every summer through high school.

"Over the years, I've owned a variety of other boats and sailed many places, but I gained all the confidence I needed with Ian on that Sunfish and had a fantastic time doing it."

I learned to sail in the late 1970s, at age 6 or 7," recalls Eric Deeds. "My father stuck me in a Sunfish on Glen Lake in Northern Michigan and pushed me off the beach in front of our cottage.



AL FRICKE

According to 'Admiral Al', this vintage Sunfish has introduced several generations of young Frickes to the joys of sailing.

The wind was blowing about 8 knots, if my memory serves me. Anyway, I quickly fetched up against the neighbor's dock about 200 yards downwind. As my father ran down the lake and out onto that dock, I thought he was going to take me off the boat. But instead he

pushed the boat off the dock. That scene was repeated a few times and I wasn't too happy about the situation, but eventually I was able to beat back up to our part of the beach and get off the boat.

"I had crewed on my dad's Cal 20 before, so the basics weren't completely foreign to me. Still, I would say I was forced to learn to sail more than I was inspired to learn to sail, but I was rewarded with candy for making it home, and I guess at some point I decided it wasn't a completely horrible experience."

Jimmie Zinn writes, "My first exposure to the sport came in the late '60s, when I was in my early twenties. It was a little club race out of Morro Bay



LEWIS ALLEN

HOW I LEARNED TO SAIL, PART I —

Yacht Club in a Cal 20 on a cold day with little wind and a big swell running. I was oh so sick, but oh so hooked! So I bought a Mercury 18, built by Nunes in 1946, and with a basic 'How To Sail'

the Channel Islands for a few days with a friend of her father's on his boat. Of course I said yes, as it sounded like fun.

It turns out that her dad's friend was an entertaining old coot named Charlie. He liked old wood race boats, and the one he had at the time was a 53-ft sloop named *Rigoletto*. So we pushed the boat out of the slip by hand, raised sails and sailed out of Channel Islands Harbor. I didn't know any better, I thought that was normal. Partway

across the channel, I asked Charlie if the boat had an engine. 'Sure.' What kind? 'Not sure.' Where is it? 'Under that hatch.'

"I open the hatch to find a large rust ball. Even the key was rusted solid into the ignition lock. When did it run last? With a puzzled look, he said, "Not sure; tried to start it a couple years ago. It didn't run so I forgot about it."

So it went that way for a couple years, if the wind died, you might not be at work on Monday. But I learned a *lot!*, above all to have fun on the water."

"Probably not too many kids can claim to have had an epiphany at the age of 13," says Dick Drechsler, "but something profound was going to change my life, for that was the year that my parents decided to send me off to Catalina Island Boys Camp.

"While other 13-year-olds spent the sum-

mer of 1958 watching the antics of Beaver Cleaver, worrying that Lucy was going out of her way to aggravate Ricky, playing baseball, or earning Boy Scout merit badges, I was going to experience sailing for the first time.

"It turned out that the camp had a fleet of Snipes, a small two-man sailboat that I quickly learned to race around the buoys at Howland's Landing. A Snipe is a class of wooden boat originally designed in 1931 by William F. 'Bill' Crosby of Pelham, New York, in response to a call for small racing sailboats that could easily be trailered to events. Bill Crosby was a boat builder, as well as editor of a sailing publication, *Rudder* magazine. He came up with a well-designed, easily-built, two-person vessel with both a mainsail and a jib, designed so that it could be built at home. (In fact, Hull #1 was built by a 14-year-old who put it together with the help of his dad.)

"But the Snipe's popularity is most likely the result of the design's accessibility. Crosby published the plans for it in his magazine. So, for a few bucks, some plywood and tools, almost any-

During his first sailing experiences back in the 1970s, Tom LeDuc developed a love of being out on the water — apparently on any craft.



ERIC DEEDS

Eric Deeds didn't exactly jump for joy after his first sailing experience, but he learned the basics nonetheless.

book, headed for the Slot. My survival was a miracle. The old plywood Mercury displaced about 1,100 pounds, over half of which was lead, resulting in the positive flotation of a brick, and I was adept at trying to fill the boat up with water.

"With the vast experience thus gained and a whole load of BS, I talked my way into a job selling boats for a little brokerage on the Estuary. This is where I gained such insights as when approaching a dock on the Estuary in a boat with a folding prop, come in slowly and always against the current. That lesson cost me three lifeline stanchions on a Peterson half-tonner and a long section of cap rail on an Allied 36.

"Somehow I did not get fired, though, and over the next couple of years I got to do a lot of racing with people who actually knew how to sail.

"Now, some 40 years later, sailing has provided many of life's greatest challenges and much of its great joy, culminating in four years of cruising Mexico aboard our Morgan 38. That boat has gone on to some other lucky owner, but I'm thinking about getting an old Cal 20 to see if I've still got the moves!"

Tom LeDuc remembers, "In 1971, first year after high school. I had never thought about sailing, even though I was in the water a lot surfing in Southern California. One day my girlfriend asked if I wanted to sail out to



TOM DU LUC

BOATLOADS OF PRECIOUS MEMORIES

body could build a capable, durable, little sailboat. I don't know where they got them, but the camp had managed to assemble a small fleet of about six of these boats. It was a great boat on which to learn 'the ropes.' So, while the camp had numerous activities, such as archery, marksmanship, horseback riding and arts and crafts, I quickly became obsessed with sailing. I was

"A Rastafarian whom I could barely understand explained the basics of sailing by drawing pictures in the sand with a stick."

happy to forsake all other endeavors to be on the water, oblivious to everything but the wind miraculously pulling me along.

"Today, the Catalina Island Camp says in its mission statement that it provides unique opportunities for campers to develop life-long skills. Fifty years of sailing later, I'd say they fulfilled their mission in me."

These days, at age 66, I sail out of the California Yacht Club," reports Steve Edwards. "But I learned to sail during the late '60s with Sea Scout Ship 302. We sailed on the Mississippi River, just above Alton Dam, north of St. Louis, mostly on *Captain America*, Y-Flyer #1610. Nothing focuses a teenager's attention like a three-knot current, towboats pushing nine barges of coal or soybeans, floating trees, the dam's terrifying pour-over, and limestone bluffs that made a 15 degree change of wind direction

into a complete on-off switch. And mud ... did I mention the mud?

"The week I graduated from law school seven years later, my skipper called and said, 'It's your turn to lead,' which I did for five years."

I learned to sail back in 1986 when I was 30 years old," writes certified sailing instructor Rod Witel. "Better late than never, right? I was on a vacation in Antigua when a Rastafarian whom I could barely understand explained the basics of sailing by drawing pictures in the sand with a stick before launching me off the beach in a Sunfish."

"I was living on the East Coast back then and I spent the next 10 years sailing anything that anyone would be crazy enough to rent me.

"I came out to the West Coast in '96, took lesson at a local sailing school, got my USCG captain's license, and today I enjoy teaching as a US Sailing instructor. Recently, I crossed my first ocean crossing in the 2016 Pacific Cup.

"From teaching to participating in worldwide charter vacations, to just bobbing around the Bay on a cold winter day, I consider myself lucky that sailing and I finally met."

Kent Fletcher writes, "Six years ago I was visiting my sister and her family for Christmas, and offered to install the new batteries she had just bought for her boat, a mid-'80s Catalina 30. After just spending a few hours on that boat, a seed was planted in my brain (or heart) that led me to browsing for a similar boat, and reading a couple of learn-to-sail books. I bought my own Catalina 30 less than four months after that Christmas.

"I started by just practicing in Ventura Harbor, but soon ventured out to sail up and down the coast, five to ten miles offshore. A little later on I ventured out to Santa Cruz Island for the weekend. I've since participated in the SoCal Ta-Ta, and I look forward to getting a bigger boat (or crewing on a friend's) and heading south to join the Baja Ha-Ha fleet in the next couple of years.

"My retirement plans now include the possibility of liveaboard cruising in a bigger, newer boat!"

Greg Clausen explains, "I grew



ROD WITEL

"Look mon, I be sailin'!" says Rod Witel. Since his first lesson from a Rastafarian, he's come a long way.

up surrounded by family in the sailing industry, which of course got me interested in sailing at a young age. One of my cousins owned Wind & Sails Charters in Friday Harbor, Washington, and was also a Hunter sailboat dealer. Another cousin in San Francisco built a boat and sailed the world before being shipwrecked in the South Pacific, and then became a pioneer in the Hawaii windsurfing industry.

"I bought a blue-hulled Hobie 14 with a rainbow sail and learned to sail on Folsom Lake near Sacramento when I was around 18.

"I was self-taught using trial-and-error tactics — Hobies can take lots of abuse. I then bought a windsurfer and used my cousin's prototype sails on that lake and later on San Francisco Bay when I moved here. I have always loved being on the water and sailing has been the best way to do it.

"I have been through a few boats, each one larger than the previous one. I now have a Beneteau 390 named *Free Spirit*, which is a veteran of the Ha-Ha. Hopefully she will show me the way back down to the Sea of Cortez this fall."

In 1973 I was 13 years old," recalls Danial Hallal, "and our scout troop got permission from L.A. County Beaches and Harbors to use their Sabots in the Del Rey Lagoon, near Marina del Rey. There was a tiny boathouse

HOW I LEARNED TO SAIL, PART I —

with four or five Sabots wedged inside and a short pier extending into the Lagoon.

"On the first day a lifeguard showed us how to set up, launch and sail the Sabots. Then he turned us loose in the lagoon. Troop 62 was small but rowdy and not a day passed without at least one boat capsizing. I remember being one of the first to flip because my new Jack Purcell tennies got covered in mud. They were never the same, but I learned an important lesson: Don't bring nice stuff sailing.

"That was a wet winter, but we spent eight or 10 Tuesday afternoons in February and March sailing those Sabots. We almost always got cold and wet, but nevertheless had a blast, especially when there was wind. I have a vivid memory of a bunch of us getting in Mom's station wagon afterward, all damp and muddy, and drinking hot cocoa from a thermos cup as if we were gunslingers putting down shots of whiskey.

"Not everyone returned after the first lesson. Those of us who stuck it out got a sailing merit badge. I was already into surfing, so sailing took a back seat until I had a family and was looking for a platform to get everyone out on the water together. Today, we do daysails throughout the year and a couple of Catalina cruises each summer with occasional bareboat charters farther afield."

"We spent spring break in PV for many years, and watching the boats sailing on Banderas Bay got me all worked up," explains Laury Lundberg. "So I took the first three sets of lessons at American Sailing in Portland, Oregon, mostly on a Cal 25. I also occasionally sailed OPBs (other people's boats) for a while before we actually bought a *casa* in Puerto Vallarta and started spending winters there.

"In 2011 we bought a small trailerable keelboat, and after practicing in Portland during the summer, we towed it the 2,500 miles to PV, where it has been ever since. I get in lots of sailing, mostly singlehanded, and I have made many changes to make it and myself sail better. Most recently I added an asymmetrical spinnaker with a top-down furler. What great fun!

Rich Jepsen recalls, "When I was five and wanted to join my dad on his Crosby cat boat on the Charles River in

Massachusetts. "Learning to sail was secondary, but once I learned a bit I was hooked.

"Learning to sail from my father was both a blessing and a curse. From those early days sailing with my dad, my first impressions were that it was a scary, dangerous thing, and I was always a step away from making a fatal mistake.

"Learning to sail from my father was both a blessing and a curse."

He was a nervous sailor, self-taught, and made it quite difficult for us to truly enjoy it.

"However, being with my dad and my family was important to me and this was how we spent time together. Luckily instructors at the yacht club increased my skills and confidence. But, I really learned to be a good sailor when I first started to teach sailing in Annapolis while I was in the Air Force. I learned more in two years than I had learned in the previous 13."

"You are probably looking for stories from people who learned to sail at an early age," says Rich Morse, "but my sailing story starts at the other end of the spectrum. Although I grew up water-skiing in the Delta in old wooden Chris-Crafts and sailed a handful of times when I was young, I didn't take up sailing until 2012 when, at the age of 62, I joined Club Nautique. Since that time — aided by retirement — I have been able to complete US Sailing certifications through Ocean Passagemaking and have about 6,000 ocean miles crewing on deliveries and the 2016 Baja Ha-ha.

"My sailing is exclusively 'OPB'. I am currently a first mate

aboard the *Pegasus*, a 51-ft wooden ketch run by a Berkeley nonprofit that takes kids and veterans out on the Bay.

"I also crew on deliveries, charter boats from the Club Nautique fleet, and rarely pass up a ride."

"My first time aboard a sailboat was while I was in junior high school," writes Eric Sultan. "I hadn't known it, but my chemistry teacher was the skipper of the *Flying Cloud* Sea Scout organization in San Francisco. He invited me to come out for a sail. I did and got hooked. This was back in the late '50s. If Mr Gerber hadn't invited me to sail that day, I might never have picked up the sport or the passion.

The boat was *White Cloud*, owned by the *Flying Cloud*, one of the Sea Scout boats sailing out of Aquatic Park. *White Cloud* was a 30-foot wooden whaleboat, ketch-rigged and carrying a centerboard. Because of her open-deck design, the lightest guy aboard often had full-time bailing duty on the lee side when we went to weather. There was no

Long before inflatable PFDs and high-tech foulies, Eric Sultan had a blast sailing the Bay aboard the whaleboat 'White Cloud'.



ERIC SULTAN

BOATLOADS OF PRECIOUS MEMORIES

auxiliary engine, but if I remember correctly, we carried 14-foot oars in case the wind died.

"We sailed in a series of races on the Bay against the other ketch- and sloop-rigged sea scout whaleboats at Aquatic Park. We took a two-week cruise up the Delta, plus assorted sails and cruises throughout the year, and, of course, we spent a fair amount of time doing maintenance.

"We didn't wear foulies back then, just dungarees, and maybe at night a wool pea coat. We didn't have PFDs, but of course, we kept the required number of big awkward kapok vests on the boat.

"It was definitely cold and wet, but man oh man what fun. We learned to sail by doing it; by racing other boats, cruising, working on the boat, and in general just messing around with boats."

"Born to an American family in Japan, my summers from 1959 to 1968 were spent at Lake Nojiri near Nagano," writes Neil Woods. "You couldn't have had a more idyllic childhood: for whole summers we would be barefoot and free — it was heaven.

"At six years old, I was introduced to sailing by my friend Doug Clark, who was 15, and had the most beautiful wooden International 14. I could never understand how he had talked his dad into buying it. Doug asked me to come along as crew, but what that really meant was he needed someone to bail constantly due to the boat's open design.

"So my crew experience was one of always having to bail. Not being satisfied that my bailing skills were outpacing my sailing skills, I discovered that another friend of ours had an old wooden Snipe! I was granted permission to be the captain of this 'yacht' and soon had unlimited access to it. Boy, did I love that Snipe; the nice, wide decks, the heavy centerboard and high boom. The only drawback was that the decks were covered with painted canvas and as they got wet, our butts would start to itch!

Eventually, I had my own crew, so every afternoon when the wind filled in, we were off exploring the lake and sailing in regattas set up by the Lake Association. We sailed every afternoon when there was wind. We were just crazy about sailing and racing each other.

"My memories of sailing during those

childhood years is one of total freedom. All summer long, we were Master Mariners, always trying to improve our skills while timing our sailing adventures so

we would limp back to the dock in a dying wind with the setting sun. I have to admit, though, that more than once, bad timing prompted a 'search and rescue' from our worried parents. We dreaded being towed back in with an anxious crowd watching from the dock, and having to explain, yet again, what had happened — we were doing this as

six- to 15-year-olds! Almost 57 years later, thinking back on those nonstop summer sailing adventures still puts a smile on my face."

"I grew up in a boating family," explains Chuck Hawley. "My father had sailed and powerboated as a child on Lake Michigan, so there was substantial history. When I was about six or seven years old, he drove me to the Santa Cruz Wharf, where the Santa Cruz Yacht Club was located, and we climbed

"We didn't wear foulies back then, just dungarees, and maybe at night a wool pea coat."

down under the wharf to launch an El Toro. (This was before the yacht harbor was built, and no experience in my life has made me appreciate the Santa Cruz Harbor more than being exposed to yachting sans harbor.

"We rowed out to a Mercury sloop named *Jill*, or possibly *Jill II*, since I think the original *Jill* may have been lost on the beach. He showed me how to bend on the sails, and then sternly gave me the instructions for trimming the jib, claiming that if I did not release the sheet when he said, the boat would fill with water and sink like a stone. With that heavy responsibility hanging over me, we cast off the mooring and sailed

off the Santa Cruz Main Beach for an hour or so.

"I can't say whether that experience galvanized my love for sailing, but it surely had an effect. I also grew up with a home-built pram (like an El



ERIC SULTAN

One of the great highlights of Neil Woods' childhood in Japan was blasting across Lake Nojiri in an International 14 — while bailing.

Toro, but with no sailing rig) and had a British Seagull engine on the stern. I had endless hours of piddling around in the harbor and on Sierra lakes with that boat, and it taught me an enormous amount about seamanship. I know it seems odd, but small boats can uncover gaps in your skills, and British Seagull outboards can teach you volumes about patience and humility, while improving your vocabulary!"

"Roughly 60 years ago I was a reading fanatic who had run through every seafaring novel I could get," recalls John McNeill, "including *Two Years Before the Mast*. An old family friend learned of my interest, and volunteered to teach me to sail. I had never actually been on the water at that point.

"One Saturday morning, he gave me a 45-minute chalk talk in his garage, then took me to his clipper sloop at SFYC for a daysail. It was fun, but not really compelling, but I was ready for more.

"The next time we met, he took me directly to SFYC, rigged his son's 12-ft catboat, put me in it and shoved me off the dock. I sailed for hours in Belvedere Cove, flipped the thing three times (and righted it, thanks to one of his lessons) and never wanted to return to the dock ever again! I was hooked, and had just learned to sail in a Moth, of all boats.

"As time went on, it got to be fun

HOW I LEARNED TO SAIL, PART I

sailing that little rocket as close to the Gate as I could, then turning back to rip the waves all the way home! As the years passed, I made date money restoring El Toros, and I raced with friends who had larger boats — finally with a keel. Eventually I became a local hotshot of sorts, skippering for elders for lunch and beers. Tech Dinghies at MIT, sailing on skim ice in the spring. Following years featured a marriage, family and career, all supported by the same wonderful partner, and I still managed to keep sailing to some degree.

