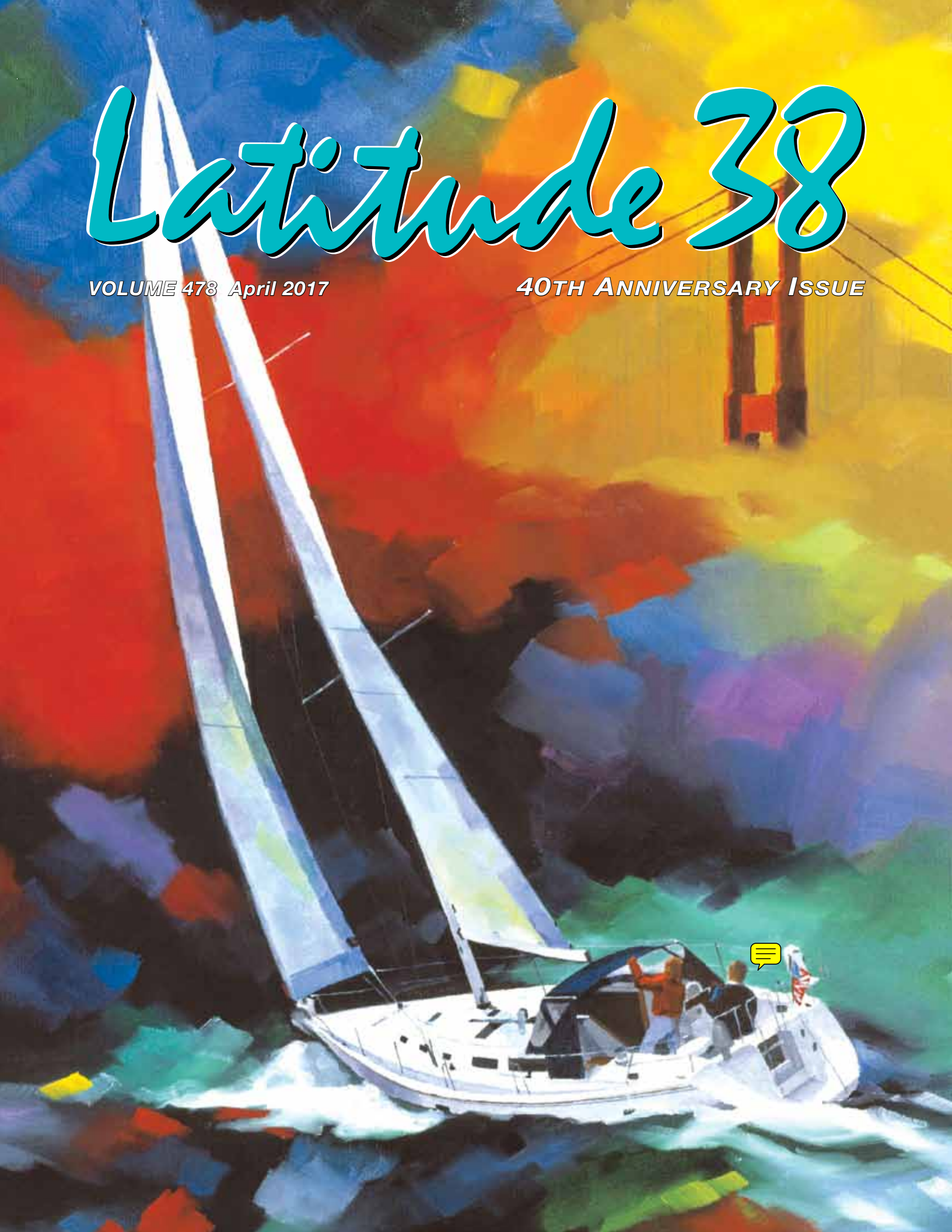


Latitude 38

VOLUME 478 April 2017

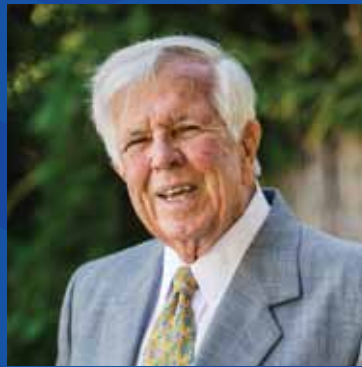
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Right Stuff for the Wrong Way Around

PHOTO BY RICK ELKINS



Every January, the Single-Handed Sailing Society hosts the 3-bridge Fiasco. Open to single- and double-handed entries, this popular event has few rules: round a mark by the Golden Gate Bridge, another by the Richmond-San Rafael Bridge and Treasure Island by the Bay Bridge, in any order and in any direction.

This year the race drew 363 participants. Most sailed the course clockwise around the Bay. But Caleb Everett, with 9-year-old son Caleb (Sonny), chose to sail his Moore 24, *Tortuga* (one of 33 Moores entered) counterclockwise (typically the wrong way to go). And won!

*Tortuga (hoping for wind in her sails)**

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BENETEAU 31, 2013



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ISLAND GYPSY 44, 1986

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Cover artwork by Jim DeWitt.



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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.



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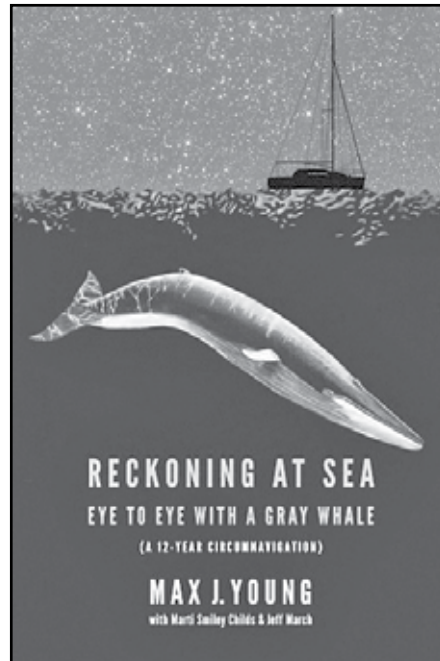
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Apr. 1 — Launch of the *Matthew Turner* tall ship, Sausalito. Ceremonies at 4 p.m.; launch at 5; celebration at 5:30 with music, food, drinks. Info, www.educationaltallship.org.

Apr. 1 — US Sailing Regional Symposium, Richmond YC, 10 a.m.-4 p.m. Info, www.ussailing.org.

Apr. 1-2 — Rig Your Boat Workshop with Brion Toss, Port Townsend, WA, 9 a.m.-5 p.m. \$550; tools & materials provided. Info, www.briontoss.com/catalog/workshops.html.

Apr. 1-29 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 2-30 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 5 — The Corinthian Speaker Series presents A Day in the Life of a Wooden Boat Yard with Taylor Allen. CYC, Tiburon. Free, open to the public. RSVP at www.cyc.org.

Apr. 5-25 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Apr. 5-25 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Apr. 6-9 — Pacific Sail & Power Boat Show, Craneway Pavilion and Marina Bay Yacht Harbor, Richmond. Visit *Latitude 38* in booth #C-10. Info, www.pacificboatshow.com.

Apr. 7 — *Latitude 38's* Andy Turpin presents Baja Ha-Ha How To, 11:45 a.m.-12:45 p.m., and Cruising Tahiti & the Pacific Puddle Jump, 4:45-5:45 p.m., Pacific Sail & Power Boat Show. Free with show ticket. Info, www.pacificboatshow.com.

Apr. 7 — *Latitude 38's* Circumnavigator, Baja Ha-Ha, Pacific Puddle Jump and 40th anniversary party, booth #C-10, Pacific Sail & Power Boat Show, 6-8 p.m. Cake, drinks, music. Free with show ticket. Info, www.pacificboatshow.com.

Apr. 7 — Film presentation *Vanishing Sail: The Story of a Caribbean Tradition*, Richard H. Dana Middle School Auditorium, San Diego. Info, www.sdmartime.org.

Apr. 8 — *Latitude 38's* publisher John Arndt presents San Francisco Bay and Beyond at Pacific Sail & Power Boat Show, 10:30-11:30 a.m. Free with show ticket. Info, www.pacificboatshow.com.

Apr. 8 — Pacific Offshore Academy #1, Craneway Pavilion, Richmond, 11 a.m.-4 p.m. \$45 includes admission to the boat show. Sign up at www.pacificboatshow.com.

Apr. 8 — Berkeley Bay Festival, Shorebird Park, 11 a.m.-4 p.m. Free. Info, www.ci.berkeley.ca.us/BayFestival.

Apr. 8 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Apr. 8 — Opening Day on the Delta, Stockton SC. Swap meet, food, arts & crafts, games, blessing of the fleet, free sailboat rides & vessel safety checks. SSC, www.stocktonsc.org.

Apr. 8 — Opening Day on the Delta Parade. Theme: Cartoons & Comics. Stockton YC, www.stocktonyachtclub.org.

Apr. 8 — Opening Day on the Delta Parade and Blessing of the Fleet, 11 a.m. Pittsburg YC, www.pittsburgyc.com.

Apr. 8 — Trekking the Model, a ranger-guided tour of the Bay Model, Sausalito, 1:30-2:30 p.m. Info, (415) 332-3871.

Apr. 8-9 — Fisherman's Festival, Westside Park, Bodega Bay, 10 a.m.-5 p.m. Info, www.bbfishfest.org.

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25' Ranger 25SC Tug, 2017	129,937
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21' Ranger 21EC Tug, 2017	49,937

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31' Ranger Tug, 2014, at our docks	Inquire
29' Ranger 29 Classic, 2010	REDUCED 149,500
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CALENDAR

Apr. 9 — Swap Meet, 6 a.m. Berkeley YC, (510) 843-9292 or www.berkeleyyc.org.

Apr. 10 — Sail under the full moon on a Monday.

Apr. 12, 21, 26 — Dockwalker Training for volunteers. 4/12: Oakland YC, Alameda; 4/21: Solano County Water Agency, Vacaville; 4/26: American Red Cross, San Jose. Free. Info, www.boatingcleanandgreen.com.

Apr. 13 — Wendy Hinman talks about her book *Sea Trials: Around the World with Duct Tape & Bailing Wire*. CYC, Tiburon. Free, open to the public. RSVP at www.cyc.org.

Apr. 13, May 11 — 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.

Apr. 15, 1977 — From an editorial in the second issue of *Latitude 38*: We never thought we were perfect, and now we have proof. As many of you wrote in to tell us, we did forget to include the subscription form we promised in the first issue. Stupid, aren't we? [The 2017 subscription form is on page 6.]

Apr. 15 — Junior Ranger Day, S.F. Maritime National Historic Park, 11 a.m.-4 p.m. Info, www.nps.gov/safr.

Apr. 16 — Easter.

Apr. 21-23 — ASA Small Boat Instructor Training in Monterey. MPYC, www.mpyc.org.

Apr. 22 — Open House, Oakland YC, Alameda, 3-5 p.m. Info, www.oaklandyachtclub.net.

Apr. 22 — Earth Day Cleanup, Aquatic Park, S.F., 10 a.m.-1 p.m. Register at www.earthdayaotb.eventbrite.com.

Apr. 22 — Open House, Elkhorn YC, Moss Landing, 10 a.m.-2 p.m. Visitors welcome. Octavia, (831) 724-3875.

Apr. 22 — Sailing Ships of S.F. Bay, Bay Model, Sausalito, 1:30-12:30 p.m. Bring stories to share. Info, (415) 332-3871.

Apr. 23 — 100th Opening Day on the Bay. Theme: Cruising the Century. Blessing of the fleet in Raccoon Strait, parade down the Cityfront. PICYA, www.picya.org/od100.

Apr. 25 — Marine Protected Areas with David McGuire, director of Shark Stewards. Bay Model, Sausalito, 7-9 p.m. \$5 donation suggested. Info, (415) 332-3871.