"I loved being one of the first cockpit crew in an Etchells at American YC in New York in the late '60s. Occasionally I got home to San Francisco to hook up with my old boat partner, Jock Swain, and sail our once-winning sloop, AHA. On returning to the Bay Area with family in tow, I became involved with my brother-in-law, Dick Ford, and his family's schooner,



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Yankee. I fell dead in love with sailing once again and have continued that affair to this day, only straying from dedi-

cation to Yankee for an occasional wave-ripping experience in my 17-ft Wylie, as if I was 18 again.

"These days, sailing is one thing that keeps this old wreck moving. I fully intend to depart some day in the distant future with salt-crusted white hair, yelling, 'Starboard!' at the top of my lungs!"

So many great memories. We hope you had as much fun reading about them as we did putting this article together. And there's much more to come next month in Part II. If you missed the opportunity to chime in with your own experiences, no worries. There's still time. Just email your memories and photos to andy@latitude38.com. You may have noticed that this month's tales all came from men, but we'd be delighted to hear from females sailors also.

— andy

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THE SCREVE FAMILY —

What we did was extremely adventurous," said Béatrice Screve. "The life on a sailboat becomes very simple in a way that we cannot even understand when we live in a house. Daily life revolves around where the wind is going to blow. When the wind would push us in the right direction we would go to that island. We would go to the beach, we would go conch fishing, my husband learned how to spear fish."

The Screve family consists of François, 58, Béatrice, 52, both from France, and their sons Antoine, 23, and Romain, 18. They enjoyed the cruising life in Florida and the Bahamas until two happenstances conspired to put it on hold.

"I remember thinking it was very daring to do that."

François and Béatrice took sailing classes when they were living in Miami in 1990. "We loved the idea to go far in sailing, so we said, 'Let's try to learn.' We very quickly got comfortable to charter our own boat without any captain," said François.

In 1993, they were living in Southern California when they bought their own boat, a 41-ft Cheoy Lee named *China Cloud*. They didn't have much money, so they bought a boat that needed some upgrades. They quickly found out that the refurbishing process was expensive. "We decided to move on the boat to save the rent on the apartment and put that money into the upgrade."

They moved aboard three months after Antoine was born. "The boat was

ALL PHOTOS COURTESY THE SCREVES EXCEPT AS NOTED

quite nice. It had room for the baby, room for us. It was a nice playpen for Antoine because it was pretty safe down below."

They kept the boat in King Harbor in Redondo Beach. "Walking on the beach, going home to the boat — I loved it," said François.

Although their overhaul was not major, it doubled the \$48,000 purchase price of the boat. They refurbished the wooden mast and added new refrigeration, new cushions, a liferaft, electronics, a watermaker, solar panels and a wind generator. "I redid the electrical system. We very quickly realized that you have to say, 'Stop, the boat is good enough,' and go. Our boat was in pretty good shape."

They had the sloop trucked to Florida. In 2002-2003 François took a year off from his career as an engineer so that they could go cruising in the Bahamas.

"It was very different from today," said Béatrice. "There was no cell phone. There was no Internet. We just had a telephone for medical emergencies. It was adventurous. It didn't seem that way back then because I was 30 years old. People questioned us — 'You went on a boat with two babies?' — but that seemed very normal. Looking back at it what astonishes me was the families doing the same thing, but most of them were European and they would have crossed the Atlantic. We met a family on a catamaran who were going around the world and just stopping in the Bahamas for reprovisioning. I remember looking at those families thinking it was very daring to do that. You have to be able to adjust to many things, to the space.

But you adapt quickly to the slow movement of the life. It's much less complicated."

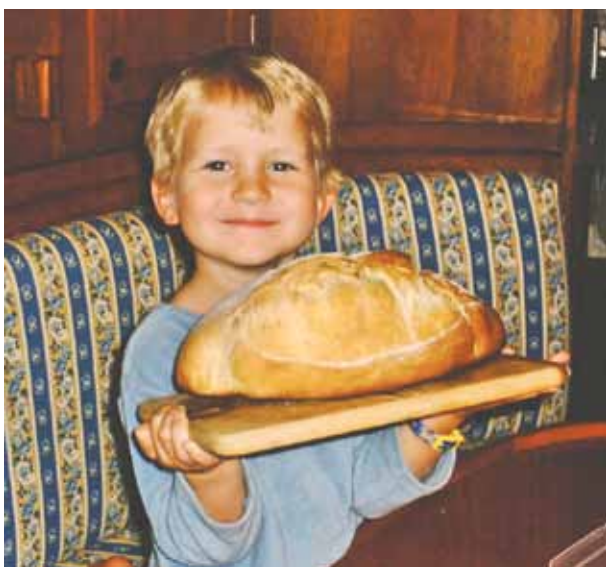
François had to change his mindset. "Everything is deadlines in my job. In a boat if you have deadlines you have a bad time. It took me a while to learn that. Tomorrow we decide where we go depending on the weather, depending if you have friends around. It was very hard in the beginning to not decide where we'll be in a week, but to leave it open. To not plan, that was amazing."

Antoine has a fond memory of a Christmas morning aboard: "My brother and I slept in the very front of the boat in this narrow little bow. Our feet were kind of together but our heads were apart. When we crawled out and ran to the top of the deck, Santa had decked out the side railings of the boat with some pieces of his beard, like they'd gotten caught; there were cookies that were eaten, clearly by Santa; and the presents were right there on the front of the boat. It was magical, 7 a.m., the sun was just rising over the Bahamas, and it was very quiet."

Romain remembers accompanying his father on boat deliveries "Every Friday night my father and I would sit at the dining table and eat spaghetti Bolognese and watch *Indiana Jones*. I remember sailing in big waves, my mom holding me when I was very seasick. She would put a scarf on my head and try to soothe me, but I'd be throwing up everywhere."

China Cloud suffered a sudden, sad end in October 2005 during Hurricane

Left: There's nothing like fresh-baked French bread. **Right:** While anchored in Exhuma Park, Bahamas, Béatrice and François celebrate their special time on board with a glass of champagne.



CRUISING PARENTS, RACING SONS



The 41-ft Cheoy Lee 'China Cloud' sailing to Abacos in the Bahamas.

Wilma. Béatrice tells the tale: "Wilma was not a strong hurricane; Katrina after was much stronger. There was wind around 45-50 knots that night. Most of the boats that were moored with us off Key Biscayne got washed off. When we found our boat the following morning we could just see the tip of the mast." *China Cloud* had been bashed against a concrete dock. "A big crane took the boat out of the water. There was a huge hole in the hull, and the boat was not salvageable." Among the possessions they lost on the boat were the logbooks they had written about their travels.

By that time, the boys had started

to race, and the attention had turned to their sailing events. "It was almost a coincidence where we didn't use the boat as much," explained Béatrice. "We decided not to buy another big cruising boat because we had dinghies and we needed to support the children." Indeed, both sons have been traveling to regattas all over the world.

Antoine got his start racing at Coral Reef Yacht Club in Miami. "The summer instructors plugged me into the

Left: Antoine was homeschooled during their cruise. Right: Antoine, at age 10, and Romain, 5.

Green Fleet Optimist team and sent me to my first River Romp Regatta. After that taste, I never looked back."

A pivotal regatta for him was the team trials that led to his first world championship in the Opti. He was 11 at the time. "It was the first regatta that I did very well in. I felt that youth and collegiate sailing could actually be a real thing." He went to Stanford and sailed on that college's team in 420s and FJs. "I peaked a little too early. My first regatta my freshman year was the Navy Fall at the Naval Academy in Annapolis. I was sailing with a phenomenal crew, Helena Scutt — she actually did an Olympic campaign last year in the 49er FX. We won the B division.

"The college time was probably the easiest logistically and most compact racing timewise that I've done," he explained. "You practice three days a week at the boathouse from 2 to 7 p.m. Tuesday through Thursday, and then you fly out for regattas on Fridays. The flights, everything's paid for. It's probably the cheapest — other than the tuition, of course. They pay for everything because it's an actual varsity sport at Stanford unlike some of the club sports teams. If you're on the East Coast you'll go to one regatta every weekend. At Stanford, because you don't want to go to the East Coast every weekend, they alternate. You'll go about twice a month.

The hard part was balancing sailing with schoolwork. "I was doing mechanical engineering there, trying to balance my problem sets that were due on Friday or Monday and get off the water, work with friends and catch up on the material when I was back from the regattas. There's not too much slack at Stanford in academics. The slack that they do cut you is in really unusual circumstances.



THE SCREVE FAMILY —

PEDRO MARTINEZ / SAILING ENERGY



With crew Ian Brill, Romain won silver on the Nacra 15 at the Aon Youth Worlds in Auckland.

For example, the national championships for college sailing lends itself well to the semester system, but Stanford is on the quarter system. We start a little later so we end later as well. Our spring finals are the week we get back from the nationals. A lot of the teachers will let you take the exams later because it is a little hectic to go for a week and a half across the country and then all of a sudden get slammed with finals."

Romain plans to go to Stanford in the fall and join the collegiate team there. His earliest sailing memories are from the Little Salts summer program at Coral Reef YC. "I remember sailing with my dog in an Optimist one day and doing capsizing training in the harbor. I quickly fell in love with the cool, salty breeze on my face, the smell of the bitter ocean, and the sound of the sails stretching with every wave," he wrote.

His first regatta was at the 2006 Opti

Antoine racing in the 2008 Optimist North Americans in Curaçao, Dutch Antilles. Youth competition at that level involves a lot of travel.

Green Fleet Nationals in Sarasota, FL. "I still have my little participation trophy and a small shell from my coach saying 'Sail fast.' I remember being stoked out of my mind that I received a trophy."

His sailing résumé lists many honors and victories, starting in 2009 when he won the Opti Team Racing Nationals. He placed first out of 134 Optis in 2011 at the 46 Semana del Yachting and first out of 162 Optis at the South American Championship in 2012. He won the C420 PCCs in 2014. In the 29er, he won the CISA Clinic in 2014 and the Southern California Hamlin Series, the US Youth Sailing Championship, and Midwinters West in 2015.

San Francisco YC named him Top High School Skipper in 2015 and Top 420 Skipper in 2014, and in 2015 and 2016 he was named St. Francis YC's Junior Yachtsman of the Year.

Racing successes in 2016 included a victory at the Rose Cup and silver in the Nacra 15 class at December's Aon Youth Worlds in Auckland, New Zealand.

The Rose Cup is the trophy for the U.S. Youth Match Racing Champion-

ships. Sailed in Elliott 6m keelboats, the event was hosted by Sheboygan YC in June. "I put a team together with some guys I've been sailing with for a while," he said. "We went there really having no idea what to expect. We stayed in it every day, took it one step at a time, got into the finals and made it work from there."

Romain first started racing catamarans in October with Ian Brill. "I did the Youth Multihull Challenge in Clearwater, Florida. That was the qualifier for the Worlds, in the Nacra 15. We won, so we qualified."

To train for that Romain sailed with Pere Puig at the Red Bull Youth Foiling Generation in Newport, RI. "That was pretty gnarly and crazy because we had the Phantom 20 foiling boats. Foiling in the Phantom 20s was scary, but it was not as different a feel as I had in my mind. You didn't really feel it that much once you got up on the foils, but it definitely made the racing a whole other dimension. It goes a lot faster and a lot lower or higher. I ended up fourth at that regatta.

"Then we did one more week in Miami with some coaches in the Nacra 15 by ourselves to train for the regatta, and went straight to the Worlds. So there was not much time in the boat before."

The Nacra 15, a new design that came out in 2015, is the youth stepping stone to the Olympic-class Nacra 17. Romain thinks about the Olympics. "If the opportunity comes I would love to try a campaign. Maybe on the Nacra. That's

Romain at the helm, with Sammy Shea and Jackson Ritter, winning the Rose Cup at the U.S. Youth Match Racing Championship Finals in June, 2016, on Lake Michigan in Wisconsin.

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US SAILING

CRUISING PARENTS, RACING SONS

definitely on my mind."

Antoine said that the brothers have done more sailing together than against each other, "probably because I'm scared my brother would beat me if we sailed against each other. We did the 2012 Open World Championship in Canada on the 29er. We're both very competitive. When we did well we were happy. But when we were doing badly we had some struggles. I remember being on the water practicing two days before, and thinking this was going to be a really, really bad event; this was going to be a really tough time for both of us. It was the first time we were in a boat together at all. I was crewing for one of the first times in the 29er. It's a different role than skippering. We had low expectations, so when we started doing well it was a pleasant surprise. We slowly ramped up and did better throughout the event. We were hoping for one more day at the end." They finished in ninth place.

Antoine had a stellar career in the



Antoine (left) and Romain Screve at home in Kentfield this January.

29er, including a silver medal at the 2011 ISAF Youth World Championship in Zadar, Croatia; a bronze medal at the 2010 ISAF Volvo Youth World Championship in Istanbul, Turkey; and two US Youth Championship titles (2009, 2010). He received the Jobson Junior All Star Award twice (2006, 2009), and won the Orange Bowl twice (2007 in the Optimist, 2010 in the C420).

Now he's the co-founder of a startup, CoPilot, and takes his friends out day-sailing on boats such as J/22s, borrowed from SFYC or StFYC — he's a member of both clubs.

For 10 years the family has focused on the boys' sailing careers, but the parents would very much like to get back into it. "Now my view of boating would be more of going and living in places, rather than sailing around the world on oceans," said François. "I would see it as moving my house to new places. Like we put the boat in Vancouver for three months, and then move the boat to Baja, to Patagonia, to places where we stay for a season and then move again."

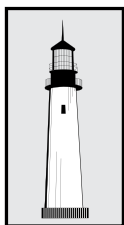
With modern technology, François could work from the boat. He and Béatrice now own their own company, Deltaway, based in San Francisco. "We might rent out our house, but would want to be able to come back home. So we want a lot. We are very demanding."

— latitude/chris

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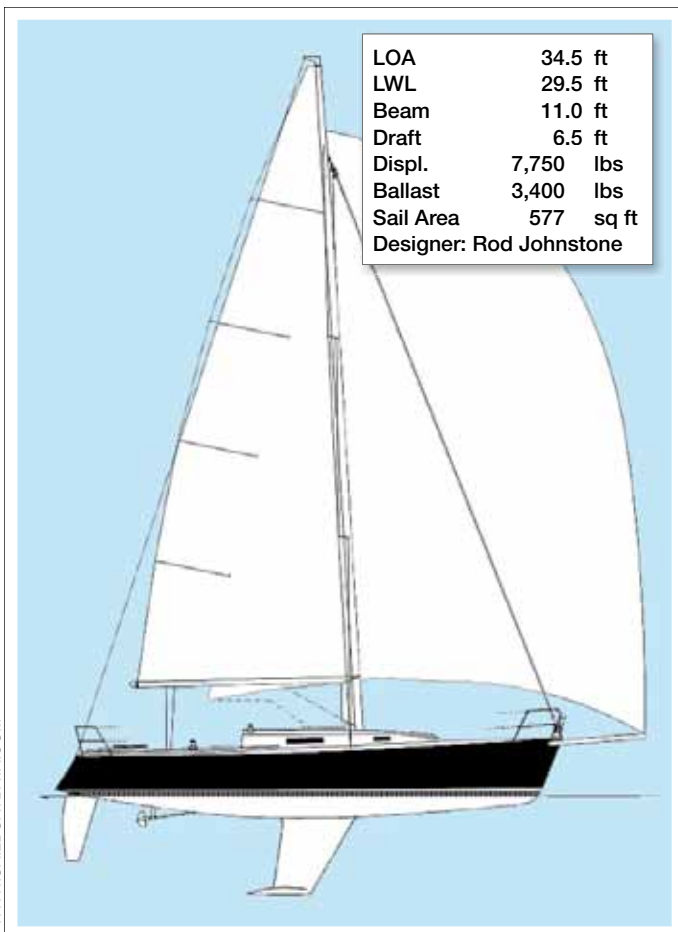
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San Francisco J/105 Fleet 1 lists 73 member boats, which makes it the largest, and likely most active, one-design fleet on the Bay. What's the recipe for success? Much of it starts with an invention in 1991.

A Design for Success

In the late 1980s/early '90s, having routinely participated in the Ultimate Yacht Race series for Ultimate 30s and International 14s, Rhode Island brothers Stuart and Peter Johnstone got an idea to create a keelboat that relied on the same simple bowsprit plus asymmetrical headsail combo as these two boats — not an outlandish notion for members of the J/Boats legacy known for their top-selling models, the J/24 (introduced in 1977) and J/22 (introduced in 1983).

In 1990 the duo approached their 63-year-old father, Bob. "Fast is fun when it's easy!" says Stuart Johnstone. "So, our next design was either going to be a 23-ft J/70 or the 34.5-ft J/105. My dad won that debate since he wanted to sail in comfort both offshore and around the buoys. We initiated design on the J/105 in 1991." An interesting tidbit — the J/105 design was also based on input from the late Sir Peter

Blake. Adds Johnstone, "We were engaged in working on a J/65 offshore racer for the Whitbread Race (Volvo Ocean Race). Every time we ran the J/65 design through Peter's global weather model it got faster. In other words, the design got beamier and flatter aft." Requirements for that J/65's offshore, fast-reaching machine ended up shaping parameters for the J/105, as well as an eventual J/65 cruiser, a custom-build model.

Twenty-five years later and the J/105 remains incredibly popular, surpassed in sales only within the last three years (in the 35- to 37-ft marketplace) by the J/111 model. Globally, more than 680 J/105 boats can be counted. What started off as a vision to be a fun offshore PHRF boat, easily handled by five or six crew, has become a one-design class with longevity. Johnstone says, "We see strong ongoing demand for its purchase as a used boat, and the investment is not only affordable but preserves its value. In Europe it has become a de facto single- or doublehanded boat in IRC/ORC events in the RORC and European offshore circuit. The J/105 has won the Fastnet Race in the 2H class three times, plus several RORC channel races. Crews have campaigned J boats to wins in the Transpac race in doublehanded, as well as full crew, divisions on more than one occasion."

Lore and Legacy of a First: Fleet 1

Fleet 1 was formed in 1994 by Don Trask, the J/Boats dealer in Alameda, plus Art Ball and Chris Corlett, who sold and promoted the boat. Today, the group is very active in local racing, and major regattas can draw 25 or more boats to the start line. Crews race year-round with tier 'A' and 'B' events.