Apr. 26 — Volunteer orientation, Bay Model, Sausalito, 10-11 a.m. Ranger Joanne, (415) 289-3027.

Apr. 29 — Aquatic Invasive Species Workshop, Stockton YC, 8:45 a.m.-2:45 p.m. Info, www.boatingcleanandgreen.com.

Apr. 29 — WWII in the Shadow of Mt. Tam, Bay Model, Sausalito, 10 a.m.-12:30 p.m. Info, (415) 332-3871.

Apr. 29 — Open House, Lake Washington SC, West Sacramento, 10:30 a.m.-3:30 p.m. Free. Mark, (916) 201-0931.

Apr. 29 or 30 — Advanced Safety at Sea (Hands-on), Encinal YC, Alameda. \$200. Info, www.pacificcup.org.

May 5-7 — South Bay Opening Day. Meals and activities at South Bay yacht clubs. Info, www.sequoiayc.org/sbod.

May 6 — Nautical Swap Meet, Owl Harbor, Isleton. Info, (916) 777-6055 or www.owlharbor.com.

May 6 — Marine Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Info, (619) 691-1860 or www.cvmarina.com.

May 7 — Open House, Modern Sailing School, Sausalito, noon-5 p.m. Info, (619) 331-8250 or www.modernsailing.com.

May 13 — Delta Doo Dah Kickoff Party & Cruising Seminar, Richmond YC, 6-9 p.m. Info, www.deltadoodah.com.

May 14 — Take Mom sailing.

Racing

Mar. 28-Apr. 2 — Congressional Cup, World Match Racing Tour, in Catalina 37s. LBYC, www.lbyc.org.

Apr. 1 — Singlehanded/Doublehanded Races. SeqYC, www.sequoiayc.org.

Apr. 1 — Long Distance Race. SSC, www.stocktonsc.org.



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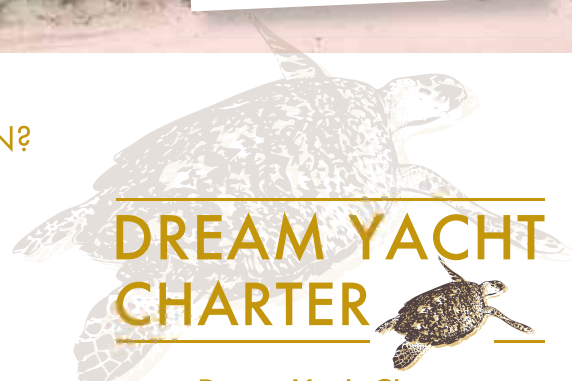


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CALENDAR

- Apr. 1** — Champion of Champions. SCYC, www.scyc.org.
Apr. 1 — Don Wan Regatta. TYC, www.tyc.org.
Apr. 1 — Horsfall-Vincent Regatta. CYC, www.cyc.org.
Apr. 1 — Andy Byrd Pursuit Race. CPYC, www.cpyc.com.
Apr. 1 — America's Schooner Cup on San Diego Bay. Silver Gate YC, www.americasschoonercup.com.
Apr. 1 — Frostbite Series finale in Moss Landing, Elkhorn YC, (831) 724-3875 or www.elkhornyc.org/racing.
Apr. 1, May 6 — International 5.5 Meter Class Spring Challenge. EYC, www.encinal.org.
Apr. 1-2 — J/Fest. StFYC, www.stfyc.com.
Apr. 1-2 — Wheeler Regatta. BYC, www.berkeleyyc.org.
Apr. 1-2 — Camellia Cup Regatta. FLYC, www.flyc.org.
Apr. 1-2 — NorCal Divisional #3 high school regatta at TI. TISC/SFYC, www.bayarea-youthsailing.com.
Apr. 2 — Spring 3 PHRF/Lefler. MPYC, www.mpyc.org.
Apr. 8 — Doublehanded Lightship. IYC, www.iyc.org.
Apr. 8 — Classic Boat Invitational Regatta #1. SYC, www.sausalitoyachtclub.org.
Apr. 8 — South Bay Interclub #1, run by TIYC. Info, www.jibeset.net.
Apr. 8 — Commodore's Cup. BVBC, www.bvbc.org.
Apr. 8, May 13 — NorCal Series for Mercurys at EYC. Info, www.mercury-sail.com or www.encinal.org.
Apr. 8, May 13 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.
Apr. 8, May 13 — Clear Lake Buoy Series. KBSC, www.kbsail.org.
Apr. 8-9 — Big Dinghy. RYC, www.richmondyc.org.
Apr. 8-9 — Mayor's Cup for female skippers in Catalina 37s. LBYC, www.lbyc.org.
Apr. 8-9 — BAYS Opti Harken #2, hosted by SFYC. Info, www.bayarea-youthsailing.com.
Apr. 8-9 — Interconference collegiate regatta. StFYC, www.stfyc.com.
Apr. 9 — Spring Lake Winter Series finale. Santa Rosa SC, www.santarosasailingclub.org.
Apr. 9, 23, 30 — Spring Series. SSC, www.stocktonsc.org.
Apr. 15 — Round the Rocks, with a skippers' meeting 4/12. SSS, www.sfbaysss.org.
Apr. 15 — Spring One Design #1. SCYC, www.scyc.org.
Apr. 15 — Trans-Folsom Challenge. FLYC, www.flyc.org.
Apr. 15 — Baxter-Judson Series #1 & #2. PresiYC, www.presidiyachtclub.org.
Apr. 15 — Champagne Cup for SFYC and StFYC members only. Info, www.sfyfyc.org or www.stfyc.com.
Apr. 15-16 — Rainier Cup collegiate regatta in the Columbia River Gorge, OR. CGRA, www.cgra.org.
Apr. 21 — Legends of Sailing invitational to be sailed in provided J/22s. StFYC, www.stfyc.com.
Apr. 22 — OYRA Lightship. YRA, www.yra.org.
Apr. 22 — Bullship Race, from Sausalito to S.F. in El Toros. RYC/SYC, www.richmondyc.org.
Apr. 22 — Intraclub Regatta. StFYC, www.stfyc.com.
Apr. 22 — San Francisco Pelican Fleet 1 races at SSC. Info, www.sfpelicanfleet1.com.
Apr. 22 — North Bay Series #1. VYC, www.vyc.org.
Apr. 22 — Anniversary Cup/Staff Commodores Cup. SFYC, www.sfyfyc.org.
Apr. 22, May 13 — Summer Series #1 & #2. SeqYC, www.sequoiayc.org.
Apr. 22-23 — Dolphin Cup Regatta, on 505s. MPYC, www.mpyc.org.
Apr. 23 — SCORE #1. SCYC, www.scyc.org.
Apr. 25 — Catalina Regatta. SCYC, www.scyc.org.

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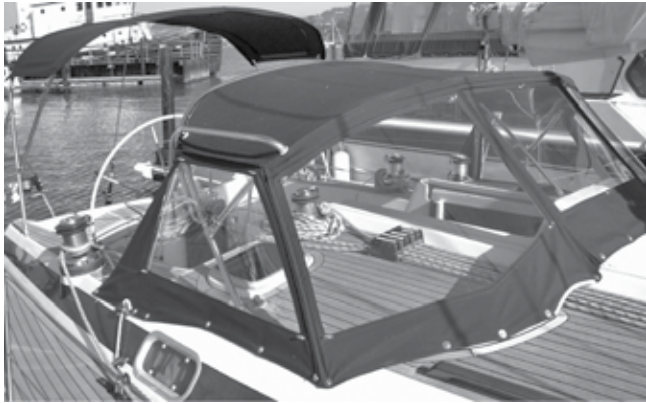
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CALENDAR

- Apr. 29** — Twin Island. SYC, www.sausalitoyachtclub.org.
Apr. 29 — Konocti Cup. KBSC, www.kbsail.org.
Apr. 29 — Commodore's Regatta. SCYC, www.scyc.org.
Apr. 29 — Stevenson Regatta. MPYC, www.mpyc.org.
Apr. 29 — Singlehanded Long Distance Race. MPYC, www.mpyc.org.
Apr. 29 — Intraclub Race #1. RYC, www.richmondyc.org.
Apr. 29-30 — Resin Regatta. SFYC, www.sfyc.org.
Apr. 30 — Spring 3 & 4 One Design. MPYC, www.mpyc.org.
May 5-7 — Moore 24 PCCs. SCYC, www.scyc.org.
May 6 — CBRA #1 run by RYC. YRA, www.yra.org.
May 6 — Ballentine Pursuit Race. CPYC, www.cpyc.com.
May 6 — Behrens Regatta. TYC, www.tyc.org.
May 6 — Singlehanded Race. SSC, www.stocktonssc.org.
May 6 — Rosenblum Race. SFYC, www.sfyc.org.
May 6 — Championship Series #2. CYC, www.cyc.org.
May 6-7 — Great Vallejo Race. YRA, www.yra.org.
May 6-7 — Elvstrom/Zellerbach. StFYC, www.stfyc.com.
May 7 — Spring 4 & 5 PHRF. MPYC, www.mpyc.org.
May 11-14 — Oregon Offshore Race, Astoria, OR, to Victoria, BC. CYC of Portland, www.oregonoffshore.org.
May 13 — OYRA Duxship. YRA, www.yra.org.
May 13 — Flight of the Bulls for El Toros in Foster City. Info, www.eltoroyra.org.
May 13 — CBRA #2 run by SFYC. YRA, www.yra.org.
May 13 — South Bay Interclub #2 run by IYC. Info, www.jibeset.net.
May 13 — Monterey Laser Fleet Championships. MPYC, www.mpyc.org.
May 13 — North Bay Series #2/Brothers Race. VYC, www.vyc.org.
May 13 — Commodore's Cup. HMBYC, www.hmbyc.org.
May 13-14 — J/Fleet Series Stop. StFYC, www.stfyc.com.
May 13-14 — PSU collegiate regatta in the Columbia River Gorge, OR. CGRA, www.cgra.org.
May 20 — Singlehanded Farallones Race. SSS, www.sfbaysss.org.
May 27-June 3 — California Offshore Race Week, starting with the Spinnaker Cup. Info, www.offshoreraceweek.com.

Beer Can Series

- BALLENA BAY YC** — Friday Night Grillers: 3/24, 4/7, 5/5, 5/19, 6/2, 6/16, 7/14, 7/28, 8/11, 8/25, 9/8, 9/22. Info, (510) 865-2511 or www.bbyc.org.
BAY VIEW BC — Monday Night Madness. Spring: 4/17, 5/1, 5/15, 5/29, 6/12, 6/26 (make-up). Info, www.bvbc.org.
BENICIA YC — Every Thursday night: 4/6-9/28. Dan, (707) 319-5706 or www.benicia-yachtclub.com.
BERKELEY YC — Every Friday night: 4/1-9/30. Info, www.berkeleyyc.org.
CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only. Info, www.cal-sailing.org.
CORINTHIAN YC — Every Friday night: 4/14-8/25. Info, (415) 435-4771 or www.cyc.org/racing.
COYOTE PT YC — Every Wednesday night: 4/12-10/4. Info, (650) 347-6730 or www.cpyc.com.
ENCINAL YC — Friday nights. Spring Twilight Series: 4/7, 4/21, 5/5, 5/19, 6/9. Info, www.encinal.org.
FOLSOM LAKE YC — Every Wednesday night: 5/3-8/30. Summer Sunset Series, Friday nights: 5/12, 6/16, 7/21, 8/4. Info, (916) 534-8458, www.flyc.org.
GOLDEN GATE YC — Friday nights. Small Craft Beer Advisory Series: 5/5, 5/19, 6/2, 6/16, 6/30, 7/14, 7/28, 8/11, 8/25. Ray, (510) 926-2441 or www.ggyc.com.
HALF MOON BAY YC — Friday nights: 4/28, 5/6, 5/12,

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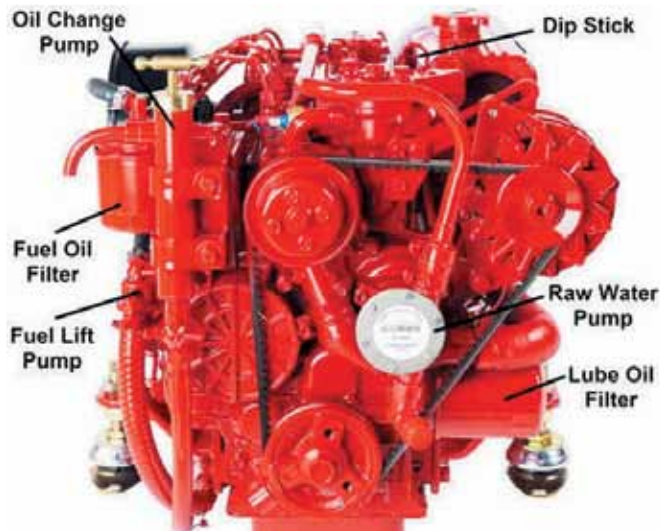
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5/26, 6/9, 6/23, 7/7, 7/14, 7/21, 8/4, 8/18, 9/1, 9/15, 9/29, 10/13, 10/27. Info, www.hmbyc.org.

ISLAND YC — Friday nights. Spring Twilight Series: 4/14, 4/28, 5/12, 6/2, 6/16. Info, www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: May 17-Oct. 11. Info, www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night: May-August. Info, www.lwsailing.org.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night: May-September. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Wednesday nights. Sunset Series: 4/5-9/20. Info, race@mpyc.org or www.mpyc.org.

OAKLAND YC — Every Wednesday night. Sweet 16 Series, spring: 4/26-6/14. Info, www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 4/5, 4/19, 4/26, 5/3, 5/17, 5/24, 5/31, 6/7, 6/21, 6/28, 7/5, 7/12, 7/19, 7/26, 8/2, 8/9, 8/16, 8/23, 8/30, 9/6, 9/20, 9/27. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Thursday Night Kite Series: 4/6, 4/20, 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7, 9/21. Wednesday Evening Series: 4/26, 5/3, 5/10, 5/17, 5/24, 5/31, 6/7, 6/14, 6/21, 6/28, 8/2, 8/9, 8/16, 8/23. Graham, (415) 655-7756, racing@stfyc.com or www.stfyc.com.

SF MODEL YC — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, www.sfmypc.org.

SANTA CRUZ YC — Wet Wednesdays: 3/15-11/1. Friday Night Laser Regatta: 5/19, 6/16, 7/21, 8/18. Info, www.scyc.org.

SAUSALITO YC — Tuesday nights. Spring Sunset Series: 4/25, 5/9, 5/23, 6/6, 6/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/19-10/4. Jenny, (650) 400-7033 or www.sequoiayc.org.

SIERRA POINT YC — Tuesday nights: 5/2-8/29. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 4/21, 4/28, 5/5, 5/19, 5/26, 6/2, 6/16, 6/23, 6/30, 7/21, 7/28, 8/4, 8/18, 8/25. Mike, (408) 839-4150 or www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night: 6/7-8/30. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Monday night Lasers: 5/29-8/28. Wednesday night Beer Cans: 5/31-8/30. Info, www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/26-8/11. Cam, (415) 789-9294, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/5-9/27. Dave, (925) 580-1499, fleetcaptainsail@vyc.org or www.vyc.org.

In the Tropics

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

Mar. 27-Apr. 2 — BVI Spring Regatta & Sailing Festival. 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, sailing from the Balboa Pier. 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 rac-



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- 1937 49' 8 Meter "YUCCA" 187k
- 2004 46' Tartan 4600 340k
- 1996 41' Sydney 41 119k
- 2001 40' J/120 159k
- 2013 38' HANSE 385 246k
- 1985 37' Beneteau 375 64.9k
- 2002 32' Jeanneau Odyssey 62.5k

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- 2004 36' CARVER 366 *Sale Pending*
- 1988 32' ISLAND GYPSY Yachtfisher 94k
- 2008 30' ROBALO R305 125k
- 2004 29' TIARA 2900 Open 60k
- 2004 26' AQUASPORT 275 EXP 50k
- 2011 25' ZODIAC Pro RIB 89k
- 2010 17' SEALEGS AMPHIB RIB 75k

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- Dehler 42
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- Dehler 34
- Alerion 33
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CALENDAR

ing. 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.

September 23 — California Offshore Race. Del, (510) 237-2821 or www.richmondyc.org.

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

April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/01Sat	0303/6.0	0936/-0.4	1644/4.5	2137/2.2
4/02Sun	0356/5.8	1043/-0.3	1803/4.4	2250/2.6
4/08Sat	0425/1.1	1033/5.2	1635/0.2	2320/5.5
4/09Sun	0508/0.7	1122/5.1	1712/0.5	2351/5.5
4/15Sat	0214/5.2	0851/0.1	1600/4.1	2047/2.6
4/16Sun	0250/5.0	0936/0.2	1659/4.0	2139/2.9
4/22Sat	0306/1.8	0859/4.7	1506/0.3	2159/5.1
4/23Sun	0348/1.1	0957/4.9	1549/0.3	2233/5.5
4/29Sat	0146/6.3	0824/-1.2	1537/4.9	2025/2.3
4/30Sun	0236/6.1	0920/-1.0	1642/4.8	2131/2.5

April Weekend Currents

date/day	slack	max	slack	max
4/01Sat	1106 2300	0142/3.2F 1430/3.3F	0412 1748	0654/2.9E 2024/1.2E
4/02Sun	1200	0230/2.8F 1530/3.1F	0500 1900	0742/2.6E 2136/1.0E
4/08Sat	1200	0236/2.1E 1448/1.7E	0624 1818	0900/2.9F 2118/3.6F
4/09Sun	0024 1254	0324/2.3E 1542/1.7E	0712 1900	0948/3.1F 2200/3.6F
4/15Sat	1054 2218	0112/2.4F 1418/2.5F	0348 1806	0630/2.0E 2018/0.8E
4/16Sun	1112 2300	0148/2.0F 1506/2.3F	0418 1906	0700/1.8E 2112/0.7E
4/22Sat	1024 2318	0130/1.6E 1324/1.4E	0436 1630	0730/1.9F 2006/3.0F
4/23Sun	1124 2354	0206/2.0E 1412/1.6E	0530 1712	0824/2.4F 2048/3.3F
4/29Sat	1006 2148	0030/3.5F 1318/3.7F	0300 1648	0548/3.3E 1906/1.2E
4/30Sun	1054 2242	0118/3.1F 1412/3.5F	0342 1748	0630/3.0E 2018/1.1E



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LETTERS

IN DEFENSE OF THE FIASCO RACE MANAGEMENT

I can understand the frustration many competitors felt waiting to get the results of the Three Bridge Fiasco race. Many of us can remember what it was like in the 1980s, when we had to wait for the results to arrive via snail mail the following week. Now racers, me included, expect the results almost before the race starts!

I did not manage the Fiasco, nor have I ever, but I have managed a fair number of races over the years, including the Vallejo Race for the past 15 years. Back in 2002-2004 or so, it meant finishing more than 300 boats within a 40-minute period. Yes, that sounds doable, but the boats don't line up single file and cross in an orderly fashion. They come in groups, sometimes 20-30 to a group, usually in light air all drifting together, much as in this year's Fiasco.

The big difference between the Vallejo Race and the Fiasco is that in Vallejo all the boats are finishing in the same direction. In the Fiasco, they can finish in any one of three directions. So it's much more complicated.

When finishing the Vallejo Race, I did then and still do have three separate spotter/recorder teams at various points — bow, midship and stern — of the signal boat in an attempt to get sail numbers from all different angles. In addition, I sit on the finish pin boat with two people recording sail numbers and times. There is a digital recorder in my hand as well as in the hands of people on the signal boat. Just for safety, we have also used video on board.

I'd say that's a pretty fair amount of assets deployed, yet with 300+ boats it never took less than six hours to get most, not all, of the finishes correct. There were a couple of years where it took several days to get everything worked out.



LATITUDE / CHRIS

In a pursuit race such as the Three Bridge Fiasco (pictured here), boats start at mostly different times in order to (theoretically) finish all at once.

When boats finish in clumps, it is very difficult to ensure you get everyone and in the right order. Add to that some competitors borrowing sails with different sail numbers, which makes it particularly confusing if not impossible to figure out which boat it is. The same goes for so many boats now sporting black or gray sails, with sail numbers that are hardly visible from 20 feet away.

Some of the owners say: "That's the race committee's problem, not mine." Well, that just adds to the mix, so while it may be the race committee's problem, it's going to make participants wait longer to get results.

The Fiasco weekend was one of the few weekends during the years when I didn't have a regatta to manage. So where was I? On a boat, driving for a photographer.

We pulled into the Golden Gate Yacht Club so that my photographer could capture some images from the race deck. While up there for 45 minutes or so during the start, I was amazed at what I saw. The Singlehanded Sailing Society race committee, which manages maybe six races a year, was doing an incredibly professional job. I truly mean that.



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ALAMEDA MARINA

LETTERS

They were organized, with everyone having assigned roles and demonstrating competency in what they were doing. The OCS (over early) calls were spot-on. Everything I could see showed me one of the best race-committee teams I've ever seen. OK, so they didn't have a boat on the pin end. Most clubs don't.

The SSS has been hosting the Fiasco for decades, and for decades they have consistently pulled in more competitors for a regatta than any other club or sailing group on the Bay. That wouldn't be the case if they were consistently running sloppy races. To the contrary, those high entry numbers mean the vast majority of competitors feel that the SSS is consistently putting on a great Fiasco.

Was the race perfect? No. I get paid to manage races and I've been very fortunate to have been hired for a number of high-profile races around the country as well as a few out of the country. Have I ever managed a perfect race? Hell no! And I doubt that I ever will. There are just too many variables. The trick is to deal with everything that's thrown at you and make it the best race you can under the circumstances. That's all you can do.

Lastly, money has nothing to do with staffing. I am very concerned about the future of the sport, especially here in the Bay Area, because not only will most people not volunteer, they won't even do it for money. Many competitors say they are too busy to give back to their sport. What bothers me is these people feel it is perfectly OK to expect others to give up their time so that they, the competitors, can go play without giving back. The change in just the past few years has been dramatic. If the pace keeps up, you can expect to be paying a whole lot more in entry fees so that professionals can be brought in. I'm not talking PROs, I'm talking mark setting and so forth. The volunteer base just isn't there anymore.

To the members of the 2017 Fiasco race committee, my congratulations to all of you for having done, in my opinion, a fantastic job under very trying circumstances. I would be honored to have any and all of you on my race committee anytime, anywhere.

Jeff Zarwell, National Race Officer
RegattaPRO Yacht Race Management

Readers — Given Jeff Zarwell's extensive experience running regattas, his opinion carries a lot of weight with Latitude.

↑↓ ANOTHER POINT OF VIEW ON THE 3BF

The letter complaining about the conduct of this year's Three Bridge Fiasco, conducted by the Singlehanded Sailing Society of San Francisco Bay, was an unfortunate outburst by someone who seems ignorant of the basics of amateur racing. I was the Race Chair of the SSS during the 2014 and 2015 TBFs, as well as PRO for the 2016 event. Let me explain how amateur racing works.

Races are guided by four sets of rules: COLREGs (The International Regulations for Preventing Collisions at Sea 1972); the RRS (Racing Rules of Sailing 2017), published by US Sailing; the Notice of Race and Standing Sailing Instructions; and the Supplemental Sailing Instructions published by the SSS (the latter two published by the organization conducting the race); as well as rules and restrictions published in the Notices to Mariners of the local Coast Guard Authority.