*"I used to chase the boys,
now I pass them."*

'A' events require that the boat be weighed by the fleet measurer. 'A' events stipulate a weight limit of 1,044 pounds, and there is a limit of no more than two or three new sails per year, alternating. Additionally, the skipper must be an owner (with some rare exceptions). The class permits only Category 1 sailors (non-professionals), although a full owner may be a Category 3 sailor (professional). 'B' events are not governed by the same requirements.

One veteran skipper/owner is Theresa Brandner, owner of *Walloping Swede*. A dedicated 'A' series racer, Brandner has competed right up to 8.5 months into a pregnancy. And once her daughter was born she joined after only two months. Tucked safely below within line of sight, she always responded with a squeal of happiness when her mom talked to her from the



ALL PHOTOS MARTHA BLANCHFIELD EXCEPT AS NOTED



Day 1 of the 2016 Rolex Big Boat Series offered more wind in the second race than anticipated. Sliding toward the finish line is Pat Doyle's 'Spartan.' Last year, 26 J/105 vied for the title.

cockpit above during the time that the boat was being delivered to and from the races. A vendor is marketing Brandner's T-shirt design that says, "I used to chase the boys, now I pass them," accompanied by the Lima — aka "Follow me" — signal flag.

This group has personality. Names such as *Natural Blonde*, *Hazardous Waste* and *We Be Jammin'* can be seen. One competitor reveals there's a skipper who knows, and apparently sings, every word of T-Pain's *I'm on a Boat*.

Brandner adds, "During the dotcom boom everyone wanted a J/105, including people who hadn't really raced before. We saw more than 33 boats on the start, so chaos was expected. There were a lot of collisions, protests, drama, and the fleet developed a very bad reputation." Around 2004 an annual mandatory rules/tactics seminar, with a penalty on an owner's season score if the boat was not represented there, was established. "That helped. Collisions and protests are far more scarce now."

Gunning It at Rolex Big Boat Series

Bowman Toné Chin is a regular Fleet 1 racer. Just before the 2016 Rolex Big Boats Series in San Francisco he quietly asserted, "Watch *Godot*. We've got a shot at winning it." Chin, one of three recent crew pickups last season, was all grins at the St. Francis Yacht Club on Day 3 of competition. After a rough start (15 – 3 – 7 finishes in a division with 26 boats), the crew pulled together on the remaining race days to

strike 1 – 1 – 1 – 2. As a result, they just edged past *Blackhawk* for the Rolex win. Owner and skipper Phillip Laby wrapped the season with not only a Big Boats success, but recognition for being overall best of the fleet for the year (see the *Season Champions* feature in the November issue of *Latitude 38*).

Laby, a Southern California native who grew up racing Lasers and similar small boats, has been active in Fleet 1 competition for several years. Following a move to the San Francisco Bay Area in 2006 and a 20-year sailing hiatus, he re-engaged

Often only inches separate boats at a J/105 start. General recalls are not out of the ordinary with the fleet.





Tight action prevails at mark roundings. Often one person is on the bow and one at the mast for a successfully executed spinnaker set.

with the sport spending time with various local fleets. "I came to favor being aboard a J/105," he explains. "The San Francisco Fleet 1 is large and competitive — both attractions for me." Within a year he and boat partners Rich Pipkin and Mary McGrath had acquired hull #375, *Racer X*. Says Laby, "We had a lot to learn and climbed a steep curve. The first year saw too many kite shrimps, fouled maneuvers, third-row starts and lots of upwind speed but no point. In 2008 we finished eighth overall, the following year seventh, and broke the top five with a fifth in 2010."

They raced together for approximately three years prior to an amicable parting in 2011 (the Pipkins went on to campaign *Racer X* in shorthanded events), while Laby came upon hull number #44, *Orion*. When hunting for a boat to purchase, he opted for models built in the early '90s. "The newer boats came with more bells, whistles and inventories, but I sail with a minimum

Colorful spinnakers seen in J/105 Fleet 1 racing at a Rolex Big Boat Series. Twenty or more local J/105s hit the line in many San Francisco Bay events.



of instrumentation. The older boats were less expensive, and since I was moving from a partnership to a solo program I favored the cost savings." Renaming the boat to *Godot* has a story: "I reference the 1950s play *Waiting for Godot* by Samuel Beckett, in which the main characters wait endlessly for the arrival of the infamous Go-

dot. In the meantime, the audience experiences the characters' friendships and how their shared vision binds them together. Pursuing a vision connects us to our passions and those with shared interests. Naming my boat *Godot* helps remind me it's all about the journey."

He immediately set about building a team. "There is plenty of talent in the Bay Area, but once a crew is assembled systems need to be worked out. A primary challenge was learning what to focus on and when to trust. This became easier as my roster

"I had no idea where I should be going!"

filled with more skilled crew."

Second, Laby had to figure out how the boat responds. "Knowing when to press on the gas or pull in the sails is critical. Being in sync with the crew and knowing how quickly each can respond has a big impact on execution — especially critical at the starts, but also at any crossing or rounding. In the beginning I used to count and time much more than I do now; today it's more instinctual," he smiles.

On San Francisco Bay learning is that much more challenging for each execution. Not as familiar with the local conditions as his peers, he used to follow the leaders. "I had no idea where I should be going! Sometimes they led us to success, other times not so much. The last couple years I have gained confidence in my own knowledge. In 2016 I started discussing strategy with the crew. We now have the confidence to follow our convictions. And, as a result, we now tend to lead to the favored places, as opposed to follow; this has elevated our sailing to a new height."

BOAT OF THE MONTH

In 2014, '15 and '16, *Godot* earned a Fleet 1 ranking within the top three spots. A note about this skipper. He's also the mainsheet trimmer — a rarity among racers in Fleet 1. In 2017 *Godot* will complete the full Fleet 1 schedule. Laby may also head to the 2017 J/105 North American Championship at Lakewood YC in Seabrook, Texas, in October. Obviously that would be a time and cost commitment — and as a father and tech startup executive his schedule is already full. "All told, we'll be on the water at least 30 days for competition, plus days for practice."

Enduring Fleet and Design Success

The success of Fleet 1 is tied to the popularity of the J/105 — called an ideal boat for Bay conditions. She is able to withstand strong and unpredictable winds. She is quickly rigged, and the asymmetrical spinnaker on the bowsprit streamlines operations. There's ample cockpit space, plus a fair amount of room below. And the J/105 has been deemed a great value. The playing field is fairly level for this class, as rules



J/105s fly asymmetrical spinnakers from a retractable bowsprit.

keep racing affordable and as Corinthian as one-design racing can be.

The J/105 has been so successful for the J/Boats company that it ultimately influenced the design for all future models: Successive boats always incorporate the sprit plus asymmetrical configuration. "As a matter of fact," says Johnstone, "J/Boats was the first company in the world to mass-produce asymmetric-spinnaker keelboats, starting in 1991. The only precursors were primarily dinghies — International 14s (UK), International 12s (New Zealand) and Aussie 18s (Sydney, Australia). The Ultimate 30s were all custom boats with lightweight keels but followed the same basic idea. The world followed J/Boats' innovation."

For would-be J/105 crew candidates, there are ways to get the attention of owners. Laby suggests visiting the Crew List page on the fleet site, www.sj105.org. His Bowman Chin maintains an active Facebook page, Foredeck Union, where calls for crews and requests to crew are posted occasionally. You'll find it at www.facebook.com/groups/169458786505807.

— **martha blanchfield**

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"Celestial navigation," the instructor began, "can be an important backup to your GPS."

Everyone in the classroom was probably thinking the same thing: "Why not just bring another handheld GPS or three and a pile of spare batteries?"

And yet, the room was full of prospective celestial navigators, here for the intro session to see if they wanted to sign up for the next nine weeks of classes. Clearly we were in it for the art, not the science or even the safety backup. Except possibly for one young man wearing camouflage, as I learned later in the evening.

Lesson one was very elementary, dealing only with the definitions of latitude and longitude. I was about to write off the whole program as being much too basic for me. On the other hand, the instructor could tell a pretty good yarn when he wanted to make a point:

"There we were," he recalled. "Running before the tail end of a nor'easter and approaching the coast of Ireland. It had been overcast for two days, ever since my last noon sight, and longer than that since our last good fix. We only had dead reckoning for longitude. The clouds were breaking up, but it was long past dusk and we wouldn't have a good longitude sight until dawn. Fortunately, the full moon came out through a hole in the clouds, and it lit up the horizon just long enough for me to get a shot of Mars setting. But I was new at this, and forgot that in the Western Hemisphere, the longitude scale goes up from right to left, not left to right like any normal graph. I plotted it all wrong, and put our position about 40 miles too far to the west. If the captain hadn't heard a sea lion barking and tacked the ship, by golly we would have bricked it up right there."

It was a good technique for implanting some warnings against common errors, and he left us with a navigational puzzler that was very much on topic for the latitude and longitude lecture:

"A bird flies 100 miles north from San Francisco, and then 100 miles east. Another bird flies 100 miles east, and then 100 miles north. Do the two birds arrive at the same nest?"

"Of course not," I thought as I walked out of the dining room and up the stairs to the yacht club bar. "Otherwise it wouldn't make a very good puzzler."

I ordered my usual from the bar, then turned around to see Lee Helm and another woman, whom I presumed to be a fellow graduate student, at one of the tables. They had books and notepads spread out before them.

"Max!" she said. "We're ready for a

break. Why don't you join us?"

"Who let you in here this evening?" I asked, looking around to see if there were any club members who might be hosting her.

"I'm like, signed in as your guest, as usual," she grinned.

"Well okay, but really, Lee, you're supposed to be invited in advance."

"In 1859 there was a massive solar flare on the sun, a 'coronal mass ejection.'"

"Max, I'm a future member of this club and as such I have certain rights."

There was no arguing with Lee on that point. It turned out she was using the yacht club bar to conduct a tutoring session. "Bessel functions" was the subject.

"The housing co-op is too noisy tonight, so we thought this would be a nice, quiet place to work," Lee's student explained.

The bar was filling up with novice celestial navigation students, and the guy in the camo, doubtless deviating his course toward the two attractive grad students, asked if he could take the fourth chair at our table.

"What's the deal in the dining room?" asked Lee. "Another one of those safe boating classes?"

"Celestial navigation," answered our new tablemate. "I'm planning to buy a sailboat to use as an escape pod. You know, if things really go south politically, or if there's a natural disaster. Can't trust the GPS system to be up and running after TSHTF."

"Are you afraid that a hostile power will disable our navigation satellites?" I asked.

"Cyberwar is much more likely," Lee's friend suggested. "They would just hack into our GPS control system, and I'm sure we'd return the favor on the Russian's GLONAS satellites."

"My thinking exactly," the guy confirmed. "No need to zap any birds to bring the system down. That's why I need to learn celestial. Even a dual-mode GPS/GLONAS unit won't be reliable." I noticed that he was toting a fairly large camo backpack. Even his socks were camouflage pattern.

"A newbie," Lee stage-whispered to me. "Like, he needs to do a Singlehanded TransPac to really learn how to turn his boat into a reliable ticket out."

"I know, I know," he said defensively. "I'm trying to learn. Most of my prepper buds don't realize how useful a small sailboat can be for getting the heck out of Dodge, post-apocalypse."

"That might actually be a scenario in which the sextant is useful," I concluded. "If we believe that a cyberwar that brings down our GPS is actually a possibility."

"That's one scenario," he added. "But don't forget about the possibility of an electromagnetic pulse attack! A nuke blast in high orbit can trash all the on-board electronics. No GPS, no radio, no computer."

"You could keep all your backup electronics in a Faraday cage," said Lee's friend. "Use a plastic bag for insulation, then a tight wrap of aluminum foil, then another plastic insulating layer and another foil wrap."

In response to this suggestion, the survivalist pulled out a metallic-looking plastic bag, also styled in the ubiquitous camouflage motif. "I always keep my phone in this hardened Faraday bag," he explained.

"Still, these global conflict scenarios seem a little paranoid," I said.

"Two words," said the survivalist.

HOW TO USE

Modern digital cameras are surprisingly capable as devices to measure the angle of a celestial body above the horizon, and in a pinch they can be used for reasonably accurate celestial navigation. However, there are some tricks and techniques to make this work:

- The focal length must be repeatable. That is, a lens setting somewhere in the middle of the zoom range will not work. A prime lens with a fixed focal length is best. If a zoom lens is used, it must be set up against the stop at the longest or shortest end of its range.

- The ideal field of view is about 25-30 degrees. A 65mm (35mm equivalent) with a sensor 4000 pixels wide will result in a resolution of over two pixels per minute of angular measurement, which corresponds to about a half mile of position accuracy for each pixel. This is more than enough precision for useful celestial work.

- Avoid wider angle lenses, to keep lens distortion to a minimum. This will limit the observable angular altitude, but other advantages compensate, such as the ability to detect the horizon under very low light conditions thanks to ultra-high ISO and post-processing options.

TWO IS ONE AND ONE IS NONE

"Carrington Event."

Lee's friend was able to explain: "In 1859 there was a massive solar flare on the sun, a 'coronal mass ejection.' There was no power grid then, but telegraph lines picked up so much induced voltage from the magnetic flux that some of the telegraph offices caught fire. Northern lights were visible as far south as Cuba. And it's happened a few times since then, but the earth has been lucky enough to be out of the coronal ejection path. It could happen again any time. The best estimate gives it a 12% probability in each decade."

"Will a Faraday cage bag protect against another event like that?" I asked.

"No, but magnetic flux is very unlikely to affect small electronics, so your GPS, phone and tablet will be okay. The on-shore infrastructure is in big trouble, though."

"No need to use celestial in that scenario, then," I concluded. "As long as the GPS satellites keep working."

"But EMP, the kind that comes from a nuclear detonation in space," she continued, "might be a different story. For that you definitely want to protect your electronics. Actually, though, there

haven't been any nuclear explosions in space since the '60s, and never over a modern populated area, so no one really knows. Still, if the EMP attack is part of a global conflict, the GPS and GLONAS satellites will likely be out of action too."

"What about the digital watch on your wrist?" I asked. "You'll need the time for navigation, and it's not protected."

"Got another one in the bag," said the survivalist. "A good rule: 'two are one, and one is none.' Redundant systems, hardened whenever feasible."

"But for the rest of us," I observed, "no longitude if our watches stop working. If we have to be purely non-electronic, it's back to noon sights and latitude sailing."

"Ah, but you could still get longitude using the lunar distance method," Lee said with a gleam in her eye. "They stopped publishing the tables for it about 100 years ago, but, like, with a book of log tables, the spherical trig isn't really that hard. You'll need a sextant with a good telescope to get any precision."

"Lunar distance? How does that work?" asked the survivalist.

"All the stars, planets and sun appear to round the earth once a day, all locked in pretty much the same relative posi-

tions," Lee explained. "The sun takes a whole year to go one rotation compared to the stars. Outer planets take longer. But the moon goes around the celestial sphere once a month, so it's, like, moving fast compared to the stars. About one moon diameter every hour, or half a minute of angle for every minute of time. All you need to do is measure the position of the moon relative to the stars, and you can solve for the time."

"Sounds simple enough," I said.

"There's a lot of arithmetic involved. You have parallax and semi-diameter correction for the moon, and then refraction for both bodies. Then you have to solve the spherical trigonometry — and a book of pre-computed solutions like HO 249 won't work because the altitudes of the two bodies — analogous to the latitude and declination in a normal sight-reduction problem — might be out of the range covered by the tables. And HO 249 is not accurate enough for a good lunar distance. Remember, you have to get within, like, half a minute of arc to get time to the nearest minute, and that's about 15 miles of longitude error.

"Post-apocalyptic, 15 miles would be just fine," said Mr. Camouflage. "But I'm not sure I can handle spherical trig by

YOUR DIGITAL CAMERA AS A SEXTANT

The horizon becomes visible at night and star shots are not limited to dawn or dusk.

- The lens and camera combination need to be calibrated to find the true focal length in pixels. The published sensor size and focal length are not nearly precise enough. To do this, take some photos that show various fixed, distant landmarks, centering the two objects approximately around the middle of the field of view, both vertically and horizontally. Measure the same angle with a real sextant.

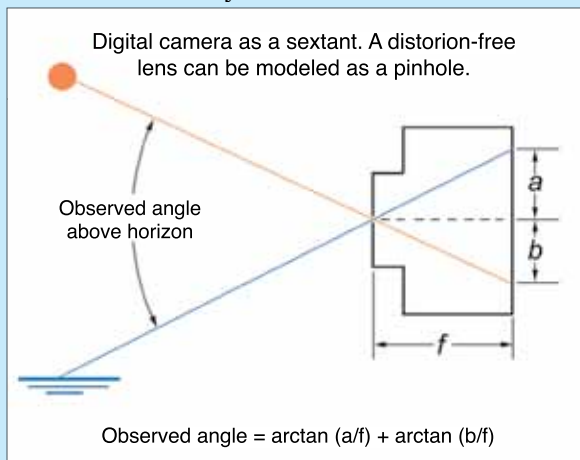
- To calibrate, view the images in an image processor. Photoshop or the free open-source GIMP are both good for this. Find the distance in pixels to the objects on each side of the frame centerline. The angle between the two objects is determined by the formula:

$$\text{Angle between objects} = \arctan(a/f) + \arctan(b/f)$$

where "a" and "b" are distances from each side of the centerline of the image, in pixels, to the left and right objects. "f" is the focal length in pixels. There is no simple algebraic solution for "f," so some trial and error is needed.

- Compare with the angle measured by the sextant for several angles, and find the "f" value that minimizes error over the range of angles.

- To take a sight, simply shoot the celestial body and the horizon in the



same frame, vertical format, with the midpoint of the line between the two objects close to the center of the frame. Work out the measured angle using the angle formula above with the predetermined focal length in pixels.

- For sun sights, it's best to put a filter over the sun to prevent image bleeding beyond the edges of the sun. If the image does not show a sharp edge or "limb" on the sun, in post-processing it's generally easy to find the center of the overexposed sun. Remember that the diameter of the sun represents only about 30 miles of error, so a high degree of precision finding the center is not needed. (Use the refraction correction for stars when observing the center of the sun.)

- The image can be corrected to make the measurement perpendicular to the horizon. No need to "rock the sextant" with a camera. Also, check the horizon for a stray wavetop instead of the true horizon, a common source of error. The horizon can be extended right through the wave top if necessary to recover the correct measurement.

- If the sextant falls overboard and the camera is not calibrated, use the transverse diameter of the sun to estimate pixels per degree of angle. Note that any zoom setting will work when the image also contains the calibration info. It's not very precise, but it will probably get you home.

— max ebb

MAX EBB

logarithms."