When there are modifications of a rule in the first two, these are clearly stated in the Sailing Instructions. These races are generally self-governed. In my 35 years of experience racing and five years as a Race Officer, more than 90% of the problems in a race come

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LETTERS

from the failure of racers to read and/or comprehend the various regulations. An example is the complaint about the boats entering the restricted zone around the Yerba Buena Coast Guard Station. It is a documented restricted area, and there is also a requirement to keep a specified distance from military vessels. This means that if you are drifting into a restricted area and cannot maneuver out under sail you *must* start your engine and get out of there, period.

One feels sorry that you must then withdraw and have "wasted" your money but you can certainly sail along and enjoy the rest of the day even though you will not be scored. We often got complaints from other racers that someone was in a restricted area. The offender should be notified and protested by the other racer, and if it is true, withdraw. More important is when the race committee hears five blasts from a tanker or cargo ship. This means someone is impeding the safe passage of a vessel with restricted mobility. If the racer does not start their engine and drop out they could be killed or the organization could lose its right to get a permit for the race again. After a TBF when this happened on several occasions the SSS was threatened with this sanction by the Coast Guard. The epitome of such racer stupidity for me was in 2014 when, in a light-wind year, someone anchored in the ferry entrance to Pier 39. Needless to say neither the ferry company nor the Coast Guard was happy.

The finish of the TBF is always an event. It is not only the largest race in the country but is a pursuit race. Thus, in principle, everyone will finish at the same time. With 350 boats



LATITUDE / CHRIS

Halfway around the course, these Fiasco boats have formed a slow-moving mob.

coming from three directions this can be a challenge. In 2014 and 2015 there was light wind and few finishers. In 2014 two boats finished and one of these did not have navigation lights on. Scoring was easy. In 2016, however, with many finishers, we had spotters both east and west of the line as well as on the line along with video and still photos. Nonetheless it took until almost midnight to identify most of the finishers. The next morning I was able to track down most of the rest and get a finishing order. As in almost every race there were a few who did not radio or call in when they withdrew, or had not supplied accurate contact information. I suspect that the situation was similar if not more difficult this year, but eventually, as always, a credible finish order was published.

Lastly, as for money, the TBF raises a significant amount of money for the SSS, as do signature races for other organizations. The money is used to compensate the race committee with coffee, bagels, donuts, pizza and soda. It pays for the very popular TBF jerseys and trophies. Any excess money subsidizes the other six SSS races, which at \$145 for the season is one of the best racing deals going.

Amateur racing is a Corinthian sport where the racers have an obligation to know and play by the rules and assist the volunteer race committees by cooperating and having patience.

Allen Cooper, US Sailing CPRO
Krissy, Passport 40
SSS Race Chair, 2014-2016

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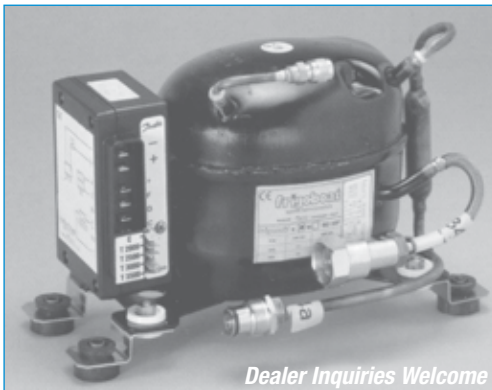


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LETTERS

↑↓ HUG THE SANTA CRUZ BREAKWATER FOR SAFETY

As a commercial fisherman for 45 years, I've probably entered Santa Cruz Harbor about 20 times at night. When I enter at night, I hug the breakwater. Without a forward light or spotlight, this would be very hard and dangerous to do.

Thank God none of the three crew on the Hunter 39 *Ebenezer III* were hurt or killed when the boat was smashed up on a sandbank in the harbor entrance in late January.

By the way, my number-one rule for motoring in Northern California at night between late November and May is a forward-facing light. That's because there are a ton of crab-pot buoys that need to be avoided.

Tim Mulcahy
 F/V *Calogera*
 San Diego

↑↓ WE NEED CHANGES IN SANTA CRUZ

It's expected that the Santa Cruz Yacht Harbor will get a new port director on April 1. This change — welcomed by many boaters, non-boaters, harbor businesses, commercial fishermen, neighboring residents and numerous Santa Cruz YC members — suggests the new port director needs to take some immediate actions.

Santa Cruz Harbor may have a unique shoaling problem, but in my opinion, if the harbor was properly managed by an experienced director, the potentially very dangerous grounding of *Ebenezer III* on January 28 would have been prevented.

If I were the new port director, I would begin my career by accepting the resignations of commissioners Reed Giesrighter, Steve Reed and Dennis Smith. Those who've followed the



LATITUDE / CHRIS

The entrance to Santa Cruz Harbor was shoaled up when this was taken at the end of February.

various harbor problems under the current port director and commissioners couldn't have been surprised when Commissioner Reed recently stated that "a harbormaster doesn't need to

know how to operate a boat." In my opinion this type of thinking, or lack thereof, played a role in the untimely death of a harbor employee last summer.

Next, as port director, I would restructure office personnel and remind them that the harbor's original purpose was for the enjoyment of 'safe' recreational boating. In my opinion, the current harbormaster places a greater priority on parking citations than on boating safety. I firmly believe that every harbormaster should be required to be knowledgeable about the ocean, the marina, boats and the basics of operating a patrol boat.

The port director, the harbormaster, all harbor employees, and any remaining port commissioners should not take boating safety for granted, as I think they have been doing. January's grounding of the Hunter 39 *Ebenezer III* in the channel could easily have resulted in the loss of one or more lives, and could have easily been prevented.

Joril Bort
 Santa Cruz

↑↓ SAFETY ISSUES IN SANTA CRUZ HARBOR

The grounding of the Hunter 39 *Ebenezer III* in January



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LETTERS

luckily occurred without injury. Hopefully, with a few simple safeguards implemented by an experienced port director and harbormaster, episodes of this type will be prevented in the future.

Below are a few suggestions to improve the safety of Santa Cruz Harbor and deal with its unique shoaling problem; possibly these fixes could prevent future incidents:

- Post signage outside the harbor's entrance clearly visible to all boaters. This sign should be illuminated so boaters can be aware of any closure at night.

- Electronic updates and harbor shoal alerts should be posted on the Internet and coastal networks, which would include the US Coast Guard. All updates should also be sent to neighboring coastal ports to both the north and south.

- A telephone number of an office voice recorder with updated conditions or a 24-hour personnel contact number should be posted on the Santa Cruz Harbor's home page.

- Send an email alert requesting yacht clubs to include Santa Cruz's current conditions and the port's channel status in their race instructions. This alert should include a cell or 24-hour contact number.

Santa Cruz Yacht Harbor is currently in a state of change and many boat owners, harbor businesses, tenants, commercial fisherman, neighboring residents, and yacht club members feel the change is overdue. We all welcome the newly appointed port director and look forward to an increase in boater safety and improved day-to-day harbor operations.

Jeff Canepa
SCYC member
Santa Cruz

↑↓ MY DINGHY COMMUTE IN HAWAII

I definitely have a challenging commute between my boat and shore, even though, at 300 yards, it's much shorter than the Wanderer's in St. Barth, which he reported on in the March 3 *Electronic Latitude*. My boat is one of about 20 sailboats on the hook at the Mala Anchorage of Lahaina, Maui. About six of the owners are like me and live aboard.

My inflatable tender powered by a 5-hp usually handles Hawaii's northeast trades well — except when a squall pounces with wind gusts into the 40s, and we get caught battling wind, waves and current.

We just suffered our third Kona storm, meaning a blow out of the southwest, that lasted all day. I really should get out to lee of Lanai, the island next door where I have previously taken refuge.

A nearby sailor here at Mala named Nico actually rows his tender to and from shore every day, although I have had to tow him a few times when conditions deteriorated en route.

Humpback whales with newborns rest and nurse next to my boat and tender as they blow gently through the night. We are most fortunate to have a place of refuge among these fabulous islands in the center of the Pacific. Aloha.

P.S. We met during the 2010 Baja Ha-Ha, which was a blast.

Emil Giese
Shanti, Catalina 42
Lahaina, Maui, formerly Friday Harbor

↑↓ DINGHY COMMUTES ARE SOME OF THE BEST TIMES OF MY LIFE

I commuted from the Richardson Bay anchorage to Sausalito every day in 1984-1985. I was going through a divorce, and like many men who found themselves in such a situation, I moved aboard a boat. At least the boat I called



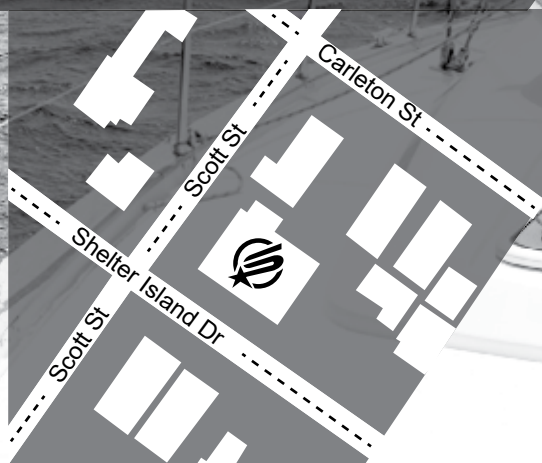
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LETTERS

home wasn't a big, rotten powerboat with no engine and those huge sliding windows that let in more water than they keep out!

No, I took a much higher road to living aboard. I lived on *Blue Peter*, a 26-ft PIC sloop that had been built by Kettenburg of San Diego in 1950. I purchased '*Blue Pete*' for \$500 after she sank behind Herb Madden's office when it was in the white building by F Dock at the Sausalito Yacht Harbor.

There wasn't a frame in *Blue Peter* that wasn't rotten; her interior was gone, as was her cockpit. I was a couple of years into a career as a boatbuilder, and I bought *Blue Pete* for a little project to sharpen my skills. Most of my work was done in the Sausalito Yacht Harbor, and I was a member of the Sausalito Shipwrights Co-op. So I could land ashore anywhere from Clipper Basin 3 to the Sausalito Yacht Harbor.

My shoreboat was my 17-ft Whitehall. I had built her after graduating from the boatbuilding school. She didn't have an outboard, just a pair of spruce oars that I had built specifically for her. Even though the Whitehall was a dream to pull, most often the tide dictated where I would get ashore.

Every day I'd wake up from a real good sleep and feed my dog Sharky, who also stayed at anchor with me. While Sharky ate, I'd enjoy the only provisions I ever kept on the boat — sweet rolls and strong coffee. Then it was off in the Whitehall for the day.

Sharky and I would cruise along the waterfront, usually around 7 a.m. It was so quiet out there! Most days Sharky and I were the only ones on the water. Sometimes I would put Sharky ashore and meet my good friend Pete Strietmann for a little sailing. He would sail his always-overpowered Dory APS. And I would sail the Whitehall.

Back in those days you could tie up anywhere on the Sausalito shore, and leave your oars in the boat all day without fear of their being stolen.

Blue Peter was a remarkably uncomfortable and wet boat. But the 'commute' on those peaceful mornings and back to my yacht at night were some of the best times of my life.

Daniel Jones
ex-*Blue Peter*, Kettenburg PIC 26
Sausalito

Readers — The 1970s and early 1980s, those were the days in Sausalito!

For those who don't know, '*Blue Peter*' doesn't refer to the lack of blood flow to the male sex organ, but rather the blue signal flag with a white rectangle in the center, signifying 'P'. When flown alone, it indicates that a ship is ready to sail. In racing, the *Blue Peter* is raised four minutes before the start of a race and lowered one minute before the start of a race.



Fun on the bow — no lifelines — of the great '*Blue Peter*' in the Caribbean.

It's slightly off the subject, but the most famous racing yacht named *Blue Peter* is Matthew Barker's Alfred Mylne-designed 63-ft beauty that was built by W. King & Sons of Burnham-on-Crouch in the fateful year of 1929. She was built using teak that had been bought in Thailand 60 years before. The original owner loved the *Blue Peter* so much that when he decided he wanted a yacht that was 10 feet longer, he decided to



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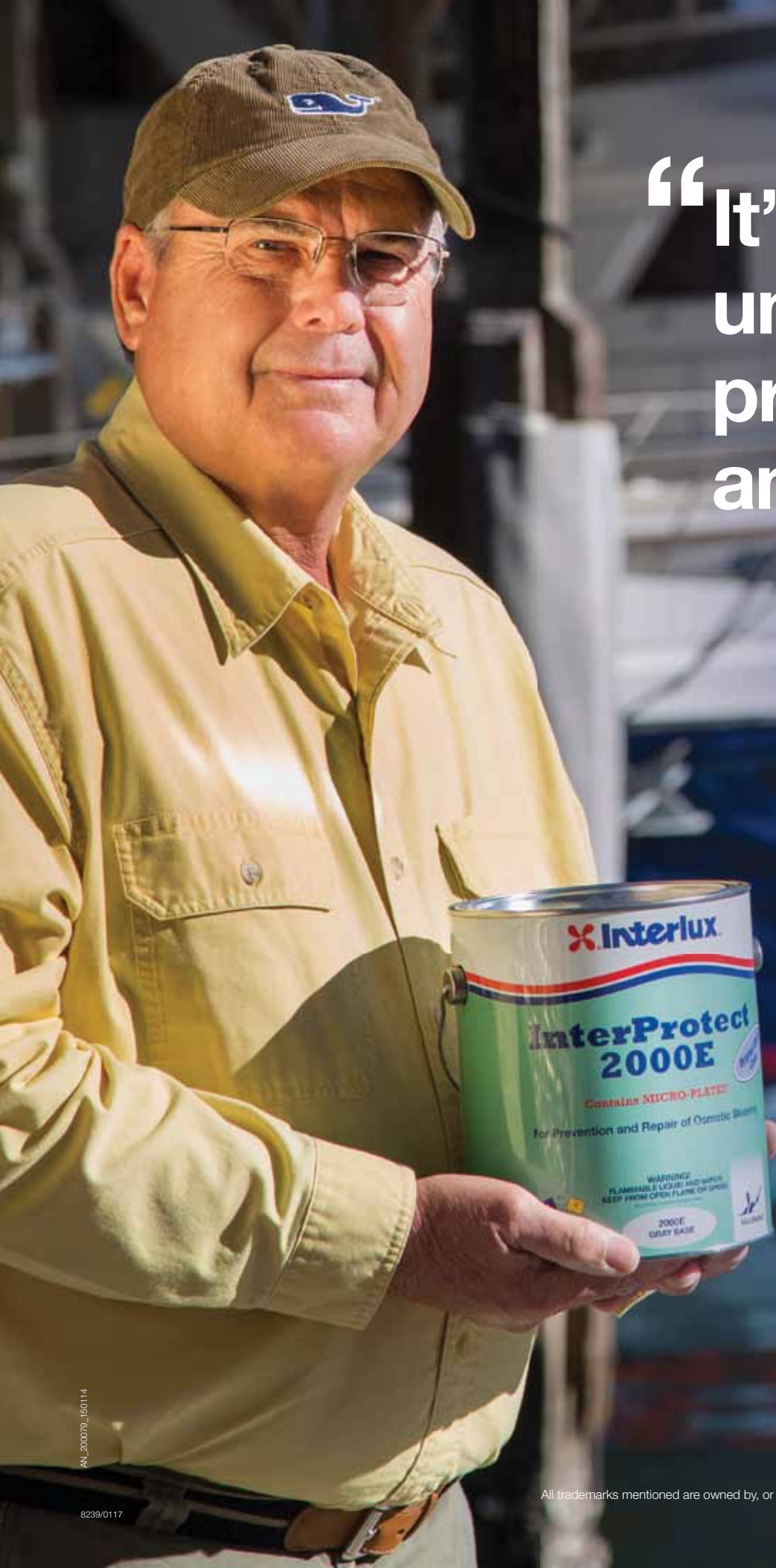
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LETTERS

lengthen the Blue Peter rather than have a new yacht built.

Back in her day, Blue Peter was a signal flag used to indicate five minutes to the start. The yacht was given the name for good luck.

Barker, who made his money in London finance, bought Blue Peter in 1999. As reported in a Latitude article from several years ago, the yacht was taken to Italy where it took three years to bring her back to her original splendor. Since then Barker has been chartering the beautiful yacht in some of the most prestigious — and difficult — races in the Med and the Caribbean. She's enjoyed the same success that Blue Peter enjoyed when winning more than 50 races in her youth.

↑↓ THE COMMUTE TO MY BOAT

Unlike the Wanderer, who does a one-mile morning commute from his catamaran to his office in Gustavia, St. Barth, I don't commute to and from my boat in a dinghy. My boat commute starts from Steamboat Springs, Colorado. Assuming there isn't a Rocky Mountain blizzard, I can drive from there to the Denver International Airport in three hours. From there it's a two-hour flight to San Diego, followed by a 10-minute rental-car shuttle ride. Then the best part, a nine-minute drive to my boat at Shelter Island Marina. Phew!

Mark Helm, MD
Nalani, Beneteau 373
Steamboat Springs, CO

↑↓ WHY I CAN'T SLEEP AT NIGHT

It's been a couple of years since Anna and I sold our Columbia 34 MkII *Ichi Ban* in the South Pacific, and I won't be able to sleep well at night until I am back on the ocean again aboard a proper bluewater sailboat. Anna and I are so pumped up to get back out there!

We're currently in Sebastian, FL, where I am pounding nails for a commercial framing crew. We got excited about a 41-ft Pearson Bounty II, but it turned out that the boat was trashed and the owner was a total weirdo. We're now looking at a Tayana 37. In the meantime, our boat account is getting bigger, thanks to our remodeling houses in Orlando. We either live in the houses we're working on or camp out in our land yacht, a Toyota Tacoma with a camper shell, a 12-volt fridge, a solar panel, and four-wheel drive.

We don't want a boat that is too much of a fixer-upper. We need a boat with a good rig, a good hull and a good engine, and is decent down below. Who knows, maybe by the end of the year we'll be able to afford a Kelly Peterson 44. Let us know if the Wanderer finds anything he thinks would suit us.

Right now we're remodeling a classic house in a ghetto. There are gunshots every other night. The one thing I can say is that there is lots of work here in Orlando. Funny how it goes, too, as I'm working with a guy we met when cruising in the Marquesas.

Justin Jenkins
ex-*Ichi Ban*, Columbia 34 MkII
Orlando, Florida

Justin — We'll always remember you and Anna doing the cruising you did on the Columbia 34 you'd bought for \$2,000. Big bang for the buck!

It turns out that the Pearson Bounty II that the Wanderer started Latitude 38 on is for sale right now in Santa Barbara for \$29,000. Because she was designed to the CCA rule and has long overhangs, she's not a huge boat for her length inside, but she's strong and very seaworthy. Low maintenance, too.

But if you and Anna have a windfall, we would encourage

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LETTERS

you to step over to the dark side of sailing by purchasing Bill Anderson's Hughes 42 catamaran Feet in La Cruz. As we've



LATITUDE / RICHARD

The Wanderer thinks 'Feet' is the perfect cat — for the right couple.

written before, if we were five years younger and five inches shorter, we'd have shelled out the money for her the minute Anderson offered her for \$80,000. We think Feet is priced below her true value because she's an unusual-looking connoisseur's high-performance cruising cat, the antithesis of the typical four-cabin, eight-bunk, four-toilet slow and heavy charter cat. Feet is really light and thus sails as well in light air as in heavy air. She's got a camber-spar headsail, which means she's fast off the wind without having to fly a chute. It's true that she's got one outboard (new) rather than two diesels. If you don't know cats, you might think that's a bad thing. While it does have its drawbacks, if you talk to guys like Danny North or D. Randy West, who have sailed tens of thousands of ocean miles in outboard-powered cats, you'd hear the other side of the story.

A couple of people have soured on Feet because she's built of a triple layer of doorskins and epoxy. Big mistake. A well-built triple-doorskin and epoxy cat is not only very light, she's strong as hell.

In our opinion, the super-simple Feet — she has about three thru-hulls, none of them below the waterline — is exactly what a still-young, convention-flouting couple like you need. You'd be sailing twice as fast as the Tayana 37s and Peterson 44s, you'd be sailing almost all of the time instead of motoring, and you'd have tons of room for all your toys and tools.

Feet, which has two big cabins, is not the cat for most people, but if you and Anna could come up with the money, we think she'd be your huge bang for the buck on the dark side.

↑↓ THE ULTIMATE MERLIN SHIRT COLLECTION

The March 1 edition of *Lectronic Latitude* had coverage of the Lee 67 Merlin's recommissioning ceremony, and showed some attendees wearing a couple of old Merlin Transpac T-shirts. It got me thinking, so I looked through the archives and found that I have a pretty good Merlin Transpac shirt collection of my own.



BILL LEARY

'Merlin' shirts? Bill Leary has nearly the entire collection.

I've enclosed photos of the fronts and backs of my still wearable T-shirts from the 1983, 1985, 1987, 1991, 1993 and 1997 Transpac races. The 1983 T-shirt was a gift, but I 'earned' the others. I also found four Aloha shirts from the 1987, 1991, 1993 and 1997 races.

What great memorabilia from sailing aboard what was, at the time, the best heavy-air downwind boat on the planet.

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



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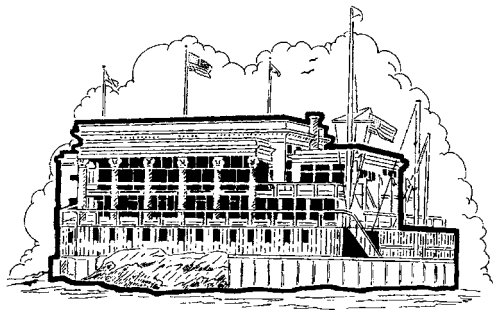
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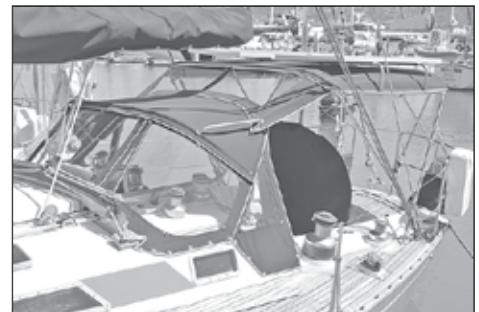
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LETTERS

Readers — Bill is the author of Noodle's Notes, which we consider to be perhaps the best cruising guide to Hawaii. It's available online for free.

↑↓ THE 'HORNIEST' SAILORS IN THE COUNTRY?

Interestingly, sailors with boats in Sausalito Yacht Harbor and Pelican Yacht Harbor almost always sound their horns when departing — and have a lookout on their boat — because they can't see past the seawalls unless it is an extreme high tide. This may make Sausalito boat owners among the 'horniest' in the nation.

This is either helpful or frightening to the fleets of rental kayaks and SUPs that pass up and down the Richardson Bay fairway. The locals tend to row or paddle out in the mooring field to avoid marina traffic.

Tim Dick
Tardis, Lagoon 42
Sausalito

Tim — Actually, most boatowners in those marinas need to sound a prolonged blast — four to six seconds — twice. First, when they are leaving their berth, and second, when they are entering a blind turn at the Richardson Bay fairway. They are two separate situations.

↑↓ DRYING OUT THE DINGHY

There was nothing 'wrong' with the way the dinghy was secured in the photo that appeared in the February 17 *Latitude*.

The owner of the dinghy had obviously tied it up in such a way as to allow the bottom of the dinghy to dry out, inhibiting the growth of slime on the bottom. The wheels are in the 'up' position, as is appropriate when not being used for a beach landing.