"There's an easier way," Lee reassured him. "Just plot two lines of position from two stars, and one from the moon, and fudge around with the time until all three cross at the same point. If your moon line is within five miles, you'll have longitude to about 150 miles. Maybe that's good enough for knowing when to slow down at night and watch for the reef during the day."

"What if I'm on a boat that doesn't have a sextant when GPS goes down?" asked Lee's student.

"If you still have all your onboard electronics," Lee suggested, "you can use a digital camera in place of a sextant."

"Is it really linear?" I asked. "Seems like you'd need a whole new set of tables to get from position on a photo to angle in the sky."

"Not linear, but, like, it's just trigonometry," Lee shrugged. "Consider the lens to be a pinhole, then just add the arc-tangents of the distance from either side of the center of the sensor over the focal length in pixels. You'll have to do some calibration first, of course."

The discussion turned back to a friendly debate about the differences between an EMP attack and a Carrington Event — without nearly enough data to come to any conclusions before it was time to go back down the stairs to the classroom.

"There we were," the instructor recalled, "in a race around the Farallones in a dense fog. I had written down the longitude of my waypoint at the far northwest corner of Southeast Farallon. It's 123 degrees, 00.2 minutes. But I had written it down as 123 degrees, 0.2 minutes, without the double zero as place holders for the two digits of longitude minutes. Can anyone guess what happened?"

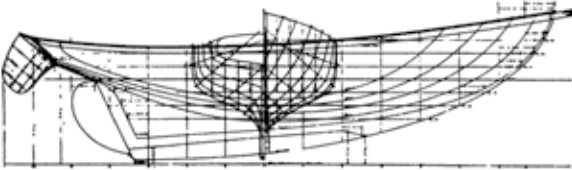
No hand went up. But I had an inkling of where this was going.

"Don't you know, I entered the longitude of my waypoint into the text-only LORAN as 121 degrees, 02 minutes instead of 0.2. My waypoint was about a mile and a half past the island. We were fetching on starboard leaving the island

to port, and sailed right by the rock without ever seeing a thing except a boat that had rounded to starboard going the other way. And they said later that they were in sight of the island, and close aboard, when they saw us going the other way. When we got to my waypoint there was no island. So I dragged out the old RDF [radio direction finder], and then had to deal with that 180-degree ambiguity that you only read about making a difference. The island was either dead ahead or dead astern! We sailed south until the bearing changed northerly, confirming we had gone too far, then east until we could smell the island to windward, so we knew we had rounded. But we finished in the back of the fleet. The moral? Never leave out a place-holder zero on your written notes or work forms! And, don't dismiss graphical representations of your waypoints. A picture would have caught this sort of error right away."

I decided to sign up for the class, mainly on the strength of the teacher's ability to spin yarns. But not for any practical post-apocalyptic back-up survival value. I just think celestial navigation is fun.

— max ebb



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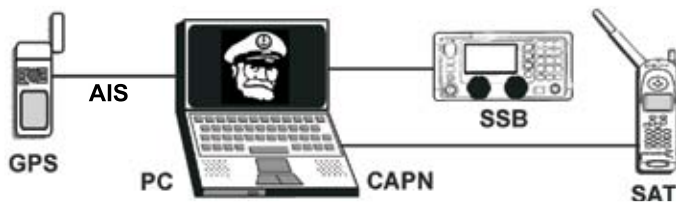
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THE RACING

Bay Area sailors race from **Sydney to Hobart**, multiple **Midwinters** are threatened by storms, but Golden Gate YC's **Seaweed Soup**, the **Corinthian Midwinters** and Encinal's **Jack Frost** don't miss a beat — although Long Beach YC's **Two Gates Pursuit Race** tours only one harbor, not two. A trio of **Race Notes** brings up the rear.

Bay Area Sailors in Sydney Hobart

The Rolex Sydney Hobart is considered to be one of the most challenging ocean races in the world, and this year's race not only reconfirmed that but also led to an amazing new record. *Perpetual Loyal* set the new record of 1 day, 13 hours, 31 minutes, almost five hours faster than the standing record.

The race is 628 miles long, and the requirements for a boat to qualify are stringent. Each team must have 50% crew with previous Category 1 race experience, along with two medical officers, two radio officers and a \$10-million insurance policy. It is also required that 50% of the crew have taken a certified Safety at Sea course.

Starting on Boxing Day, December 26, at 1 p.m., 100 boats square off in three separate starting boxes in Sydney Harbour. The boats are surrounded by an estimated 700,000 people who come out to watch the start from land, air

cliffs to watch the start.

The race was born in 1945, right after the end of World War II, with one man's desire to take his family on a cruise to Hobart, Tasmania. John Illingworth, who was invited to come along with his boat, said, "Yes, but let's make a race out of it."

It has been said that "The Rolex Sydney Hobart has cured many a sailor of their desire to ocean race." For any ocean racer, it is a rite of passage that few get the opportunity to participate in and even fewer finish. For the veteran with more than 10 Hobarts under his keel, like our skipper Ted Tooher, it's a way of life. For me, doing it a second time was an opportunity to bring my racing friends and family and share with them the opportunity to be a part of one of the most challenging ocean races in the world.

Our race started more than a year ago, when, as I always do, I watched the start of the Hobart and tracked the race



MIKE REED

race. Ted's oilskins were still wet when I called, so I was fearful that I was calling too soon. Fearful as if I were asking a new mother if she wished she was having twins. But to my delighted surprise he replied, "Sure mate, let's race 2016, but why don't you bring some of your American mates and we will treat them to a real race."

Our crew consisted of four Bay Area sailors, a fine English lass whom I met racing the Fastnet last year, and seven Australians who would be the backbone of our team. We arrived two weeks prior to the start of the race and spent a lot of time on the water and exploring the pubs. On Christmas Day we did what every good Aussie does and filled ourselves full of seafood.

Boxing Day started with the Rolex weather briefing. The forecast downwind 15 knots would build to 35 knots from the northeast and was expected to last for 36 hours. A racer's dream — building downwind pressure in warm water and clear skies. But first we had to get to our boat, which would be no easy feat, as the docks were filled with thousands of spectators and any wrong move would surely send someone into the water. Slowly we made our way to *Chancel-*



CHANCELLOR

The entire 'Chancellor' crew at Customs House. You have not finished the Rolex Sydney Hobart until you have passed through Customs House. "Tradition is that as soon as the boat is tied to the wharf you walk straight to customs in your foulies for a drink, and customs will accommodate you, as they are open 24/7 for the five days of the race," says watch captain Mike Reed.

and sea. For the Aussies, it is a national pastime. It is their summer, and, with a picnic basket full of leftovers from last night's Christmas dinner, they line the warm, sunny beaches and tall, breezy

on the Internet. Having always wanted to do it a second time, I called Ted Tooher, with whom I raced in 2010, and asked for a ride. His boat, the Beneteau 47.7 *Chancellor*, had just finished the 2015

'Chancellor's port watch on the second day of the 2016 Rolex Sydney Hobart, left to right: Fiona Marr (driving), Brett Eagle, Stephanie Lions, Patrick Szeto and Michael Ward.



lor, and, after saying our goodbyes and giving our kisses away, we pushed off and navigated through the hundreds of small spectator boats as 30+ helicopters circled overhead. Relief from the crowds would only come once we entered the competitors-only start box.

With the sound of the start cannon we were off. We fought our way north, upwind through Sydney Harbour playing the fleet and avoiding spectator boats. As we left the harbor and entered the Tasman Sea, the wind built to 21 knots with 4- to 6-foot confused seas. Turning south for Hobart we hoisted our masthead kite and settled the boat for what was looking to be a long downwind run.

We were a good six hours into our race, making excellent time, when the



ROLEX SYDNEY HOBART

'Chancellor' is a Sydney, Australia-based Beneteau First 47.7.

wind increased from the low 20s to the top end of the kite's ability. With the speedo now hitting 28 knots, I turned

the boat down and called for all hands on deck to douse the kite, but the call came too late, as the wind suddenly increased to 33 knots at the same time as I heard a pop. And with that, we were one kite less. We quickly changed to a smaller fractional spinnaker and had the boat moving at full speed once again.

We raced through the night, with a brilliant view of the Southern Cross, and into the next day, making great time to Bass Strait. As we entered the strait, the site of the 1998 tragedy, I said a quiet prayer to sailors past.

Our team had settled into the shift routine and we were in good spirits. We sailed downwind through the second day and into the next night without incident, making amazing time. The following morning around 4:30, with the sun slowly rising, our race changed for the worse as we tore the mainsail. After a quick and very large tape job, we were back at speed but very concerned, as the sail was clearly not going to last long and, with the changing weather conditions, it was imperative that we do our best to baby the main. We knew that we would need it for the final leg of the race up the Derwent River. We knew that it would be very light upwind air in the river, and without a main we would not be competitive. So we took the main down and sailed under spinnaker alone, which proved to be incredibly challenging as the seas built to a very confused 10- to

14-foot chop. The most precarious situation was when we had to jibe in 25+ knots without a main in a washing machine that had waves attacking from everywhere. Having made up my mind that we were sure to crash and burn, and, as I was not on watch, I settled into the stern pulpit to watch the chaos — and assist if need be. But lo and behold the port watch managed the unruly seas and commanded the boat like pros on a mission. A mission to finish the race.

We sailed through the day

with spinnaker alone until the winds went forward and died to about 10 knots, at which time we raised the main as if it was some secret weapon, clearly to the surprise of the seven boats that were in the process of passing us. We sailed the light air all the way to the finish, and although our overall standing in the fleet was not as good as we had wanted, the reality is, in a race that is typically impossible to get a ride in and at times even harder to finish, we realized that to finish the race is a win and everything else is a bonus!

See www.rolexsydneyhobart.com.

— *mike reed*

10-Year Storm Impacts Midwinters

The mainstream media were calling it a "10-year storm." The question was, would anyone race during the Bay Area's so-called storm of the decade on the

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

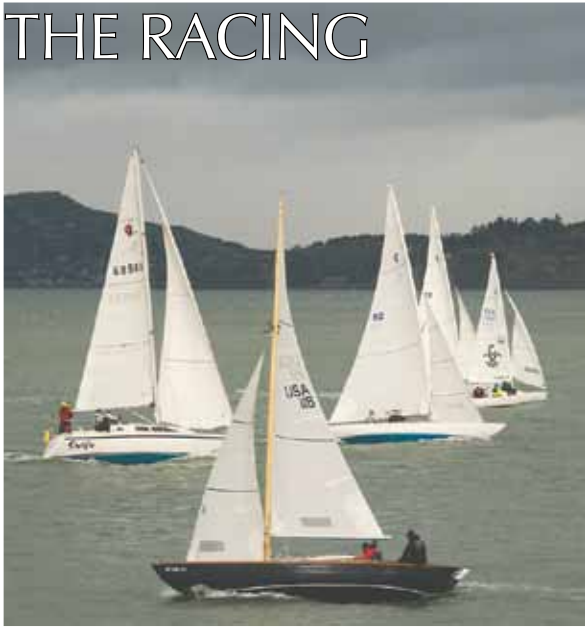
January's racing stories included:

Vendée Globe • Merlin Update
Yachtsman & Yachtswoman of the Year
Leukemia Cup Fantasy Sail
Key West Race Week
Three Bridge Fiasco
More Corinthian Midwinters

Plus previews of January races, the J/70 Youth Championship, the Pac 52 Class, the Caribbean racing season and more!

THE RACING

ALL PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED



This page: The short Golden Gate YC Seaweed Soup Midwinters race on January 7. Clockwise from bottom left: Rich Pipkin's J/125 'Can't Touch This' at the PHRF 1 start; PHRF 4 starts while James Vernon's Folkboat 'Polruan' sails past in the foreground; USA 76 approaches the finish line as the Catalina 34 division heads out on the first leg; Buzz Blackett's Antrim Class 40 'California Condor' and Tony Pohl's Farr 40 'Twisted', which leads PHRF 1 in the standings, at the finish.

weekend of January 7-8?

The first to send out a notification was the Mercury fleet, which races the Perry Cup Midwinters out of Monterey Peninsula YC. "Be ready to do a lot of racing in February as there are five races to make up," wrote Pax Davis. Then Richmond YC announced that racing for all classes in Sunday's Small Boat Midwinters was canceled. On Friday, Tiburon YC announced that "Race 1 of the Mott Midwinters has been postponed until February 4. We'll attempt to run both Races 1 and 2 then."

Island YC would do the same, canceling their race on January 8 with the intention of doubling up on February 12. Sausalito YC abandoned their Sunday midwinter race on race-day morning. "They're flying N over A from the clubhouse staff, announcing that 'All races are abandoned. No more racing today,'" reported Pat Broderick, who's entered in that series with his Wyliecat 30 *Nancy*.

We wondered about Golden Gate YC's Saturday Seaweed Soup race on the San

Francisco Cityfront, but that one turned out to be a go. All divisions were given a short, 4-mile course. With a gusty southerly blowing, the start was west to east; YRA mark #21, a green buoy northeast of Alcatraz, was the only rounding mark.

Starting close to shore paid off as the ebb really got going and impacted those who started at the pin end. A few boats were able to set asymmetrical spinnakers. The old Oracle IACC boat, USA 76, finished before the last two starts — only one boat in the Knarr division and two in Folkboats. USA 76, which takes charter guests out on the Bay, had one jibe (at the mark) and didn't need to tack at the finish. The other four division A boats had an exciting, close finish, tacking right at X, the pin end of the start-finish line off the GGYC clubhouse.

Race committee members wondered if maybe the course was too short, but then agreed that there were already some hellacious gusts during the pre-noon starts. At GGYC, the wind gusted to 25 during the sequence, but gusts up to 30

were noted out on the racecourse.

Two more races remain in the series, on February 4 and March 4. For more info, see www.ggyc.org.

— latitude/chris

Corinthian Midwinters Defy NOAA

The Coast Guard issued dire warnings for Southern California harbors and closed the Morro Bay entrance. Near Santa Cruz, the record-high surf was forceful enough to break up the cement ship moored off Seacliff State Beach. Conditions on San Francisco Bay were predicted to be so stormy that many sailors thought they wouldn't be able to race at all on Sunday. But in reality, the worst blasts of the front passed through the Bay Area in the pre-dawn hours and racing on both January 21 and 22 was just fine, thanks very much.

On Saturday, the Corinthian YC race committee gave the fast boats course #20, from the start off Point Knox to Blackaller Buoy, down the Cityfront to Blossom Rock, R4/YRA 8 near Alcatraz, Little Harding, the 'Y' turning mark in Raccoon Strait, and finishing off the CYC clubhouse in downtown Tiburon.

The less-speedy divisions got course #19: Yellow Bluff, Little Harding, Yellow



ALL PHOTOS THIS PAGE WWW.NORCALSAILING.COM

Bluff, and Y, finishing off the club.

The race was held in a waning ebb. The starts had a westerly breeze of 10-12 knots with gusts in the 15-plus-knot range, and it stayed like that the whole day. The trick was getting around the holes and dealing with the current.

Most of the fast boats left the startline on starboard, then tacked onto port to get more height for a quarter mile, then tacked back onto starboard. Once they got out into the Slot they found lots of ebb current. On the Cityfront, a strong counter-current stretched a good half mile out from the shoreline. Toward the finishes, Raccoon Strait was flooding on the Angel Island side while still ebbing along the Tiburon shore.

Zach Anderson's Schock 40 *Velvet Hammer* (ex-*Secret Squirrel*) and John Clauser's 1D48 *Bodacious+* had a great battle at the end. The *Hammer* went for tide relief by Angel Island and picked up, getting ahead of *Bo+* at Y. But *Bodacious* scooted ahead after Y to finish first.

In the slower-boat divisions, competitors stayed out in the middle for the beat to Yellow Bluff because of the current. Then, on the run to Little Harding, some split and went toward Sausalito, while others braved the current. The racing

This page: Corinthian YC Midwinters on January 21-22. Clockwise from top left: John Clauser's 1D48 'Bodacious+' was first to finish on Saturday; the sea swell was so powerful it made it all the way in to Belvedere Cove; finishers returned to CYC on Sunday in the rain. Inset: Airing out the new transparent light #1 on Bob Walden's Cal 39 'Sea Star'.

was very close, and some good battles ensued at the leeward mark, which Glenn Isaacson's Schumacher 40 *Q* got around first.

Many logs and other debris floated on the tidelines. "You really had to keep an eye out," observed one sailor.

On Sunday, all divisions started and finished at the race-committee boat; no one finished at the club. The day started out sunny; the rain held off until 2 p.m., by which time boats had begun finishing. Rainy puffs punctuated an otherwise mild southerly.

"Conditions were great, and the CYC called the courses perfectly both days," commented Tom Price, who sailed on the C&C 121 *Sweet Spot*. "The big green blob forecasted to hammer us on Saturday showed up just after our Group C finish on Sunday. Great sailing!"

If you were really hoping for the chance to try out that storm jib, sorry for the disappointment.

The series will wrap up on February 18-19. See www.cyc.org for standings.

— latitude/chris

EYC Jack Frost Regatta

Thirteen of Encinal YC's Jack Frost skippers believed the weather forecast and came out to race on January 21. A week of some of the wettest storms in recent history kept the rest away, but they missed a great sailing day with steady 10- to 15-knot southwest winds and no rain on the EYC course, tucked between the Berkeley Pier and Treasure Island.

In class A, the Olson 30 *WYSIWYG*, helmed by Hendrik Bruhns, firmed up the lead in the series with two bullets for Race 3 and 4, followed by Gil Sloan's Humboldt Bay 30 *Gig*, then Rodney Pimentel's Cal 40 *Azure* in the first race of the day. The first race was a short and sweet once-around for all classes. With one race safely in for everyone, the race committee sent the faster boats on a three times around the windward/leeward course. *Gig* and *Azure* traded places in the second race.

Steve Smith's *Synchronicity*, of the Olson 25 one-design group, kept their lead as well, with two bullets for the day.

THE RACING

Alchemy was second.

The Santana 22s, with seven boats on the line, were a tight group jockeying for the starts and finishing within minutes of each other. Jennifer McKenna and Fred Paxton on *Zingaro*, which missed November's races, made up for lost time with two firsts in Races 3 and 4. Jan Grygier on *Carlos* and Larry Nelson with *Alabacore* took the second-place horns for Races 3 and 4 while Deb Fehr of *Meliki* kept her second overall in the series by holding onto third place in each race.