On February 17, the Wanderer asked readers, "What's wrong with this picture?"

Dave Cohan
Tahu Le'a, Morris 46
Los Altos

Readers — Among the other readers who came up with this clever explanation were David Sanner and Tom Varley.

↑↓ WHEN LAKE SAILORS GO TO SEA

The dinghy was tied up by lake sailors doing their first ocean charter.

Jan Passion
East Bay

↑↓ THE PHOTO PROVES THE DROUGHT ISN'T OVER

The photo shows that despite all the recent rains, California's drought continues to take a toll on Pacific Ocean levels.

David Gauny
Islero, Tayana 52
Ventura

↑↓ HATE FLYING BUT LOVE THE OCEAN

I have no idea if you will be able to help me, but I placed a sailing advert on a cruisers' and sailors' forum and someone suggested I contact your site. I am returning to my homeland of New Zealand in the next few months. But I have a fear of



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flying and absolutely love the ocean. So I am seeking a boat with an experienced crew that can take me back home. Directly, if possible.

The only boating experience I have is a lot of fishing with my father, but I am willing to learn and help out (if need be).

Rochelle Aluria Martin
New Zealand

Rochelle — There are more to the parameters and details of sailing to New Zealand than you realize. First, sailing to New Zealand is seasonal because of hurricanes and tropical storms. Secondly, most boats will take four to five months to get there. If the owner and crew just wanted to get to New Zealand, they would, unlike you, hop on a jet. Third, you may think you love the ocean based on seeing it when it's nice, but it can be nasty. Cold, wet, mean and nasty. Even the roughest air passage can be a dream by comparison. And you'd be exposing yourself to periods of fatigue and lack of sleep the likes of which you haven't experienced before.



AIR NEW ZEALAND

If you don't like flying, Rochelle, there's a good chance you'll hate sailing.

Help out "if need be." Oh dear. With all due respect, you need to do an overnight sail or two before you consider sailing rather than flying to New Zealand.

Help out "if need be." Oh dear.

With all due respect, you need to do an overnight sail or two before you consider sailing rather than flying to New Zealand.

↑↓ TROUBLE WITH T-MOBILE IN MEXICO

We've run into a snafu with our T-Mobile International Plan that the Wanderer raved about a few months ago. After

about four months in Mexico, I got a nasty text from T-Mobile informing me that my account would be canceled irrevocably because of my "excessive roaming." We had three billing cycles outside of their network. Apparently they define this as "living abroad" rather than "traveling."

This is the text I got from T-Mobile: "T-Mobile works with wireless partners to provide coverage when traveling outside our coverage area; but this roaming benefit is meant for occasional use. Our systems show most usage for the last several months on your number was roaming off our network. This violates Terms & Conditions, so the line is scheduled for disconnection on March 30, 2017. For details and contact info if you feel this is an error, visit <http://t-mo.co/1NsgDA>."

After my fruitless conversation with their special department — yes, they have a special department dealing with folks in situations such as ours — I was told that my line will be canceled and I cannot do anything about it. Moreover, I will not be able to open a new account with T-Mobile for three months.

Has the Wanderer ever had to deal with a situation such as this? If so, how did he do it?

I believe it would be useful to let people know that T-Mobile's "unlimited text, voice and data international T-Mobile

looks like when cut off."

T-MOBILE



What a T-Mobile customer looks like when cut off.

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LETTERS

plans" carry a nasty surprise after three months of cruising in Mexico or outside the United States.

Marek, Jan, Isaiah and Helen Nowicki
 Raireva, Dreadnought 32
 San Pedro

Marek and Family — The Wanderer has had T-Mobile for about 18 months, during which time I've spent about 75% of the time in Mexico, France, the Netherlands and Belgium. In other words, outside the United States. The phone service — 20 cents a minute — worked fine everywhere. The unlimited 2G data was usually good enough for email and sometimes slow surfing in the Netherlands, Belgium and in France. In Mexico, T-Mobile worked great most of the time. Sometimes we would run out of our high-speed data, but often in Mexico there was only 3G data, so we got that for free instead of just 2G. We've repeatedly had decent Internet 17 miles offshore of Cabo!

Our T-Mobile data and phone service was great in Antigua, no matter if we were in Falmouth Harbour or Jolly Harbour. In St. Barth it has been sporadic in the Corossol anchorage, as Orange, the local French provider, is as flaky as a croissant, as always.

While the Wanderer hasn't gotten any bad news from T-Mobile, Doña de Mallorca, who has had their plan a few months longer, and used it in the same places, got the bad news like you did. They are letting her have the service until the end of the month. She has two options. Either she can let them suspend her service, in which case she can't receive any phone calls or voicemail until she gets back to the States and signs up again. Or she can sign up with a new plan once she gets back in the States — but won't get to keep the same phone number. Great.

The whole cell- and data-provider marketing is, to our thinking, the most deceptive of any industry, marketing in which providers use every kind of underhanded method and lies of omission to screw customers.

For a long time T-Mobile seemed the exception. For example, the Wanderer pays \$140 a month for heaps of data, text and phone use in the US, and data in 122 countries, for four phones. That's dirt-cheap compared to what AT&T was charging. And it's a month-to-month rather than a long-term contract.

Thanks to T-Mobile's superior plans and month-to-month contracts, they've been killing competitors. T-Mobile's stock rose 70+% in the last year, while AT&T and Verizon stock has remained flat or slipped. As a result, AT&T, Verizon, Sprint and others have decided to offer more competitive plans to stop losing customers to T-Mobile. The exact details of their plans are, typically, unfathomable to all but highly paid contract lawyers, and full of small print caveats and other deceptions.

Our recommendation is that you keep researching foreign phone plans on Google and avoid getting locked into a long-term contract. When we left Mexico, Telcel and others seemed to be offering interesting programs. Check them out. Skype and WhatsApp also offer viable options for voice.

Let's talk data alone. While in France for the last two years we used something called Hippocket-wifi, a mouse-sized modem that delivered relatively high to high-speed data almost everywhere in France. It cost about \$6.50 a day, which was acceptable for business. But outside of France it was a lot more expensive.



XComm Global may solve data problems for cruisers.

LATITUDE / RICHARD

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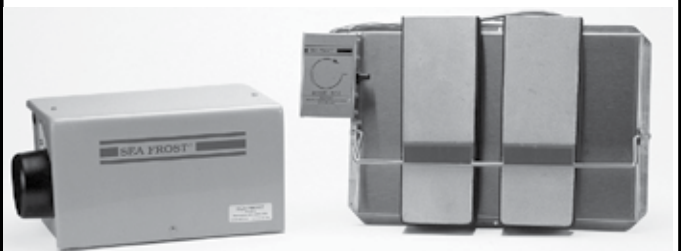
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LETTERS

Now there is a company called XComm Global, and maybe others, that will provide high-ish speed unlimited data in most countries for \$7.77 a day. If you're cruising and doing business, it might be an option. But, as always, read the small print.

WHICH INREACH FOR THE HA-HA?

I was about to buy a Garmin InReach when I saw the Grand Poobah's announcement that everyone will need to have one if they are entered in the Baja Ha-Ha. There are two different models. Which one do I need, or will either one do?

Jeff Casher
Sea Witch, Liberty 458
Marina del Rey

Jeff — Either one will do because both have two-way communication capability. The more expensive one also has navigation capability.

Actually, the two-way Ha-Ha communication requirement can be met by a number of devices besides a functioning SSB radio, including the InReach, the Spot Messenger, the Iridium Go!, and an Iridium satphone with email capability. The requirement is going to be that every boat be able report their 0600 position via SSB or email at 7:30 a.m.

LIFE HAS FUNDAMENTALLY CHANGED IN 28 YEARS

Talk about different strokes. I got sad shivers when I read that Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 *Talion* was delighted by "texting and emailing friends [with her Garmin InReach] all night while on watch" on the way across the Pacific.

In 1989 I was blessed with all the night watches on a passage to the Marquesas due to a companion's fear of being alone on deck at night. I alternated being delighted in the tropical sky and the weird sea creatures occasionally enticed to the surface with bright lights. To this day the lifetime bank of memories cached in my head remains one of the wonders of my now much-shortened life.

If anyone else wants unsolicited advice from a very old salt, at the very least do communicating with humanoids on alternate days. Give the rest of the universe a chance at your creativity. For letting your mind explore the heavens and the skin of the world below us is a gift not to be missed.

Delta Jay Myers
Never Again 3, Newport 41
Sacramento Delta

Delta Jay — Your point about the risk of electronic devices interfering with one's communion with nature is well taken. However, seeing as Patsy is one of the most hardcore cruising women sailors we know, we're not going to second-guess her personal decisions.

We'll also point out that Jeanne Socrates, perhaps the most hardcore woman sailor we've ever known, enjoys a lot of her time at sea communicating with other friends at sea and on shore.

In other words, life has fundamentally changed in the last 28 years.

WANDERER NEEDS TO PRACTICE WHAT HE PREACHES

On several occasions I've read reports in *Latitude* about out-of-control dinghies and resulting injuries because the dinghy operator fell overboard without the 'dead man' lanyard attached to his wrist.


Yet the photograph illustrating the Wanderer's morning dinghy commute shows no hand on the tiller of the speeding

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LETTERS

dinghy, and the kill-switch lanyard hanging limp against the transom!

Jim Palermo
Rat Krewe, Catalina 25
Lake Pleasant, AZ

Jim — Very observant. *The Wanderer* is considering running for political office, so he was working on his 'do as I say, not as I do' habits that seem so essential when running for public office.

All right, all right, confession is good for the soul. When you dinghy something like four miles a day, complacency sets in, and complacency is the enemy of safety. Thank you for pointing out the error in our ways.



LATITUDE / RICHARD

The Wanderer is busted for playing political with the kill line.

We must say part of our failure to follow good safety practices is due to the fact every nautical safety practice known to man is flouted on a daily basis here in St. Barth. For example, young kids without PFDs riding on the bow of speeding powerboats? Common as tradewind clouds in the sky. People doing 30 knots in big dinghies in the channel where the speed limit is 5 knots? Done all the time, despite the risk to turtles.

↑↓ **THE RALLY ATMOSPHERE WAS REALLY COOL**

I did three legs of an Around the World Rally on Les Crouch's San Diego- and Antigua-based Nelson/Marek 70 *Maverick*. I got on board in Colon, Panama, and did the Canal transit, and hung out in Balboa before rallying down to Salinas, Ecuador. A great time was had by all. The equator was too much fun!



LATITUDE / RICHARD

Not everybody loves the flotilla vibe, but lots and lots of sailors do.

The next leg was out to the Galapagos Islands, where we based out of Santa Cruz. The diving was amazing, and so were the turtles.

I found the rally atmosphere to be very cool, as among other things we got to meet people from all around the world. I think the one thing we had most in common was rum!

Steve Taylor
Past Commodore, Lahaina YC
Lahaina, HI

Steve — While not for everyone, rallies are extremely popular with some sailors. While in Panama recently, Latitude's Andy Turpin reported that 22 of the 29 boats in the current Oyster Around the World Rally were purchased just so the owners could do the event. And Oysters are very expensive yachts.

↑↓ **IT WAS COMFORTING TO BE PART OF A FLOTILLA**

We just wanted to express our appreciation for the opportunity to be part of the Baja Ha-Ha with our Beneteau 473



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LETTERS

Girl Four. We did the Ha-Ha in 2013 and 2015, with 2015 being more challenging in terms of the weather. It was so comforting to be part of a flotilla and have radio contact with the mothership and other boats.

The Ha-Ha provides a great service to sailors, and the chance to make lasting friendships.

Unfortunately, at the end of the 2016 sailing season it became apparent that because of health reasons we could no longer pursue the cruising lifestyle. So it is with great sadness that our lovely boat — and home — is now for sale. She can be viewed on *Yachtworld*.

We're going to miss being part of the 2017 Ha-Ha fleet, and we're going to miss cruising in Mexico, which we love, but now it is time for something else. Thanks for the memories.

Tom and Emily Martinez
Girl Four, Beneteau 473
Seattle

Tom and Emily — Thanks for the kind words. We're sorry you won't be able to make a third Ha-Ha, but we wish you all the best.

↑↓ **DON'T FORGET YOUR MAIL AND YOUR CREDIT**

In the long list of things to do when preparing for the Puddle Jump, a couple of important items that might get missed are ensuring your snail mail gets to you and freezing your credit reports.

I use Dockside Solutions (www.dockside-solutions.com) to scan my mail every day and send it to me via DropBox. This way I get my mail the same day it's delivered no matter where I am.

Using Dockside, I was notified that someone had opened a JC Penney credit card in my name without my knowledge. Fortunately, I happened to be back in the States when this happened and was able to react quickly to save my credit. Had it happened while I was out at sea, I might not have discovered it until it was too late. Had I frozen my credit reports prior to heading out to sea, it wouldn't have been a problem either way.

To freeze your credit report, you need to contact each credit bureau separately: www.freeze.equifax.com/Freeze; www.experian.com/blogs/ask-experian/credit-education/preventing-fraud/security-freeze; and www.transunion.com/credit-freeze/place-credit-freeze.

Mark Novak
Betty Jane, Hans Christian 43 ketch
Santa Cruz

Mark — We'd never heard about freezing your credit. Thanks for the heads up.

Another mail-forwarding service that's been extremely popular with cruisers is St. Brendan's Isle in Florida. Not only do they offer mail forwarding, they can help you obtain legal residency in Florida. Lots of cruisers from California who don't believe in high taxes and public employee pensions use St. Brendan's to become Florida residents.

↑↓ **LOOKING FOR AN OLD BOAT**

Can you help me? I'm searching for information about Hans Christian Heinrich Frohlich, who was my father and a Swedish citizen. I'm also searching for information on the sailing vessel *Isabelita Betancor*. The last I know is that she docked at Recife, Brazil, in the early 1970s.

As far as I know, *Isabelita Betancor* is still a Spanish-flagged vessel. From the official Spanish list of vessels from 2002 and

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LETTERS



COURTESY INGRID FROHLICH

'Isabelita Betancor' before 1968.

2009, I know that she was registered in Las Palmas, and that her distinguishing mark of EA4872 was registered in folio 583 5th.

Isabelita Betancor was built of traditional wood construction in Las Palmas in 1948 for Ramón Betancor Villalba, and was originally

registered with the number 2041 of the 3rd list of fishing vessels. She was ketch-rigged and a pure sailing vessel. She is 15.26 meters long, has a beam of 4.97 meters, draws 2.28 depth, has a gross tonnage 23.14 TRB and the net tonnage 12.80 TRN. The cost of the construction was 50,000 *pesetas*.

On May 27, 1969, she was changed to pleasure-boat registration, 5th list, with the 583. On June 15, 1970, she was sold to two Swedish citizens, Hans Christian Heinrich and Mari Anne Moller for 20,000 *pesetas*. I know they installed two 25-hp engines before they set sail for South America in 1971.

I would be grateful for any information about *Isabelita Betancor* and her crew. This is how people can help: 1) Share this post or link to the page in your feed, or in a private message to your friends. 2) If you know people who sailed or have contacts in the world with other sailors, tell them about this. In this way I hope that as many people as possible get to read this, and then the chance that I'll get to know something about what happened to the boat and the crew will increase.

Ingrid Fröhlich
ingridfrohlich@icloud.com
Branan, Sweden

↑↓ HE TOOK OUR DINGHY AND PARTIED WITH LOCALS

I wrote in last month about the potential problems of alcohol and crew. I have a few more thoughts.

It's important that the owner of the boat decide on an alcohol-while-underway policy. Our policy was no alcohol while underway — although I would occasionally bring out a bottle of wine with dinner on a calm night.

We did have a crew who stashed liquor in his cabin. We could tell when he'd been drinking. We also noticed that he'd shake and show signs of DTs. Whenever we got to port, he would rush for the nearest bar and party. We ended up paying for it.

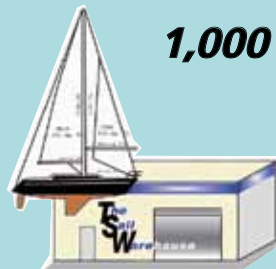
He took our dinghy ashore in the Marquesas one night and partied with the locals. He hadn't taken proper care of the dinghy — a 13-ft inflatable with a center console and a 30-hp outboard — so it was found smashed and sunk on the rocks the next morning. It was a significant financial loss.

It was also a huge inconvenience not having the dinghy when cruising from the Marquesas to Tahiti. As there are no marine stores in the Marquesas, we had to get by with a JY, which is a 9-ft sailing dinghy for two people. This what our crew of six had to use to get to and from shore for the next two months.

The crewmember with alcohol issues left the boat in Papeete.

I'd previously had a situation with sick crew. Since he was paid crew, I was required to fly him home and pay for his medical care. Under maritime law the captain is responsible for the safety and welfare of the crew. After that, I required all offshore crew to have a medical exam. I now also make

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LETTERS

sure the crew has medical insurance so I'm not stuck with hospital bills again.

So before departing for the Pacific, I had a doctor friend check what had become of our drinking crewmember. I got a call from the doctor a few months after our drinking crew left the boat. He'd been asked to perform an autopsy on that gentleman, who, it turned out, had suffered a fatal heart attack while sitting on a boat in California. I'm so glad I didn't have to deal with a death on our boat!

Caren Edwards
ex-Rhapsodie, Marquesas 56
Silicon Valley

↑↓ A WOMAN'S VOICE WAY TOO CLOSE

Reading the *'Lectronic* item about a guy with an engineless rust-bucket dropping two anchors on top of *'ti Profligate's* one, with strong winds approaching, sort of reminded me of a somewhat similar incident that happened to us.

One blustery night about four years ago, our Catana 52 catamaran *Escapade* was safely tied to the second buoy from the beach at Baie de Colombier, St. Barth. As is often the case in that gusty wind tunnel, our big cat was sailing around on the mooring ball. We'd become accustomed to sleeping through such conditions, even with the wind singing loudly through the Kevlar rigging.

But both Debbie and I were awakened by the sing-song sound of an alarmed woman's voice speaking French. She sounded way too close!

Switching on the bright foredeck light as we ran on deck, we could see a beautiful young woman, who we later learned was a Nigerian named Coura, doing a reasonably good job fending her 10-meter boat off our boat's headstay. George, her boat's skipper, was at the helm, and in a difficult situation as his boat was broadside to our carbon sprit.

It wasn't George and Coura's fault they were in the situation they were. Their boat's mooring line had chafed through and set their boat free. Fortunately, we were able to untangle the two boats, and we were all able to retire for the night.

There was about \$1,500 damage. It could have been a lot worse.

The next morning George and his lovely wife rowed over as soon as they saw that Debbie and I were up and on deck. They were totally apologetic, and had their insurance documents in hand. That evening we had drinks onboard, as we did two or three times after the incident whenever we would see them in an anchorage.

George was a retired French postal worker on a pension, and had wonderful insurance through his former work. He kept in touch by email to make sure that we were paid for the damage. And we were.

Sometimes you run into, or get run into, by the nicest people.

Greg Dorland and Debbie Macrorie
Escapade, Catana 52
Squaw Valley/Croatia

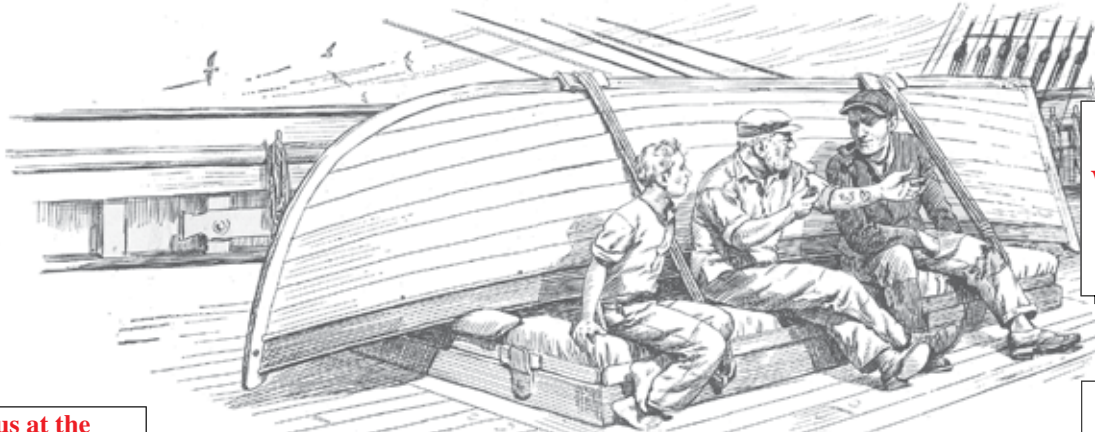
↑↓ 40 YEARS OF LATITUDE 38

When the first issue of *Latitude 38* was published In 1977, I was a sophomore at Novato High School, sailing homebuilt skiffs on the Petaluma River.

I've been an avid reader of the magazine, and have about 35 full YRA seasons of racing in San Francisco under my ass. Over the years there have been many fine articles, editorials, satire, and one or two poems published in your rag. (*Loomings* rocks!)

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LETTERS

In my humble opinion, the reporting, commentary and dialog surrounding the loss of *Low Speed Chase* was a turning point for both your publication and the sailing community at large. I was on a Hobie 33 that day and made the unpopular decision to abandon the race somewhere near the S.F. Approach Buoy.

The dialog between racers, event authorities, the US Coast Guard and local law enforcement/responders as a result of *Latitude's* coverage significantly changed the way we race — mandatory safety at sea, PFDs with leg straps, etc. — way more than simply flying a Z flag.

Keep up the good work, Bravo Zulu.

Jeff Bruton
Palo Alto

Thanks Jeff. It's good to know that something positive resulted from such a crushing tragedy. — aet

↑↓ THE ONLY BIBLE I READ

Latitude 38 is truly a great magazine and the only bible I read! I have been sailing most of my 56-year-old life and after moving to San Francisco 30 years ago my sailing path crossed with *Latitude 38*. I went to a crew party and got hooked up with a Catalina 30 owner who took a lot of people out a couple of times a week. I was hooked on sailing on the Bay. Next came a Crew List Party where I got a spot of a Knarr boat, and we raced on Wednesday nights. I have since been full-time crew on many boats and have done all the Bay races; sometimes many times. The Jazz Cup is the new favorite. I have also had a few sailboats on the Bay and currently own a Beneteau that takes me away. I feel *Latitude* has been with me the whole way, as a mentor showing me the way, and keeping my focus on sailing away someday — Baja-bound with the Ha-Ha soon. Keep it up!

Greg Clausen
Free Spirit
Beneteau 390, Tiburon

↑↓ YOU HELPED

The *Latitude 38* staff has helped keep my boating focus (on both the East and West coasts) alive all these years. Your publication gets better with each issue. I hope it is as rewarding and profitable on your side as it has been inspiring on my side.

Thank you, staff and founder, and Happy 40th Anniversary!

Dick Robinson
Liberty, Pearson 10M
San Francisco



LATITUDE/ANNIE

The first issue of 'Latitude 38' was published on March 15, 1977.

↑↓ REMEMBERING LATITUDE IN THE PRE-PC YEARS

Your mention of "Pre PC" hit a strong chord. I've been reading *Latitude* since its inception. Founder Richard Spindler knows me pretty well. (A cover featuring my daughters supposedly gave him domestic problems.) I must admit that *Latitude* was more interesting in the pre-PC days. For years *Latitude* was a cover-to-cover nonstop read. But as the years wore on and PC began to be considered, the intensity of my reading concentration lessened. And when my wife and I sailed back from Mexico in 2009, I found that *Latitude* was no longer the strong, read-immediately-upon-distribution magazine that it had been in the decades past.