The next two-race day is scheduled for February 25. See www.encinal.org.

— *margaret fago*

Two Gates Pursuit Race

Owner Bob Lane and co-skipper Lisa Meier became two-time winners of the Two Gates Pursuit Race Sunday on the Andrews 63 *Medicine Man*, a repeat of their win in last year's race.

Long Beach YC's traditional first race

of the year is named for the course layout, which winds in, around and through the Long Beach and Los Angeles Harbor entrances or 'gates'. However, sometimes the 13.2-mile primary course is too long for the participants to finish within a reasonable time.

On January 8, the usual moderate to strong Long Beach breezes didn't show. For the second year in a row, the race committee chose to use the alternate 5.17-mile short course when, near the scheduled start time, 2-3 knots was all the wind there was going to be for the day. The 18 competitors meandered their way around Long Beach Harbor, ultimately finding their way to the finish.

— *rick roberts*

LBYC TWO GATES PURSUIT RACE, 1/8

CLASS A — 1) **Medicine Man**, Andrews 63, Bob Lane/Lisa Meier; 2) **Temptress**, Farr 40, Ray Godwin; 3) **Zephyrus**, R/P 77, Damon Guizot. (6 boats)

CLASS B — 1) **Flyingfiche**, 1D35, Bob Zellmer; 2) **Lodgehall**, Farr 395, Guy Rosenlof; 3) **Code Blue**, Schock 35, Robert Marcus. (6 boats)

CLASS C — 1) **Suicidal Bird**, Capri 25, Thomas Mendenhall; 2) **Bastante**, Beneteau 405, Martyn Bookwalter; 3) **Cobra**, Viper 640, Timothy Carter. (6 boats)

OVERALL — 1) **Medicine Man**; 2) **Temptress**; 3) **Zephyrus**; 4) **Flaquita**, R/P 44, Paul Casanova. (18 boats)

Full results at www.lbyc.org

This page: Scenes from Encinal YC's Jack Frost Midwinter race on January 21. Clockwise from bottom left: Santana 22s start the first leg; Rodney Pimentel's Cal 40 'Azure' looms large next to Jennifer McKenna's Tuna 'Zingaro'; Hendrik Bruhns' Olson 30 'WYSIWYG' leads Division A in the standings; as does Steve Smith's 'Synchronicity' in the Olson 25 class.



ALL PHOTOS FRED FAGO

Race Notes

A turboed Andrews 70 sailed with mostly SoCal crew crossed the finish line of the **Cape Town to Rio Race** first and took second in IRC overall. Hector Velarde's Waikiki YC-flagged *Runaway* started on New Year's Day and arrived in Rio de Janeiro in the wee hours of January 14. Chris Busch, Thomas Corkett, Steven Dodd, Chadwick Hough, Keith Kilpatrick, Tyler Prentice, Randy Moreno, Erik Kristinsen and Hogan Beatie raced with the Peruvian owner. On January 3, a Lavranos 60, *Trekker II*, had rudder failure, began taking on water, and called a mayday. The crew were rescued by a cargo vessel, *MV Golafruz*. See www.cape2rio2017.com.

In other offshore adventures, two crews representing Presidio YC are sailing in the **Conch Republic Cup/Key West Cuba Race Week**, January



The Express 27 class start at the Berkeley YC Midwinters on Saturday, January 14. Some boats were more aggressive than others.

22-February 3. The team is led by the club's commodore, Steve Hocking, who is skippering the Jeanneau 54 *Second Wind*. "We are having a catamaran as well filled with mostly the crew from my boat *Ohana* (the turtle emblem boat)," commented Hocking. The cat is an F-P Saba 50, *Quince Amor*, skippered by James Hancock of Alameda. Most of the crew on both boats are from Presidio and Sausalito YCs. Presidio YC is located at Travis Marina, Horseshoe Cove, in the

Marin Headlands, and has probably the best view of the Golden Gate Bridge of any bar we've ever wandered into.

To follow the Conch Republic Cup, go to www.conchrepubliccup.org.

Lynn Lynch, who's been the race director at StFYC for the past three years, will leave the golden shore

for the East Coast. New York YC, based in Manhattan and Newport, RI, has announced that Lynch will take over for the retiring Brad Dellenbaugh as sailing director as of March 1. Dellenbaugh is on the team of umpires that will officiate at the 35th America's Cup in Bermuda.

"I will miss St. Francis YC as well as San Francisco and its weather," said Lynch. "I have gained the utmost respect for the StFYC staff and race committee volunteers who run regattas on what is easily one of the most challenging and exciting racing venues in the world."

— *latitude/chris*

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kite photography by Cris Benton

WORLD

We head east this month for a look at **Traditional Schooner Chartering** in the land of lobster bakes; plus, we make the case for escaping the West Coast's winter for a **Caribbean Regatta Charter**.

The Wonders of Windjamming in Downeast Maine

My memories of the summer of 2016 will remain with me for a long time. It was the year I sailed the Maine Coast, aboard a windjammer. My husband, Jay, is a licensed charter boat captain and had been wanting to experience these traditional vessels for many years. I joined him as cook, and together we spent the greater part of 16 weeks sailing among the 200 or more islands that lie nestled in approximately 600 square miles of cold, arctic water. Penobscot Bay was our playground, and our course was determined by the summer winds and the whim of our guests.

Although there are many explanations for the term "windjammer," in Maine a windjammer is a traditional vessel, usually a schooner, which is normally captained by its owner. Collectively, Camden, Rockport and Rockland are home to the world's largest fleet of windjammers. Several of the vessels are National Historic Landmarks, and most are part of The Maine Windjammer Association.

So what's it like to sail on a windjammer? Interesting, invigorating and inspiring all come to mind. On a typical charter you have the opportunity to get involved in everything that encompasses life aboard these traditional ships. Guests are encouraged to help hoist and

Below: The lovely schooner 'Timberwind' plies the waters of Maine with guests of all ages. Right: Every trip includes a lobster bake.

drop up to 4,000 square feet of canvas sails, take turns at the helm, and pitch in to raise 400 lbs of anchor after a night on the hook. You can even help in the galley, where the cook prepares everything from soup and salad to roast dinners along with fresh-baked breads and desserts — all on a wood-fired stove.

With all the canvas raised and trimmed, windjammers take on a relaxing rhythm and glide gracefully across the water as they ply their way to thoroughfares, islands or harbors. There is no set itinerary; the wind determines each day's course, which may take you to a traditional Maine lobster bake on a deserted beach, a beautiful sunset over the Camden hills viewed from Bartlett Cove, Fourth of July fireworks in Castine, or perhaps the Wooden Boat School in Brooklin. Each location seems to be more beautiful than the last, and along the way you're likely to see a variety of wildlife, including dolphins, seals, osprey, eagles or even puffins.

Days are spent on deck working the sails, taking the helm, or reading a book between naps. Evenings begin



mal amenities. These vessels are rustic, cabin space is limited and sometimes a little damp, but the adventure and the beauty of traditional sailing in fresh, clean air far outweigh any missing creature comforts.

Now 134 years old, *Grace Bailey* is the oldest windjammer in the Maine fleet. Originally built in Long Island, New York, in 1882, she spent several decades

as a cargo ship carrying lumber and granite along the East Coast, as well as sailing to the West Indies in the fruit trade. In 1939 she was launched into the charter business in Camden.

By contrast, the *Mary Day* was launched in 1962 and was the first windjammer built specifically for chartering. Despite her comparatively modern origins, this two-masted schooner maintains the minimalistic traditions of space, limited amenities and wood-stove cooking, aboard what is arguably the prettiest vessel in the fleet.



OF CHARTERING



If you have 'traditional values' when it comes to sailing, you'll love the time-honored windjamming lifestyle, including the baked goods.

Sailing conditions vary with the seasons. Endless sunny days are sometimes interrupted by passing rainstorms, which drench everything and everyone. Soaring temperatures will have you diving into what appears to be refreshing water only to discover it is still icy cold. Winds will shift from almost nothing in midsummer to more than 35 knots in the fall, yet safe, peaceful harbors can be found on nearly every island and facing almost every direction. It just takes enthusiasm and good charts to find your way among them.

One of my favorite passages is Fox Island Thoroughfare, an east-west waterway that runs between the islands of North Haven and Vinalhaven. Here, I never tire of the views: sculpted cliff faces soaring majestically from the water's edge, forests of spruce and native shrubs carpeting the hilltops, and a mix of old farm-style homes and custom-built mod-

ern homes throughout. The views were always mesmerizing, and a perfect match for our slow pace. Numerous small coves and beaches tucked in among the rugged landscape were entrancing and the invitation to explore implicit, as we tacked and jibed our way among them. Equally enjoyable were the wide-open stretches through which the wind raced, reminding us that we had only a short time before being exhilarated by a strong beam reach off the island's western shore.

The majority of our summer was spent like this — easy and occasionally exciting crossings,

relaxed lunches on deck, overnight anchorages in peaceful harbors and hidden coves. But don't let me mislead you, windjamming is not all peace and quiet, and napping on deck.

The windjammer fleet offers several events and themed sails throughout the season. A worthy occasion is the annual Great Schooner Race in which the entire fleet gathers for an overnight 'gam', followed the next morning with a race back to Rockland. We were among the first through the gate, which treated us to the spectacle of the larger schooners appearing out of the morning mist behind us before passing us by under sail.

These are just a few of the memories that come to mind about my summer in Maine. Looking up, I see the heavy canvas billowed by the wind. I hear the timbers creak and groan as the ship rises and falls in rhythm with the swell, and I hear the water rush along the hull as she glides across the bay — it's big, it's comforting and it's adventurous. So even if this isn't your usual style of chartering, I highly recommend that you give it a try.

— monica grant

Monica — Thanks for your insightful report. It inspired us to move windjamming a few notches higher on our bucket list.

Readers — Monica and her husband Jay, who grew up in Sausalito and sailed often on San Francisco Bay. They have lived in Australia and sailed the East Coast aboard their Hans Christian 38, and they're now looking forward to future

Participating in the sailing chores isn't mandatory, but most paying crew members are thrilled to lend a hand.



WORLD

cruising.

If schooner sailing sounds exciting to you, be aware that prime dates within the summer season can fill up quickly, so we encourage you to do your research and lock in a booking ASAP. For more on windjammer choices and summer events see these sites: www.sailmainecoast.com and <https://visitmaine.com/>

Ideal Cure for the Soggy Winter Blues

After enduring California's long-running drought, you and most other residents of the Golden State have probably been thrilled by the series of deluges we've experienced lately. But we wouldn't be surprised if all those gray days have left you hankering for some fun in the sun. If so, we've got a great suggestion: Lasso a posse of your favorite shipmates and reserve a boat for one of the Caribbean's top regattas — as most of them have large bareboat-only divisions campaigned by crews of sailors from many nations.



This Dutch team won their division last year at the BVI Spring Regatta aboard a Sunsail 441 named 'Warver'.

Although typical bareboats are not set up for serious racing — none carry spinnakers or whisker poles — the fact that many popular boat types are very similar, if not nearly identical, means you'll experience spirited boat-for-boat racing in every division. And even if you don't make it into the winner's circle — or anywhere close to it — you'll undoubtedly come home feeling exhilarated, with a boatload of precious memories.

For many years now, the three biggest Caribbean regattas — the British Virgin Islands Spring Regatta, the St. Maarten Heineken Regatta and Antigua Sailing Week — have all gone to great lengths to attract bareboat racers, and their success is borne out by the fact that dozens of sailors jet in each year from all over Western Europe, the US, Canada and elsewhere to compete against the Caribbean's finest sailors — and experience

their notorious post-race parties. To race in these tropical latitudes you needn't bring foulies and layers of fleece because you'll likely be racing in T-shirts and board shorts, and a dose of spray in the face will be a welcomed refresher rather than a chilling annoyance.

Whether or not you care about your place in the standings, our advice is to schedule your charter to begin three days to a week before the regatta begins so you'll have plenty of time to chill out and enjoy the cruising grounds on a laid-back itinerary, while also having ample

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OF CHARTERING

time to fine-tune your tacks and jibes, and become familiar with the idiosyncracies of running your particular boat.

Another tip we feel obligated to share — having learned it from first-hand experience — is to pace yourself at the daily regatta parties, and don't even think about trying to out-party the locals. Seriously, when the rum in your cocktail outweighs the mixer by three to one, it's easy to get carried away and overdo it. And you really don't want to find yourself riding the rail for several hours in the tropical sun the next day with the worst hangover of your life. (Captain Andy's rule will keep you out of trouble: one

bottle of water for every drink.)

Now that we've got you all revved up about this idea, we have to apologize for not making our pitch sooner, as the first of the 'big three' begins early next month: the St. Maarten Heineken Regatta. We're told there are still boats available, though, so there's still time if you hustle.

There's also time to put together a team for the week-long BVI Spring Regatta and Sailing Fest, as there are more bareboats based there than anywhere else in the world.

In late April, Antigua Sailing Week is expected to attract a particularly impressive fleet this year as it is that world-famous event's 50th anniversary!

If this all seems way too rushed for your style of vacation planning, there's always next year. If you start getting or-



TODD VAN SICKLE / BVI SPRING REGATTA

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ganized now, in a few weeks you could have an ideal boat locked in, plus flight reservations at the lowest possible rate.

It's anybody's guess what sort of winter we'll have next year, but if it's another doozy, with day after day of rain, you'll seem like the smartest sailor on the dock as you head to the airport for a tropical getaway in the sunny isles of the Eastern Carib.

— andy

Top Caribbean Regattas for Bareboaters

- Mar 3-5 — St. Maarten Heineken Regatta
<http://heinekenregatta.com>
- Mar 27- Apr 2 — BVI Spring Regatta & Sailing Festival
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CHANGES

With reports this month from **Antares II** on the skipper's cruising doubts; from **Moonshadow** on an embarrassing secret the crew kept for six months; from **Brass Ring** on a San Francisco Bay sailor's preference for cruising in the Pacific Northwest; from **Nandú** on the trials and tribulations of starting the cruising life with a new boat; and **Cruise Notes**.

Antares II — Alberg 30 Justin Hoye-House Battling Doubts and a Little Envy (Cincinnati, Ohio)

I completed my singlehanded voyage across the Pacific last September, making landfall in Bundaberg, Australia, after a nonstop passage from Fiji. That leg

proved to be one of the most challenging to date, as I knowingly headed out into a frontal system. The system never seemed to let up, and kept me pinned for almost the entire 14-day passage. With little to no sleep due to unrelenting squalls, shifting winds and opposing currents, I was ready for a three-month break back in the States.

I spent some time back home in Cincinnati with family and friends, trying to relieve them of their worries. I even gave a talk about my adventures.

Having spent 2½ years on my Alberg 30, I began to doubt if I really wanted to continue my sailing adventure. But I found inspiration in various books and podcasts — and even friends — as I drove over 10,000 miles while exploring parts of the United States that I had never seen before. I went canyoneering in Zion National Park, hiked the Grand Canyon, and even surfed the coasts of Northern California and Southern Oregon for the

Webb Chiles, holding one of the Wanderer's Zen Sailing shirts, and circumnavigating on an even smaller boat, has been an inspiration.

first time. I actually thought about taking a job crabbing out of San Francisco for the season to earn money for a bigger and faster boat, but a sailing life still seems to be where my heart is right now. I hope my girlfriend understands.

I admit to feelings of envy when I see happy crews on their larger and faster vessels, so it was fortunate that I came across a podcast featuring Webb Chiles, who has singlehanded around the world five times, in boats as small as 18 feet.

I listened to the podcast while snow and sleet beat across the highway near Weed, CA, and I was forced to pull over for the evening so the storm could pass. It was a revelation for me to reconnect with this part of the world, and to hear a world-famous singlehander share his thoughts on expensive racing yachts and what it means to be out there alone.

Chiles' thoughts were very timely, for as I said, I've had a lot of doubts lately whether the sailing life was for me, and/or if I should consider working for a while to upgrade to a bigger and faster boat. While that would be more comfortable and allow a bit more cabin room for guests, it's not going to change me or the way I sail around the world, so I have decided to stick it out with *Antares*.

After a haulout in Australia, she'll be as good as new and ready to tackle 15,000 more miles this next year as I make my run into the Med. I have been following a number of vessels that have successfully made it past Somalia and up the Red Sea without trouble in the past couple of years, and am learning from their experience. I am currently following a vessel named *Hope* that is making the passage. As most readers know, for years this traditional route had been considered too dangerous because of pirates.

—justin 01/02/2017

Moonshadow — Deerfoot 62 John and Debbie Rogers Confession Time (San Diego)

The Pacific Ocean is a big ocean. In sailing from San Diego to Whangarei, New Zealand — via Mexico — last cruising season, we covered exactly 10,000 nautical miles. Here are the main statistics for the season:

We made 98 ports of call in six countries. We anchored in 61 different places for a total of 175 nights. We lay to 14 mooring buoys for a



total of 34 nights. We spent 167 nights in 18 marinas.

We were passagemaking 55 days or 15% of our year aboard. We had 11 passages that lasted 24 hours or more, and they totaled 42 days and nights. We averaged 179 miles a day, and 12 times sailed more than 200 miles in 24 hours.

On the negative side, we slammed into one 'bommie' — coral head — at six knots. It's taken us months to admit it.

Arriving in New Zealand was a grand reward after 10,000 ocean miles. From what we've seen, cruising in New Zealand will be interesting and enjoyable — but cold compared the tropical South Pacific. We are almost 36 degrees south of the equator, which is roughly the same distance from the equator as Monterey.

But geographic equivalence is where the comparison ends. With nothing between New Zealand and Antarctica but cold open ocean, it seems very cold to us when the wind comes out of the south. Of course, we've been living in the tropics for the previous 11 months.

MOONTIDE



Should I stay or should I go? Justin has been battling doubts.

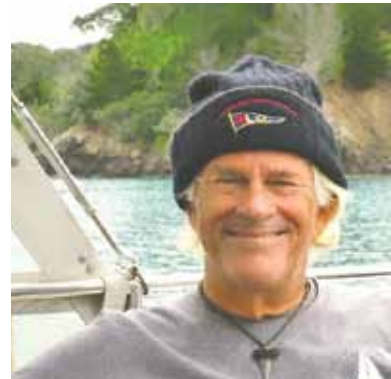
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IN LATITUDES



ALL PHOTOS COURTESY MOONSHADOW



Clockwise from lower right; Hitting the bommie. A new leading edge for the keel. The dented keel. Swinging in New Zealand. 'Morning Dove' about to be destroyed on Arutua. Debbie relaxing in the South Pacific. 'Moonshadow' in deep water. A smiling John, after 10,000 ocean miles.

But as we write this, we're thinking most about *Moonshadow* in the boatyard. She's there because of that bommie we hit in the Tuamotus, which is rightly nicknamed the 'The Dangerous Archipelago'. The atolls are home to hundreds of wrecks. Indeed, our *Moonshadow* was very badly damaged on Arutua Atoll 18 years ago under her previous owner. She had to be taken to New Zealand for extensive repairs before she could complete her circumnavigation in 2010.

The atolls of the Tuamotus are only visible during daytime, and because they are so low, can only be seen from three miles off, in even the best of conditions.

Two weeks prior to our arrival in the Tuamotus, *Latitude* reported that Bruce Moroney's Alaska-based Amel 46 ketch *Morning Dove*, one of the boats that sailed west from Mexico with us in this year's Puddle Jump, had just been lost on the reef at Arutua. Also at night. The

crew were saved, but she was a total loss.

So when we arrived at Kauehi, a small atoll near Arutua, at midnight after 24-hour runs of 182 and 181 miles, we were too early to enter the pass. Though the evening was pleasant, we were very wary of being so close to these two atolls. We were so close we could hear the surf pounding on the perimeter reefs, but couldn't see a thing. It made the hair stand on the back of our necks.

Our research had convinced us of the importance of entering the lagoons of the Tuamotus at slack water. So besides waiting for daylight, we waited for the current to be slack at 0930.

The other good advice you hear about the Tuamotus is to navigate these lagoons between 10 a.m. and 2 p.m.,

preferably with the sun at your back, and while wearing glasses with polarized lenses. All of these things help you see the coral heads — bommies — that lurk below the surface in the lagoons.

This is fine advice. Alas, there are some practical limits to following it. For example, when you are proceeding eastward through a pass in a reef at the 9:30 a.m. slack water, the sun will be in your face, not at your back. And there is nothing you can do about it.

When we reflect back on our season in the South Pacific, we estimate that we've managed to navigate among the dangerous patches of coral — they're everywhere! — between the hours of 10 a.m. and 2 p.m., with the sun at our back, while wearing polarized lenses, a total of zero times.

As it turned out, a large squall wanted to join us for our first entrance to a pass in the Tuamotus. We initially waited, but the squall just got bigger, so despite very poor visibility in driving rain, we followed a bigger yacht in. We hit slack water just right, so we saw none of the treacherous currents, standing waves or whirlpools that we had been warned about.

After entering the lagoon, we were able to relax a bit. After all, we had over 100 feet of water beneath our keel, and we were able to follow the other yacht five miles across the lagoon to an anchorage.

The rain had stopped as we approached the anchorage, but the sky was battleship-gray. The sky was brighter to the east, meaning the light was in our face. But we were following the boat ahead of us, and we could see boats to port and starboard ahead of us, so we weren't worried.

WHAM!

Moonshadow's 25 tons came to an almost instant stop, which launched both of us forward, crashing into unyielding fiberglass and winches. It was like being in an automobile accident when there's a brief period of complete bewilderment.

With a drone and the sun shining from behind, it's easy to see the bommies that can be so destructive to cruising boats.



MOONSHADOW

CHANGES

"Are you all right?! What just happened?!"

We realized that we'd hit a bommie hard. We immediately backed off. As we lifted floorboards looking for seawater, Maggie aboard an Aussie sloop,

Storm Bay, anchored ahead and inshore of us, called to see if we were OK. At the time we didn't know, but she told us how to steer around the coral and into the anchorage.

When we got the anchor down and looked back, the coral head we'd just plowed into was — with bright sky at our backs — plainly visible!

A quick underwater inspection showed where our keel had hit. The coral must have been four feet below the surface. The only contact was with the nose of the keel, which was dented, but we survived. We have now sailed over 3,000 miles since the impact without any sign that the damage was more than cosmetic.

But the aftermath of the collision left both of us feeling physically sick and wanting to curl up into a fetal ball. We thought that if we just slept, maybe we could wake up from the nightmare.

In our blog of our times in the Tuamotus, we left this incident out. We were so mortified at having made such a mistake that we didn't want anyone to know. Of course keeping our secret would have required murdering the crews of all the other yachts in the Kauehi anchorage.

'Moonshadow' gets a lift at Circa Marine, which is currently building three large motoryacht designs by Deerfoot designer Steve Dashew.

making it impractical. So we resigned ourselves to a full disclosure 'when the time was right'. It's taken six months, but this is the time.

Moonshadow is currently hauled at Circa Marine, the 40-year-old boat-building firm that is currently building long-range aluminum cruising yachts designed by Steve Dashew — who designed *Moonshadow*. We feel very fortunate to have been able to fit into Circa's hectic schedule, as they have three large yachts under construction. Circa will be helping us with our keel and a handful of other small but technical projects we'd been saving for our time in New Zealand.

After sandblasting *Moonshadow's* keel down to bare metal, we could see there was no serious damage to the 6 mm stainless plating — and that the keel is an amazing piece of engineering. Dashew's affinity for oversizing structural scantlings and for redundancy are evident throughout *Moonshadow*.

Our boat's keel is built of quarter-inch 316 stainless steel welded into six compartments. The bottom 12 inches comprise lead ballast. Above that are two fuel tanks, two water tanks, and a bilge sump. The hull is attached to the 17-ft-long keel with 41 — 41! — half-inch stainless bolts threaded into double-thick plate. As we've learned, it's suitable for ramming into coral at six knots.

Each tank has a large inspection port permitting access to the interior of the keel/tank. We opened them all up to clean the insides of the tanks, but mostly we wanted to inspect for any damage to the inside of the keel. When we found a broken stitch weld along the stem, it was decided to cut away all of the damaged metal and renew it.

Steve, Circa's star welder, showed John around the fabrication shop, where it was obvious there is a lot to this kind of project. After carefully measuring and making templates of the various compound curves of the keel, Steve began the process of converting a flat sheet of stainless steel into the shape conforming to the cut-away section.

Steve explained how he calculated the need for 15 hits with the 200-ton hydraulic break press. Each hit bent the skin 3.8 degrees to achieve the shape required to match *Moonshadow's* keel, so he continually had to alter the axis of the impact each bend to accommodate the top-to-bottom taper. Steve is an artist!

A new heavy bar will run down the leading edge of the

MOONSHADOW



Thanks to 41 of these, 'Moonshadow' wasn't badly damaged.



keel inside the outer skin, replacing the stem piece bent by our grounding. It will be welded into place first, then the skin panels on each side. When it's finished we will be able to ram into things at closer to eight knots.

In order to reduce the chance of our ramming another bommie, we've established a new policy of not moving our boat short distances when the visibility is poor, especially if we'll be covering unfamiliar ground. We'll also use two iPad apps when Wi-Fi is available to download Google Earth images of the areas we plan to visit, and plot our waypoints around the hazards we can observe.

In addition, when the depth drops to 20 feet, John climbs the mast to our crow's nest, from which the bottom is more visible — even in poor lighting. After anchoring in a coral-strewn waters, we sound the surroundings from the dinghy with our handheld depthsounder.

We have even used our AIS display to track the interisland cargo ship *Coiba* as

MOONSHADOW



IN LATITUDES



ALL PHOTOS COURTESY BRASS RING

in the Pacific Northwest, meaning the United States and Canada, last year and will probably do about the same number again this year. "I cruise up there as much as I can!" he says.

In a typical summer, Enersen and *Brass Ring* cover between 700 and 900 nautical miles.

"July, August and most of September are generally the best for cruising," says Dick, "although there can be squalls. I have cruised in June, but it's generally wetter than I like."

Enersen describes the summer temperatures as "mild, meaning rarely below 50 degrees or higher than 80 degrees." He cautions that "squalls do happen".

One advantage the Pacific Northwest has for cruisers is the longer summer days. For example, the August 15 sunrise at Vancouver, B.C. is 6:05 a.m., and sunset is 8:28 p.m., giving almost 14.5 hours of sunlight. In San Francisco there are only 13.5 hours of sunlight on the same day.

The Pacific Northwest has a reputation for much less wind and less reliable wind than San Francisco Bay. Nonetheless, the 'mission statement' for *Brass Ring* is: 'We Will Sail When We Can'.

Enersen admits that there isn't a sailing breeze every day, and even less often is there are breeze that permits sailing in the direction he wants to go. That said, some days he goes sailing just to go sailing, either with friends or alone.

"The best sailing day I ever had with *Brass Ring* was captured in the photo I used for this year's Christmas card," says Dick. "It was just Ron Holland and I sailing to weather from Montague to Ganges on Salt Spring Island."

(Ron Holland is from New Zealand, and came to San Francisco Bay as a young man. He got his big design break when he drew the world-conquering 40-ft *Imp* for Dave Allen of the San Francisco YC. He went on to design a number of maxi and other racing yachts, several of

San Francisco Bay has Mt. Tam, SoCal has Mt. Wilson, and the Pacific Northwest has Mt. Baker — complete with a creamy topping.



Clockwise from lower right; Dick at the helm of 'Brass Ring' in his favorite photo. You can swim, but 'shrinkage' is likely. Calm waters are great for rowing. Sunsets are late. Singlehanded Trans-Pac winner Dan Newland. The Malibu Camp near Chatterbox Falls. Circumnavigator Peter Brown.

she navigated the tricky Fakarava South Pass, using it to plot our way out.

When we're not positive what's ahead, we motor *very* slowly.

Soon enough the keel will be better than new, the other refit projects will be behind us, and we will have enjoyed a few months back in the States for our first extended break from living and cruising aboard in five years. But almost before we know it, we'll be back aboard *Moonshadow* for another season of doing what we love.

— john and debbie 01/15/2017

**Brass Ring — Cal 46
Dick Enersen and Guests
Cruising the Pacific Northwest
(Marin County)**

Given *Latitude's* affinity for warm water, when we've looked beyond San Francisco Bay, we've looked to the south

rather than the north. As a result, we've given short shrift to the Pacific Northwest. Time to make amends.

One Northern California sailor who hasn't given the Pacific Northwest short shrift is Dick Enersen, who has a long history of racing, including in an America's Cup. But in 1999, he purchased the Cal 46 III *Brass Ring* in the Pacific Northwest. Despite living in Northern California, he's kept his boat up there ever since.

"People often ask me when I'm going to bring her down to the Bay Area," says Enersen. "My response is generally, 'Why would I want to do that?' San Francisco Bay is a fantastic place to sail, but the Pacific Northwest is much better for cruising."

Enersen reports that he spent 67 days cruising



BRASS RING

CHANGES

which are among the largest and most expensive cruising yachts in the world.)

Ron is just one of several accomplished ex-Northern California sailors who sails with Enersen. Others include Peter Brown, who dropped out of his law practice to race the Olson 30 *Gold Rush* in the Singlehanded TransPac, then sailed around the world. And Dan Newland, who won a Singlehanded TransPac with a Wylie 34. And Linda Weber-Rettie (now Newland), who did a Singlehanded TransPac and later singlehanded from San Francisco to Japan. Like Dick, all are members of the Cruising Club of America (CCA).

In addition to light winds, the Pacific Northwest is known for strong currents.

"I read about there being as much as 16 knots of current in Seymour Narrows," says Dick, "but I personally haven't been caught in anything more than eight knots. But current is a very big deal in the Pacific Northwest, so it's important to read up on it and treat it with respect."

It's not always possible to anchor in the Northwest, but when it is, Enersen says it's generally in 20 to 80 feet, mostly in mud bottoms.

Enersen has found that mosquitoes can be a problem in the early summer, and sometimes yellowjackets depending on the location. "But neither has been enough to spoil my day."

Shellfish such as crab are a staple in the Pacific Northwest, but Dick isn't into crabbing. "I've done it, and there are those who love it, but I'd just as soon scrounge shrimp, crab and oysters from others. Or just buy it."

Type-A cruisers will be thrilled to learn that Dick says he can often get Internet while cruising on *Brass Ring*.

"I've tried many plans over the years, but I'm currently using a Canada Calling

Enersen sailing mate Ron Holland came out of nowhere with the design of Dave Allen's 'Imp' to become a designer of huge sailing yachts.

Plan from AT&T, which allows me to use my iPhone as a hot spot. Cell coverage has expanded greatly in recent years for those on boats," he says. "In addition, some marinas and many restaurants offer Wi-Fi."

Brass Ring is kept in the water year-round. Enersen notes that marina rates are significantly lower in the winter.

— *latitude/rs* 11/15/2016

Ñandú — Maine Cat 41 Juan and Kathy Navarro The Big Transition (Silicon Valley)

Transitioning from the working life to retirement cruising is not easy. Juan, a retired software engineer, and Kathy, a medical doctor before the couple legally moved to the United States from South America, know all about it. Last summer they sold their house and bought a Maine 41 catamaran, and christened her *Ñandú* after the large flightless bird native to South America.

The transition has proved "long and exhausting." First there was selling the house, which was actually easier than expected because neighbors bought it before they put it on the market, negating the need for staging. The buyers were nice enough to rent the house back to the couple for five weeks, too. Then they rented a storage space in Fairfield because it's a lot less expensive than similar space in the Valley.

Juan and Kathy quit their jobs to deal with the 'only in America' health insurance mess. Juan got a new laptop that is "no longer supported by people who know what they are doing." He then spent 22 continuous days getting just 50% of a backup with CrashPlan.

"Getting rid of everything" meant half of his windsurfing gear and a lot of his photography equipment, plus "thousands of things at home." For each one of the things they were getting rid of, they had to decide whether to dump it and where, recycle it and to whom, sell it and to whom, or decide if it would fit in the tiny rented storage space or on the boat. "Truly overwhelming" was their verdict on all the decisions they had to make.

"We made one trip to the used-record store, three carloads to Half Price Books, one trip to the San Francisco windsurfing swap meet, and another to a Delta swap meet," the latter just to sell a mast and a boom at a tenth



the price I paid for them". There was another trip to San Francisco to donate art supplies, one to the local recycling center, another to the household waste center, a garage sale, and lots of transactions on eBay, which required trips to the Post Office.

Then there was updating estate-planning documents, wills and powers of attorney, and scanning important documents. There were final visits to various doctors, dentists, optometrists and therapists. And the accountant, too. Other jobs included closing some bank accounts and opening better ones, doing some financial planning, getting their kids to open checking and credit-card accounts, and teaching them some basic 'financial hygiene'.

Juan also had to finish his dinghy. "I started building *Gecko* three years ago when our cruising plans were still nebulous. I finished her just in time to use it as a tender for the big boat."

Looking after the construction of the



IN LATITUDES

ALL PHOTOS COURTESY NANDU

in colleges less than 100 miles away and most of our possessions, all to cram ourselves into a small floating platform with composting toilets and no Internet 3,000 miles away from everything we know?"

They do have some prior adventuring experience. When they were "half our current age," they did an eight-month drive on secondary and tertiary roads from Montreal to Quito, Ecuador. This time their adventure could last "anywhere from one year to 10 years."

Then there was the matter of getting 3,600 miles to their new catamaran in Maine. "We passed through 14 states and provinces, three national parks, and took 23 days — 14 on the road — doing it. The best town was Jackson, Wyoming; the worst town was Jackpot, Nevada. Most you-cannot-be-there-and-not-mention-it town: Fargo, North Dakota. The most scenic drive was Beartooth Pass Montana, which was truly breathtaking."

As anybody knows who has ever had a boat, even a production boat, built for them, the boat was ready right on time. Just kidding.

"Moving onto our new boat was nothing like the romantic and exciting start of a new life that we had envisioned," say the couple. "We had to load a ton of stuff from the minivan and trailer, but there was no place to store anything because the storage spaces were not finished. And the shelves and doors that would be part of the storage space were on the beds and floors, interspersed with tools and rags, leaving very little space for anything else. On top of that, there was fiberglass dust everywhere. Our new boat was not the most welcoming place."

But fresh water flowed out of the faucets, propane flowed out of the stove burners, and the mattresses had been delivered earlier that day. So while it wasn't their Silicon Valley house, they

Having made their way down the Intracoastal, Juan and Kathy tied 'Nandu' up at Charleston, SC, home to crazy clouds.



Clockwise from lower right; A Maine Cat 41 is an interesting choice for a cruising cat. The beautiful Beartooth Highway. 'Nandu' as seen from the quarter. Juan rows Kathy in 'Gecko', his labor of love. Cruising down the ICW. Oliver the boat cat was slow to warm up to the cruising life.

new catamaran from a distance was no minor matter either. While the fundamental decisions had been made, there were still many more, ranging from very important ones such as what anchors and rode to carry, to the critical ones, such as what toilets to install.

"There was still a long list of options, each one requiring some research," Juan remembers. "Rigid or semi-flexible solar panels? How many? Connected in series or parallel? MPPT or PWM controllers? (What do I know about solar energy?) Lithium or AGM batteries? How many 12v and 120v outlets and where? Pentax or Hydranet sails? Cork floor? Logo and lettering ("Nope, we can't paint it that way"). Choose color of everything: bottom paint (black), boot stripe and lettering (rochelle red), sail cover (charcoal gray), cushions (mixed redwood). Do we want Dyneema or wire lifelines? What about

AIS? Do we prefer GMR 18 HD or GMR 18 xHD? P-79 or triducer? It's the first time we'd heard of most of those acronyms, too."

Did we mention they needed to get their two children settled in college, too?

Nonetheless, the couple found time to attend "one last New-Age, crazy, hippie event that you can only find in California, in our case the Ecstatic Festival."

And they also found time to question their sanity.

"Haven't we shown terribly bad judgment with this decision? Leave a tech job and a steady check, a beautiful house in Silicon Valley, old and new friends, two daughters



NANDU

CHANGES

could live on their cat.

After a few days floating tied to a mooring buoy, a more positive mood replaced their initial shock. "Firstly, while the builder may have seemed slow to finish the boat, we developed confidence in the workmanship, and the boat did look lovely — if we ignored some details, such as duct-taped plastic film in lieu of windows. Secondly, things started to find their place, so it took us less than a minute to find our underwear. And perhaps



'Gecko' reflects well on the water — and her builder.

most importantly, the composting toilets worked as advertised!"

The couple compiled a long list of things to fix and finish, only to learn that one of the key workers, the electrician, was at the hospital with a serious infection. They started to wonder whether they were the carriers of a nautical curse.

"A couple of years before we owned a 1948 Folkboat, and we'd hired a wooden-boat expert to inspect the boat to give us a recommendation on a particular issue. He didn't show up and then didn't return our phone calls. When we finally got hold of his assistant, we were told the reason he hadn't returned our calls was because he had died. Less than a year after that, I hired a diver to clean the boat's bottom. He didn't show up and didn't return our phone calls. Appallingly enough, the story repeated itself almost exactly.

Eventually Juan and Kathy got their Maine Cat 41 together and cruising. Oddly, the alternator bracket was an ongoing misery.

"So after two unexpected, tragic deaths in our nautical record, the news was downright scary. Luckily, the electrician survived our curse and came back two weeks later. By then the list had grown to include a broken alternator bolt."

In the following months, the alternator-mount problems would nearly become the bane of the couple's existence.

"We got ourselves busy learning about the boat's systems. We learned, for instance, that the watermaker will actually consume your precious fresh water. Turns out that if you don't use it for a few days — and we didn't because the seawater in that little fishing harbor didn't look clean enough — the watermaker will use three gallons of fresh water to flush the system in order to keep the very expensive membrane from getting ruined. When the time for the flush came, there was, of course, no water left in the tank the watermaker was connected to.

"Actually, there was water, but it wouldn't flow out of the tank because, as we learned later, of a clogged vent. Clogged with, most ironically, fresh water. So there we were, manually moving water with the kettle from the tank in the other hull, to feed water to this fabulous gadget that was supposed to feed water to us."

Then one day something was suddenly amiss.

"My beloved dinghy *Gecko*," reports Juan, "fruit of years of hard weekend labor, had just vanished! Panic ensued. And quite a bit of frustration, given that I had just spent almost two full days installing a gunwale guard. Without such an indispensable item as the dinghy, the situation was disastrous and, frankly, terribly embarrassing.

"Desperation turned into hope when we recognized a black, red and gray shape on a rocky beach on the island in front of us. The dinghy was there, waiting

for us! We quickly donned our wetsuits and jumped onto one sailboard each, and swam, paddled and kicked to the island. *Gecko* the dinghy had magically cradled itself a soft layer of seaweed, without even a scratch.

"What had happened was that each of us thought the other one was going to tie the dinghy, and neither of us did, nor did we double-check. Lesson learned. Maybe."



All and all, the couple found no time to relax. "The to-do lists remained long, with forms to fill out, manuals to read, spare parts to buy, things to organize, the van and trailer to sell, gear to inspect, and diesel engines to understand. But we know that for the moment we are just experiencing most of the bad and few of the good things of cruising, and we also know the tide will eventually change. So, when we get overwhelmed, we just take a deep breath and look outside to enjoy one of those good things: the landscape that surrounds us."

— *latitude/rs 01/15/2017*

Cruise Notes:

Bill Leary of the Kaneohe Bay, Oahu-based Beneteau 351 *Moku pe'a* has just published an online cruising guide titled *Noodle's Notes, Fifty Years of Sailing the Hawaiian Islands*. Despite being free, we think it's the best cruising guide to the



IN LATITUDES

ought to sail over one summer. The guide can be found at <https://drive.google.com/file/d/0BwLo0m-1fK2bdkFnQ08xczloNG8/view>.

By the way, Leary has owned *Moku pe'a* for 12 years now, and describes her as his "perfect tropics cruising boat." He bases this on a trip he and his then-19-year-old daughter Kara made from Hawaii to French Polynesia in 2011, and a 2014 trip he and a friend made from Hawaii to Tonga, the Australs, the Societies again, and home to Hawaii.

Tenacatita Bay on Mexico's Gold Coast is mostly known as a popular cruiser anchorage 'administered' by Robert and Virginia Gleser of the Alameda/San Carlos-based Islander Freeport 41 **Harmony**, the so-called 'Mayor' and 'First Lady' of Tenacatita. However, the normal tranquility of the anchorage was ruffled slightly in January by the arrival of **Eos**, which at 305 feet has arguably been the "largest privately-owned sailing yacht in the world" for the last 11 years.

The title was in dispute, however, because while the 289-ft **Maltese Falcon** built for Tom Perkins of Belvedere was 16 feet shorter, she has a much longer waterline, is longer on deck, and has a greater displacement, all of which are generally considered to be more accurate gauges of vessel 'size' than length. In any event, following the October launch of Andrey Igorevich Melnichenko's hideous-looking 468-ft **A**, the 'largest' title is no longer in dispute, as she's 10 times the gross tonnage of *Eos*.

We don't know if they still own it, but *Eos* was built by Lurssen in Bremen, Germany for media billionaire Barry Diller and his wife, fashion maven Diane von Fürstenberg. The schooner's figure-head was sculpted by Anh Duong in the image of Ms. von Fürstenberg herself. The yacht accommodates 16 guests and is run by 21 crew. *Eos* has three 200-ft-tall masts, the tallest possible while still being able to pass beneath the Bridge of the Americas in Panama.

'Eos' anchored at Tenacatita Bay. For 11 years she was the longest privately-owned yacht in the world. She dwarfed all other yachts.



BRIAN CHARETTE

ALL PHOTOS COURTESY BILL LEARY



Clockwise from lower right: We wouldn't try the Haena, Kauai, anchorage without 'Noodle's Notes'. Bill on the bow of his Beneteau 351. Intentionally grounding the boat at Kaneohe Bay. Lono Harbor, Molokai. Manele Bay on Ellison Island. Bill and Kara in the South Pacific back in 2011.

Hawaiian Islands, and one of the most informative we've seen for any given area.

"There are other Hawaii cruising guides available," Leary wrote in a cover letter to *Latitude*, "but they don't include most of my favorite anchorages and harbors, but do include places that I wouldn't consider stopping because there are better spots nearby."

The guide includes URL links to the state regulations — Hawaii is regulation-crazy — that affect many of the 37 anchorages featured in the guide, as well as links to 360-degree videos that were shot in most of the anchorages. While *Noodle's Notes* is intended to be an online guide, the PDF file can also be downloaded to your computer or printed so you can keep a hard copy on the boat.

It's clear that Leary knows his subject

matter, no matter if it concerns Hawaii's radically varied sailing conditions, how to get rid of bees at Lono Harbor, or that 'Forbidden Island' really isn't. For example, everybody knows that visitors, particularly non-Hawaiians, are prohibited from landing at the privately owned Niihau. Except that they aren't. While what Leary describes as "thugs" may try to keep you from coming ashore, he cites the law that allows visitors, such as himself, to have landed there.

Other than members of the Hawaii, Waikiki, Kaneohe Bay and Lahaina YCs, we've never known anyone in Hawaii, or the state government, to be very friendly to visiting mariners. Leary's free guide makes the Islands seem more welcoming, so much so that it's got us thinking maybe we

CHANGES

Eos later dropped her hook at Punta Mita, where the owner and guests no doubt tried to get lunch reservations at the prestigious Punta Mita Yacht & Surf Club. Not 10 minutes after the schooner weighed anchor later in the afternoon, the Wanderer watched as her spot was taken over by a group of humpback whales that put on a 'tail slapping' clinic the likes of which hadn't been seen all winter.

Back down at Tenacatita Bay, the Mayor was supervising the annual biathlon, which consisted of a one-third mile swim from *Harmony* to shore, a two-mile run on the beach, then a swim back to *Harmony*.

"There was a staggered start, with the Mexican crew on *Karpesa* giving everyone else a six-minute head start," reports Robert. "The geriatric competitors did well, but in the end it was declared a three-way tie for first place between Pedro and Armando from *Karpesa* and the surprisingly competitive Patrick of *Voila*. In all there were 12 competitors and about that many cruisers in kayaks and dinghies to make sure everyone was



CHESAPEAKE

If you have to replace a head gasket, hopefully you have to do it in a place like Martinique, where there are parts and good mechanics.

safe. A great Tenacatita tradition."

Bummer! Jim Fair and Linda Powers of the Berkeley-based Outbound 46 **Chesapeake** report the head gasket blew on their diesel in Martinique. The high

season is about the worst time it could have happened, but Martinique is one of the best places in the Caribbean that it could have happened. Le Marin, at the southwestern part of Martinique, has a huge pleasure-boat harbor and competent mechanics. The repair is expected to take a couple of weeks.

Dan Morrison of the "all over Southern California"-based Union 36 **Dazzler** used to love Chacala, the anchorage just north of the entrance to Banderas Bay. But his feelings have cooled since a couple of incidents in early January.

First of all, while he was ashore one day, a group of young Mexican holiday-makers climbed aboard his boat and into the cockpit. The next day another group not only climbed into the cockpit while he was ashore, but took the flag off the back of his boat and started waving it around. As if that weren't enough, they had to audacity to yell at a just-arrived cruising boat to tell them they were anchoring too close! Lastly, while Dan was at a concert ashore one evening, he returned to his beached dinghy to find

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that his fuel tank had been stolen.

For what it's worth, all three incidents happened during the New Year's holiday, when the Mexican beaches are packed with visitors from inland, some of whom assume boats are fair game as swimming destinations. Secondly, when locking a dinghy, *Latitude* recommends always including the outboard, the dinghy — and the fuel tank — no matter where you are.

While in La Cruz, Arjan Bok of the homebuilt San Francisco-based Lidgard 43 **Rot Kat** asked the Wanderer what the latter thought of the Lonseal brand 'teak-and-holly' vinyl flooring that was installed — unrolled, actually — in **Profligate's** main salon. Bok explained that a couple of years ago a hurricane in La Paz managed to blow a bunch of water through the cracks that had been left in *Rot Kat's* hatches, resulting in the natural wood flooring's being damaged and needing replacement. While Bok could have filed an insurance claim over the incident, he didn't want to see his insurance premium skyrocket.

The Wanderer likes the Lonseal 'eco

vinyl' teak-and-holly sole for the same reason he prefers a fiberglass — actually vinyl ester — boat to a wood boat: less maintenance and great durability.

"We'd like to let *Latitude* readers know that we feel **Puerto Escondido**, Baja, has finally turned the corner and the good energy is returning," report Steve and Charlotte Baker of the Santa Rosa/San Evaristo, Baja-based Catalina 27 "mini cruiser" **Willful Simplicity**.

"The marina was finally sold by Fona-tur and is now the privately owned and operated **Marina Puerto Escondido**. From what we've been able to see, all the people who work there now, from the onsite investors, to Javier, the ma-



Puerto Escondido, Baja, backed by the towering Sierra de la Giganta, is one of the most beautiful natural harbors in the world.

rina manager, to Maki at the front desk, and all the other workers and personnel, are making every effort to make visiting a good experience once again. It looks to us as though they are building something that will be very important to the Sea of Cortez and its cruisers. Hopefully this will help the once-great **Loreto Fest** return to its previous glory. It also



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looks as though the community discord that roiled Puerto Escondido about five years ago, and had some friends against friends, is gone. By the way, one of us, Steve, is hoping to do the Ha-Ha this fall with a friend who crewed on our Catalina 27 when we did the 2009 Ha-Ha."

Circumnavigators are starting to change their routes around the world. The traditional route used to be via the Red Sea and the Med, until Somali pirates started kidnapping and killing cruisers about 10 years ago. After that, almost everybody went by way of South Africa. But that's starting to change.

According to Evan Gatehouse, his wife Diane Selkirk, and 15-year-old daughter Maia, who just completed an eight-year circumnavigation aboard their 40-ft Woods Meander catamaran **Ceilydh**, about 100 boats headed west from Thailand a year ago. These boats went one of three ways.

The most popular route was still the long — and rough — sail across the Indian Ocean south of Madagascar to South Africa. About 55 of the boats chose that route. But another 35 boats, including *Ceilydh*, elected to cross the



LATITUDE / ANDY

The Vancouver-based Woods Meander cat 'Ceilydh' approaches Moorea during the 2011 Tahiti-Moorea Sailing Rendez-vous.

Indian Ocean near the equator and come down over the top of Madagascar. Not only did this mean they didn't face the rough weather common farther south in the Indian Ocean, but they got to visit Madagascar, which was Evan, Diane and

Maia's favorite stop of their trip.

But Evan told the Wanderer that about 16 of the 100 boats decided to risk going through the Bab el Mandeb Strait and 1,400 miles up the Red Sea to the Med. This was confirmed by Jeff and Melody Christensen of the Anacortes-based Lagoon 440 catamaran **Double Diamond**, who did the Puddle Jump, sold their boat in Australia, and then briefly joined a boat in the Med that had taken the Red Sea route last year.

That boat was the Mercer Island-based Lagoon 500 **Sophie**, owned by Pacific Puddle Jump friends Jamie Utzschneider, wife Jenna Miller, and children Leo and Hazel. The owners of *Sophie* told Jeff and Melody they'd paid three heavily armed guards a total of \$30,000 to accompany them on the 14-day passage to and up the Red Sea to the Med. Apparently *Sophie* was not the only boat to hire armed guards.

Meanwhile, the **gendarmes** — Mexican, not French — have come to southern Baja. According to the respected English language *Gringo Gazette*, there's a law-enforcement shake-up underway



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in the area, as the federal government of Mexico has become increasingly concerned about the growing influence of organized crime and corrupt police. The *Gazette* reports that "190 young, educated federal police, who are not yet corrupted," have been dispatched to patrol all of southern Baja. Their job is "to bridge the gap after 100 city police and 24 federal police were fired for failing 'confidence tests'." These were lie-detector tests, and failing them was taken as being indicative of "stealing or being in cahoots with the druggies."

For what it's worth on a personal level, the Wanderer has regularly been putting in to **Cabo San Lucas** with his boats for the last 35 years, and has never had any trouble.

One of *Latitude's* favorite young cruising couples in the last several years was Justin Jenkins and Anna Wiley of San Diego. In 2013, Justin, disgusted with his native California, bought a Columbia 34 for \$2,000, painted her Jamaican colors, and christened her **Ichi Ban**. Justin busted his ass putting the boat together the best he could on a very limited bud-

get, and the following spring he and Anna took off for the South Pacific with \$250 in their kitty. Despite their lack of money, they were among the most active cruisers, and a number of their adventures were chronicled in *Changes*.

The couple sold the boat in the South Pacific in March 2015, vowing to return to the cruising life with a bigger and better boat in a few years. It looks like a vow they intend to keep.

"We'd like to know the Wanderer's thoughts on a Pearson Rhodes 41-ft Bounty II," Justin wrote. "Anna and I are so pumped to get back out there on the ocean, and we're looking at buying one. We're currently in Sebastian, Florida, where I've been pounding nails for a commercial framing crew."

Funny the couple would ask the Wanderer about a Pearson Bounty II, as that was the boat — **Flying Scud** — that the



RF MARINA

The Cruise Notes Photo Quiz. Name this small marina in the tropics. The answer can be found at the end of Cruise Notes.

Wanderer lived on and used as an office and photo boat when founding *Latitude 38*. The Bounty IIs, the first large fiberglass boats ever built, were made in what's now known as the Bounty Building in Sausalito. The later ones were built by Pearson in the Northeast.

The Bounty IIs were designed to the Cruising Club of America (CCA) rule, which meant long overhangs and thus relatively small interiors for their length.

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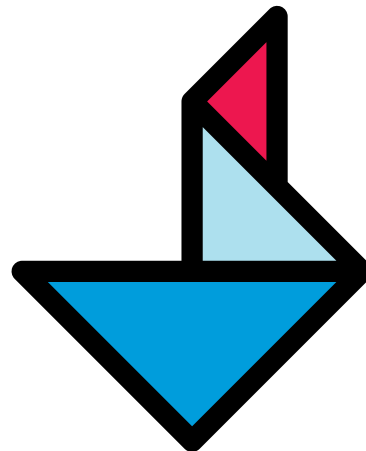
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But the full-keel boats were brick shit-houses. Warren Stryker took off from Sausalito in his Bounty II 50 **Fifties Girl** in the late 1970s and cruised her to his new home in St. Thomas. He won a lot of races there with her — even after she spent a month on the bottom thanks to hurricane **Marilyn**.

Then there are Robin Kirkcaldie and Stephanie Mortensen on the Santa Barbara-based red-hulled, yawl-rigged Bounty II **Red Witch**. The couple did the Ha-Ha in 2011 and the Pacific Puddle Jump in 2013. The former owner of a recreational-boat dry dock in Santa Barbara and his lady are currently berthed at Marsden Point, New Zealand.

So yeah, Justin, if you and Anna can get a good deal on a Bounty II in good shape, we'd go for her.

It's been a longtime dream of Bill Lilly of the Newport Beach-based Lagoon 47 **Moontide** to anchor his boat at Jost van Dyke in the British Virgins for a New Year's Eve Party at Foxy's.

"For once I went to something that wasn't over-hyped," reports Lilly. "It kind of reminded me of a Buffet concert parking lot party. Lots of alcohol consumed,

but it was an up crowd with lots of friendly people having fun and no surly drunks. I figured there must have been 150-200 boats anchored out in a bay that should really hold about 20. There were some megayachts anchored out, including the 289-ft **Maltese Falcon** that had been built for the late Tom Perkins of Belvedere.

"Numerous ferries brought people in from St. Thomas and Tortola, so there had to be several thousand people. But thanks to a big backyard stage Foxy's uses once a year, it didn't seem that crowded. There were lots of bars, so you didn't have to wait long for a drink, and there were quieter places to chill out.

"I met Foxy himself the day before, and had a half-hour conversation with him. He's an interesting guy with a lot of life experiences. For example, he twice sailed across the Atlantic on a big schooner with Bill and Grace Bodle of Point Richmond. And he celebrated his 60th birthday aboard the Wanderer's *Profligate* on San Francisco Bay. While he's

turned over his business to others, he still hangs out from time to time. If you haven't done a New Year's at Foxy's, you might want to put it on your bucket list. As for me, I might have to bring *Moontide* back for another one next year."

Moontide was later hit by a charter-boat when anchored just outside The Moorings base at Road Town, Tortola. "To The Moorings' credit, they had my boat on their dock the next day, and for two days their fiberglass and paint guys worked on my boat. They did a great job, so you can't even tell she was hit."

"We have fallen in love with La Paz," report Kenny Knoll and Donna Cramin of the Mahwah, New Jersey-based Irwin 65 **Jersey Girl**. Everything has been great and we've adopted a puppy. It's much easier to get work done on your boat here than in the States, and the people are great — as long as you steer clear of certain *gringos*. We may head south to the mainland, but we're also thinking of starting a charter business out of La Paz."

Kenny and Donna were awarded the Philo Hayward Spirit of the Ha-Ha award at the conclusion of the last Ha-Ha.



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22-FT CAPRI, 2003. Richmond. \$11,500/obo. Fun, fast boat. Great condition. Winged keel draws 2.5'. Large cockpit; 2014 Yamaha 4hp. Bottom paint. Roller furling, self-tailing winches, more. See photos online: <http://marcyzim.smugmug.com/Sports/C22>. Contact (510) 912-1819 or mzimmerman@sonomaconnections.com.



24-FT J/24, 1988. Santa Cruz Harbor. \$7,500/obo. Beautiful boat. Fast and fun. (831) 234-0183 or linz1@cruzio.com.

25 TO 28 FEET

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27-FT CAL 2-27, 1979. Ventura West Marina. \$8,500/obo. Recently reduced price! Very clean sailboat inside and out. Diesel (low hours) and tiller. Priced to sell. Call Rob. (805) 628-0455.

25-FT MERIT, 1984. Alameda. \$4,000. Honda 2hp, 2 sets of sails. Contact Lee. (510) 219-1092.



26-FT INTERNATIONAL FOLKBOAT. 1970. Sausalito, CA. \$9,700. Professionally maintained, very good condition. Includes full winter cover and dodger. Recently hauled out. Maintenance and upgrade records are available. Well-suited for SF Bay sailing. Sausalito berth. (415) 370-5421 or gleb.belonogoff@gmail.com.

26-FT ANDREWS 26 RACE, 1989. Dana Point, CA. \$9,900/obo. Nicely restored Andrews 26 race boat. New Ullman sails, 2 kites and pole. Fresh paint, Honda 3hp. Upgraded keel and rudder. Text for photos. Divorce compels liquidation. (949) 547-1000.

25-FT INTERNATIONAL FOLKBOAT. 1975. Morro Bay. \$6,000. Formerly well-known on SF Bay. 2 mains, working and storm jib, genoa, spinnaker and awning. New headstay and backstay. New halliards, electric and manual bilge pumps, battery charger and spreader lights. New self-contained head. New anchor and line. Nissan 5hp outboard recently overhauled, needs cosmetic attention. Health forces sale. (805) 772-3701.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$9,000. Well-cared-for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko_2@comcast.net.

29 TO 31 FEET



30-FT YANKEE, 1972. Moss Landing, CA. \$13,500/obo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel < 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or barbandbruce@att.net.



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. Contact through website. www.Nonsuch30SFBay.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: <http://doubleplay.website>.



29-FT J/29, 1984. (FROB) Benicia, CA. \$15,500/obo. Race winner, new bottom paint 2016, 1 set white sails and spinnaker, Nissan 6hp 4-stroke outboard, Nexis speed, depth wind instruments, Garmin GPS/plotter. Additional race sail package; \$12,260/obo. New Hogan Technora main, new Hogan Technora 135% jib, 2015 Quantum Technora 100% jib, 2014 Quantum Technora 155% jib, new Hogan running spinnaker, 2015 Quantum reaching spinnaker, heavy-weather spinnaker, forward-hatch spinnaker bag, spinnaker pole bag. Call Grant. (510) 245-3231 or harlessgrant@sbcglobal.net.

30-FT RANGER, 1981. Monterey, CA. \$15,000. Atomic 4, full sails, autopilot, GPS, LPG, radio, fridge, oven, heater, mahogany interior, solar panels, 9.2-ft dinghy, new 4-stroke outboard. Includes owner-owned mooring. (831) 915-0705.



30-FT CAPE DORY, 1978. Monterey Harbor, Monterey, CA. \$34,000. Well maintained circumnavigator, 2010-2015. Monitor steering vane, solar panels, Force 10 diesel heater, 2011 rigging and epoxy barrier coat. More at <http://orcasvlog.blogspot.com>. Contact (831) 402-4129 or orca.sv@gmail.com.



30-FT OLSON, 1981. Brickyard Cove Marina. \$14,500. Sitting on single-axle trailer. Many sails, tiller pilot, 2-burner stove. Good rigging. Two spinnaker poles. I'm in Tahoe, boat in the Bay Area. (775) 338-4444.



29-FT HERRESHOFF H28-MODIFIED. 1961. Vallejo Marina. \$5,000. Honduran mahogany, iroko frames, Sitka spruce spars, ketch-all sails good condition, boat cover, VHF, new battery charger, stereo, head, galley sink, stove. Single-cylinder Volvo Penta. Too many other items to list. I've owned her for 25 years and sailed her extensively in the NW. Hull, decking, house are sound, but in fair condition. Custom hatches, galley table, cabin. A beautiful classic boat. (707) 704-7555 or davidhickman8@comcast.net.

32 TO 35 FEET

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolfeart@gmail.com.

35-FT HUNTER 356, 2002. Tradewinds Sailing Club, Marina Bay, Richmond. \$59,000. 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.



34-FT CUSTOM DOUBLE-ENDER. Cutter, 1999. Chula Vista, CA. \$37,000. 42-ft LOA. Solid cruiser, launched 1999, few trips to Catalina, 4.108, 555 windlass, 3-reef main, keel tanks, sleeps 5, teak floor, oversize rigging, Norseman eyes, needs some work. Contact (949) 492-2691 or pandashines@att.net.

34-FT SAN JUAN, 1980. Marina Bay, Richmond. \$16,999. Fast, fun boat to sail. Riggged for singlehand sailing. Rod rigging. New head, CB/marine radio and battery. Sleeps six. Included in price a dinghy with outboard. (530) 632-5109 or roadglide1215@sbcglobal.net.



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35-FT WAUQUIEZ PRETORIEN, 1981. Monterey. \$40,000. Well-built bluewater cruiser. Located in Monterey (slip not transferable). Virtually no use since 2007. Hull and most decks repainted in 2013. Engine overhaul in 2013 (Volvo MD-11C). Haulout including bottom paint in December 2016. Two Lewmar self-tailing winches. Electric windlass. Swim ladder. Outboard motor bracket. Roller furling jib/genoa. Slab reefing main. Other sails available (spinnaker, storm jib). For further details, please see website link shown. <http://tinyurl.com/zqe69ux>. Email lastfreedom@gmail.com.

36 TO 39 FEET



36-FT HUNTER VISION, 1993. San Diego. \$61,000. Excellent condition. Includes GPS, generator, and dinghy. Updates are new bottom paint, prop, pumps, halyard, mainsheet, fridge, all service current. Roomy interior. (602) 292-0461, (858) 775-4821 or kimmariesmith@gmail.com.

38-FT BLUEWATER INGRID, 1977. San Rafael. \$35,000. Archer/Atkins ketch. 14T. 2-cyl Sabb diesel. Bluewater fiberglass 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. (562) 899-0774.



37-FT RAFIKI, 1976. Marina Mazatlan, Mazatlan, Mexico. \$59,000. Cruise-ready! New Beta 38 motor 500 hrs. w/ warranty. New Monitor windvane. New running rigging, fresh bottom paint, 73lb Rocna, all new lifelines, 1" stainless steel hard rails around cockpit. 7 sails in good-great condition. New Forespar whisker pole, and much more. Owner motivated and willing to carry papers. Email or text for more information and pictures! Contact (916) 704-1898 or (916) 247-6962 or mackey.maryalice4@gmail.com.

40 TO 50 FEET



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. (408) 666-3261 or jerryfisaia@aol.com.



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 go to website to see complete details: <http://sailingswift.wordpress.com>. Contact (503) 720-1184 or tom@americanlf.com.



48-FT MAYFLOWER KETCH, 1985. Puerto 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. www.theoriana.com. Contact (480) 447-7316 or info@theoriana.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. (916) 217-6908 or chardonnaymoon@att.net.



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. www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.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 info at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.



41-FT SYDNEY, 1996. Oceanside Harbor. \$119,000. *Twister* (2015 SDYC Yachting Cup class winner) is a beautiful and well maintained version of this highly sought-after racer/cruiser. With her powerful carbon rig, Nelson Marek deep keel, and efficient hull shape, the Sydney 41 is one of the few boats as comfortable on the race course as she is cruising the Islands. Ian Murray design, Bashford-built, the Sydney 41 was designed around the principle of performance. The basis of the 41's hull shape comes from the latest of grand-prix thinking and is readily evident when under sail. (See Yachtworld ad). (760) 439-0011 or (760) 579-2899 or jwert007@gmail.com.

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. Pacific Puddle Jump-ready. More at <http://adream2sail.publishpath.com>. Call (916) 607-9026.



50-FT GULFSTAR KETCH, 1975. Honokohau Harbor, Kailua-Kona, HI. \$150,000. Three-cabin version with large aft owner's cabin. Extensive refit over the last 12 years. Beautiful interior with new cabin sole. 85hp Perkins. Full set of Raymarine electronics. A great, comfortable, well-performing bluewater or coastal cruiser. More at <http://gulfstar50hawaii.com>. Contact (808) 883-9136 or (559) 907-1210 or gnkjep@yahoo.com.



46-FT HUNTER 466, 2003. Puerto Vallarta, MX. \$199,900. Fully loaded-repeat, fully loaded-three-year Mexico cruising veteran. Virtually all systems and sails upgraded within last two years. Raymarine MFD Series E electronics, solar, wind, watermaker and much more. (925) 864-7374.



43-FT SPINDRIFT. Center Cockpit Cutter, 1983. Long Beach Area. \$82,500. Ford Lehman FWC. 80hp, 300 gallon diesel, 225 gallon water, Westerbeke 3kw generator, watermaker, nav. station, usual electronics plus SSB, interior solid teak, sleeps 7, 3 cabins, 2 heads, 2 showers. This sailboat is in excellent condition, built to go offshore, but also a great liveaboard. Please call or text Mike. (619) 359-7205 or mjbinsd@gmail.com.



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49-FT 8-METER CUSTOM, 1937. Sausalito. Inquire. *Yucca*, Yacht Nicolas Potter design. Often called the "most beautiful boat on the Bay", she's won her fair share of races and more over the last 52 years. Yacht-like condition, new (2015) teak decks and deck layout. Turnkey racing condition. Excellent carbon sail inventory. Completely rebuilt and meticulously maintained by Easom Boatworks. Brokers protected. (415) 608-9319 or hankeasom@hotmail.com.

43-FT SERENDIPITY 43, 1982. Delta. \$84,000. Semi-custom, Kevlar epoxy f/g, spacious, warm teak interior w/aft cabin, aft queen. Recent refit, being cruised and improved. Safe, comfortable, tough yet fast. Yanmar. Improved hard dodger. See <http://youtu.be/P7-NJ5KeMn4>. Email hookedsailing@gmail.com.



41-FT MOODY CC, 1984. Fonatur, San Blas, Nayarit, Mexico. \$60,000. Good condition, nice classic English-made boat, new engine Volvo Penta 55 CV, trans, prop. Two set of sails, dinghy. Great sailing. Mexican flag and papers. Contact moodywind1457@hotmail.com or (52-228) 173-1039.

51 FEET & OVER



56-FT JOHN ALDEN. Pilothouse Cutter, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholsons, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, water-maker, lots more. (604) 358-8968 or (604) 354-5090 or westbynorth@gmail.com.



54-FT BRUCE ROBERTS, 1979. Ensenada. \$109,999 USD firm. Expired COI-charter service 2003-2013, fiberglass hull, Ford Lehman diesel main engine. Vessel specs and pictures upon request. (949) 370-6655 or thklrnrem@gmail.com.

CLASSIC BOATS



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.

MULTIHULLS



50-FT PIVER TRIDENT, 1976. Half Moon Bay. \$70,000. *Starship* is a proven blue water cruising boat and spacious with a rich history. Four separate staterooms with 5 full-sized beds, enclosed cabin, mainsail and 3 headsails. 50-hp marinized Volkswagen Rabbit diesel refrigeration, solar, wind generator, water pump, equipment, 4-burner propane stove, fresh- and salt-water pump systems, manual toilet and clean holding tank. Three anchors and much, much more.



38-FT CROWTHER. Super Shockwave, 1985. Reno, NV. \$62,000. Biggest, baddest catamaran bang for the buck. Trailerable, Sleeps 5, 6'2" headroom, 55' Marstrom carbon mast, 2015 \$30k refit. Incredible race record. Google: r2akteam-goldenoldies aka Nice Pair for pictures. (775) 827-2786.

23-FT MULTIMARINE L7, 2005. Santa Barbara. \$10,000. First and fastest L7. 16.6' beam, folded 8.5'. R2AK veteran, full refit in 2015. New AL rig available. New main, foils, electronics, LPU, 2-axle trailer. www.teamrealthings.com/2016/firefly-for-sale. Contact (423) 534-2773 or todd.r.bryan@gmail.com.

COMPLETE PLANS FOR FARRIER F31. (F9A Option), Rocklin, CA. \$1,995/obo. Plans for Farrier folding trimaran including all parts for folding mechanism CNC machined to Farrier's specifications, stainless fasteners included. Some fiberglass and carbon-fiber fabric and structural foam. Variety hand layup tools. There is over \$10,000 worth here for \$1,995/obo. To be picked up. See www.f-boat.com/pages/trimarans/index.html. Contact rjf1927@gmail.com or (916) 624-3920.

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36-FT SEAHORSE MARINE COOT. 2011. Anacortes. \$240,000. Strength, economy, comfort. *Cormorant* was specifically designed for Northwest cruising. Her steel hull and protected running gear provide an elevated level of safety. 200+ gallons of water, 400+ gallons of fuel and an efficient John Deere 4045DFM70 give her autonomy not seen on vessels of her size (1500+nm range). All of this combined with a queen berth, washer/dryer, separate shower stall, walk-around decks, autopilot, satellite compass, and bow thruster. Will consider trade for select bluewater sailboats. www.weblab.com/cormorant. Contact (206) 696-0234 or lan.M.Griffith@gmail.com.

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SOUTH BEACH SLIP. Available for partnership or sublease. South Beach, San Francisco. Partnership terminated, so I'm seeking a new partner, ideally with a boat now, or to purchase a boat to berth at South Beach. Prefer sailboat. I hope to be only 25% partner (minimum as required by South Beach). I have another primary non-partnership sailboat in Marin. 34' slip now, can adjust as available. 6-month non-partnership sublease possible begin Jan 1. Email crking3@gmail.com.

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ADVERTISERS' INDEX

AB Marine 6	CDI/Cruising Design 54	Farallone Yacht Sales..... 10	Hood Sails 23	Marina Bay Yacht Harbor..... 15
ATN 44	Catamaran Company, The..... 27	FlopStopper..... 113	Hydrovane 46	Marina Cortez..... 113
American Battery 113	City Yachts 7	Flying Cloud Yachts 121	Interlux Yacht Finishes..... 35	Marina de La Paz 110
BVI Yacht Charters 99	Club Nautique..... 53	Gentry's Kona Marina..... 81	Island Packet Yachts 31	Marina El Cid..... 51
Bay Marine Boatworks 12-13	Corinthian Yacht Club 47	Gianola Canvas Products 95	Iverson's Design 50	Marina Vallarta 49
Berkeley Yacht Club..... 95	Cover Craft 52	Grand Marina 2	JK3 Nautical Enterprises..... 19	Marina Village..... 16
Beta Marine West 30	Coyote Point Marina 39	Ground Tackle Marine..... 88	Kissinger Canvas 54	Marine Lube..... 110
Blue Pelican 119	Cruising Yachts 41	H&M Marine Services .. 30	KKMI - Boatyard..... 124	Mariners General Insurance..... 45
Blue Water Yacht Insurance..... 81	Defender Industries..... 24	Hansen Rigging 40	Lee Sails 81	Maritime Institute..... 41
BoatU.S. Insurance..... 89	DeWitt Studio 112	Helms Yacht & Ship Brokers 48	List Marine Enterprises..... 42	Marotta Yachts..... 122
Boat Yard at Grand Marina, The..... 21	Doyle Sails..... 33	Helmut's Marine Service..... 89	Loch Lomond Marina..... 47	McDermott Costa Insurance..... 57
Boome, Chris Insurance..... 39	Emeryville Marina 55	Heritage Marine Insurance..... 42	Maine Cats 98	Minney's Yacht Surplus..... 110
Brion Toss Yacht Riggers 50	Environmental Resource Group 77	Hirschfeld Yachts..... 30	Makela Boatworks 88	Modern Sailing School & Club..... 44
Brisbane Marina 29	Equipment Parts Sales... 81		Marchal Sailmakers..... 88	
	Farallon Electronics 52			

CONTINUED ➤



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ADVERTISERS' INDEX – cont'd

Napa Valley Marina 18	Passage Nautical 5	Satellite Phone Store 25	Suncoast Yachts 55	Vallejo Marina 43
New Era Yachts 120	Pineapple Sails 3	Scanmar International 110	Svensden's Boat Works 12-13	Vanguard Properties ... 119
Newport Beach Marina Park 38	Punta Mita Beachfront Condos 113	Schaefer Marine 28	Svensden's Marine 22	Ventura Harbor Boatyard 89
Norpac Yachts 123	Quantum 85	Schoonmaker Point Marina 26	Swedish Marine 47	Weatherguy.com 89
North Sails 17	Raiatea Carenage Services 108	Sea Frost 40	TMM Yacht Charters 98	Westwind Precision Details 46
Oakland Yacht Club 39	Richardson Bay Marina 41	Seacoast Marine Finance 56	ThunderStruck Motors 45	Whale Point Marine Supply 34
Outboard Motor Shop 57	Richmond Yacht Club 77	Seashine 48	Treasure Island Sailing Center 77	Whiting & Wedlock Marine Surveyors 88
Owl Harbor Marina 57	Rubicon Yachts 8-9	Seatech 89	Trident Funding 4	Yachtfinders/Windseakers 43
Oyster Cove Marina 51	Sail California 11	South Beach Harbor 32	Twin Rivers Marine Insurance 36	
Pacific Crest Canvas 20	Sail Warehouse, The 98	Spaulding Wooden Boat Center 49		
Pacific Offshore Rigging 49	Sal's Inflatable Services 51	Spectra Watermakers 109		
Pacific Sail & Power Boat Show 37	San Francisco Boat Works 111	Starbuck Canvas 56		
Pacific Yacht Imports 14	San Juan Sailing 99	Stem to Stern 45		

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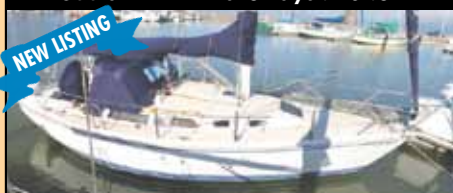
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