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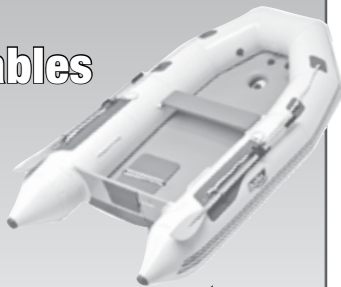
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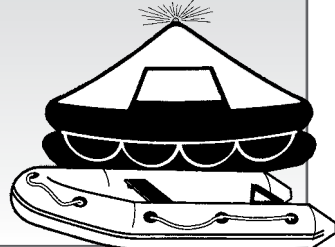


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LETTERS

Yes, it still carries the sailing information that it used to, and, in some ways, is even better than ever. But the oomph is no longer there.

Sam Crabtree
Catch the Wind, Cal 39
Richmond

Sam — Thanks for your candid critique. We will make it our mission to recapture the 'oomph' — at least to the extent that the PC police will allow.

↑↓ DOCKTOWN'S SHRINKING COMMUNITY

As many of you know, Redwood City has entered into a relocation plan for Docktown, and I think that most boat residents have had interviews with Overland, Pacific & Cutler. Because of the city's new rules there can be: 1) No transferring of the slip or liveboard rights. 2) No new watercraft, even replacement vessels, allowed. 3) No new owners of any of the boats.

The City of Redwood has stagnated our community for five years by: 1) Not permitting any new members of our community. 2) Offering a 15-year lease, then taking it off the table,



LATITUDE / CHRIS

Redwood City's quaint Docktown Marina lies on the south shore of Redwood Creek.

causing much strife in our community. 3) Not doing the necessary maintenance.

We have no harbormaster at Docktown. There is no waiting list for boatowners who need slips. As such,

our entire boating community is on 'hospice watch'. Two of the liveboards at Docktown have passed away. Their boats need owners and current insurance. An empty liveboard boat can be a hazard, especially given the high number of homeless people in Redwood City and the fact there is no harbormaster.

Overland, Pacific & Cutler will apparently be making offers to some Docktown residents in the next month, and we think some people will accept them, weakening the remaining community.

What we would like is that all boats that have been taken or given to Redwood City be offered back to the Docktown community, so that the residents can trade their current boats for the ones that have been abandoned or purchased by the city. This would insure that only the best boats would be allowed to stay in Docktown. I would also like it known that Redwood City has destroyed most of the affordable units they have taken control of.

Imagine living in a community where homes better than yours are being destroyed. It seems unfair to all involved. We think as many as 25 units are involved.

Edward Stancil
Docktown, Redwood City

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

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

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

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LOOSE LIPS

Eight Bells for Bill Ficker.

The Newport Beach sailor passed away on March 13 at age 89. William Peter Ficker won the Star Class World Championship in 1958 and helmed *Intrepid* to victory defending the America's Cup in 1970 for NYYC. Four years later, he won the Congressional Cup. Long Beach Yacht Club established the Ficker Cup in his honor 38 years ago. The America's Cup Hall of Fame inducted him in 1993, and he was inducted into the National Sailing Hall of Fame in 2016, at a ceremony hosted by St. Francis YC on October 30.

One afternoon in 1970 he ran into Ted Turner after winning a trial race in Newport, RI. "He walked up to me," Ficker recalled, "and said, 'Ficka is quicka.' The next day he arrived with a box full of buttons bearing that slogan. I cringed a little bit." As he told the *L.A. Times*, "In those days, none of the sailors wanted to do anything to flaunt himself." The sailing world hasn't forgotten. At this year's Ficker Cup match-racing event at LBYC in late March, burgees were handed out to the skippers bearing the slogan, "Ficker is Quicker."

— chris

There's very little in sailing that Pam Healy hasn't done.

But the Bay Area Olympian has added yet another accolade to her résumé. Healy was named US Sailing's Sailor of the Month in March, recognizing her work coaching Oakland inner-city youth. Healy has pushed for community outreach by bringing sailing to all corners of the Bay Area.

Healy was named the first St. Francis YC Yachswoman of the Year in 1991, after winning the 470 World Championships. In 1992, Healy and crew JJ Fetter took bronze — also in the 470 — at the Barcelona Olympics.

She currently serves as an advisor to the St. Francis Sailing Foundation and Vice President of the US Sailing Olympic Alumni Association, and is an advisor to the US Sailing Youth Committee.

"I care deeply about leading by example and making sure our juniors have support with their goals and aspirations," Healy says in her bio for the St. Francis Foundation.

On top of all this, Healy volunteers at the Treasure Island Sailing Center. "The skills these young sailors learn are easily transferable to other areas of their lives and empower them to be the very best version of themselves," Healy's bio reads.

"It is an absolute pleasure for me to give back to the sport that has enriched my life so deeply and make a difference."

— tim



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looking astern, looking ahead

We're happy to announce that with this issue we are celebrating 40 years of publishing *Latitude 38*.

Forty years!

In the realm of niche magazine publishing, that's a major milestone, especially since achieving that feat required us to endure 478 mind-numbing deadline crunches. Whew!

In this and upcoming issues, we thought it would be fun to reprise some of the highlights of our four-decade run, and also acknowledge some of our once-tragic but now-comical blunders.

But first, a bit of background for the newly initiated: Back in 1977, having graduated from Cal Berkeley with a degree in philosophy, *Latitude* founder Richard Spindler got a job selling boats. He "hated it." But the experience made him acutely aware that he had no idea what was going on in the local sailing community, and he figured there were plenty of other sailors who were equally uninformed. That realization sparked a novel idea: to create a lively, people-oriented sailing magazine that would capture the fun and excitement of the times.

According to Richard, it wasn't genius but dumb luck that inspired him to create *Latitude* at that particular time: luck because, as he put it, "Sailing was expanding beyond the yacht clubs," and all sorts of energetic young people were embracing the sport. In the same year that he produced issue #1 — on the salon table of his 42-ft *Bounty II Flying Scud* — the revolutionary rocketship *Merlin* was launched, triggering a novel approach to race-boat design and bolstering Santa Cruz' prolific era of 'sled' building. Also that year, 65 solo sailors entered the inaugural Singlehanded Farallones Race (although only 15 finished) — an indicator of the adventure-hungry wanderlust that was epidemic throughout the '70s.

In those days, plenty of folks still launched Sunfish, Optis and El Toros off the tops of their station wagons, and the most typical berth sizes in local marinas were in the 25- to 30-foot range. Even among cruisers of that era, a 36-footer was considered a "big boat." Also, the term 'political correctness' had yet to be coined, and few young sailors ever worried about getting skin cancer. In that pre-Facebook era, it was common for both manly men and good-looking girls to send in *uncollected* shirtless photos of themselves having fun in the sun.

We could fill volumes waffling on about the good old days. But for us, reflecting on the 40-year benchmark is as much about looking ahead to *Latitude's* future as it is about reminiscing about the past. *Latitude's* new owner John Arndt notes, "During *Latitude's* early years, West Coast sailing was being transformed by sailors like Lowell North and the Pardeys, and boats like the Westsail 32. Robin Lee Graham had inspired millions with his circumnavigation aboard *Dove*. Today, 40 years later, a similar sailing renaissance appears to be taking shape.

"During a recent evening at Crissy Field we saw foiling kiteboarders, windsurfers and Moths sailing off the beach, while farther out the all-new carbon Pac52 *Invisible Hand* was streaking across the the famous Slot off the Cityfront of San Francisco Bay. Meanwhile, a few miles north in Sausalito, the 100-ft (LOD) wooden brigantine *Matthew Turner* was being prepped for launching, with eco-friendly regenerative electric propulsion unseen beneath its decks.

"In contrast to the latest technological innovations, there seems to be a resurrection of the 'greatest hits' of decades past, as many within the next generation of sailors are revitalizing 'plastic classics' from the '70s and '80s — easily affordable boats that offer access to the freedom of sailing the Bay and beyond. Indeed, my 1974 Ranger 33 *Summer Sailstice* has given our family of four 16 years of fabulous San Francisco Bay and Delta sailing.

"We'd encourage both longtime readers and newcomers to follow our lead and disconnect from the mayhem ashore, if even for an afternoon or weekend, and participate in one of the finest of life's pleasures: sailing. We look forward to seeing you out there."

— andy & john

delta doo dah

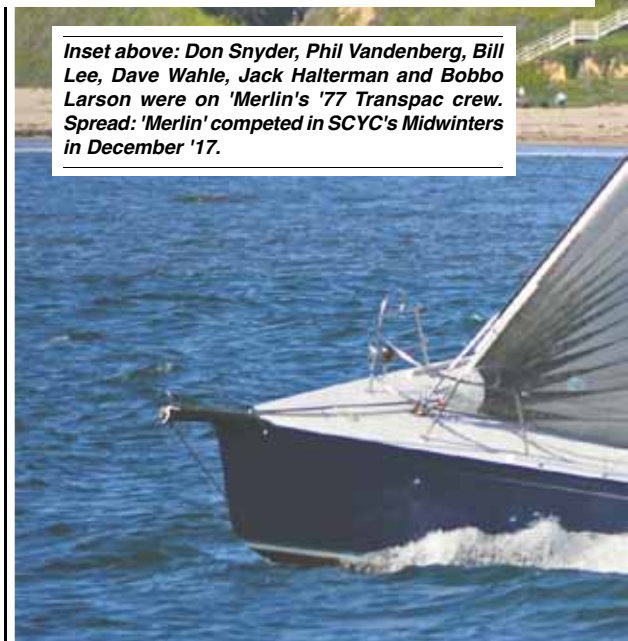
Dreamed up at a *Latitude 38* staff Christmas party in 2008, the Delta Doo Dah cruising rally has encouraged hundreds of sailors to venture beyond San Francisco Bay into that network of rivers and sloughs just a few miles yet worlds away from the urban jungle.

Free registration is open at www.deltadoodah.com. If you pre-order shirts and burgees with your registration, we'll waive the postage.

The first official Doo Dah event of the season will be a Kickoff Party and Delta Cruising Seminar hosted by Richmond Yacht Club on Saturday, May 13, 6-9



Inset above: Don Snyder, Phil Vandenberg, Bill Lee, Dave Wahle, Jack Halterman and Bobbo Larson were on 'Merlin's' '77 Transpac crew. Spread: 'Merlin' competed in SCYC's Midwinters in December '17.



SPREAD: RICK LINKEMEYR; INSET THIS PAGE: LATITUDE / CHRIS

accepting entries

p.m. The entertaining and seasoned Delta cruisers Ann and Craig Perez conduct the interactive seminar. We'll bring some door prizes, and the club bar will be selling drinks.

The 67-mile Delta Ditch Run, from Richmond to Stockton on June 10, invites Doo Dah sailors to enter the Cruising Division or one of the racing divisions. A separate fee and sign-up are required. We recommend keeping the boat up-Delta for the week, because you won't want to miss Owl Harbor's BBQ on Saturday, June 17.

— chris

like *latitude*, merlin was born in '77

On Sunday, February 26, Santa Cruz was blessed with a sunny break between winter storms for the recommissioning and 40th birthday party for *Merlin*, Bill Lee and his wife Lu's legendary 68-ft sled. Bill drew her revolutionary lines for the purpose of going fast and breaking records, then he built her in his shop, a former chicken coop in the Soquel hills. The slender fiberglass sloop was launched on February 23, 1977, destined to become one of the most famous boats ever built on the West Coast. Thirty-eight years later (in October 2015), after *Merlin* had enjoyed a celebrated racing career under six other owners, the Lees bought her back and brought her home from the Great Lakes. Since then, work has progressed on preparing her for this July's Transpac Race from Los Angeles to Honolulu.

The surviving members of *Merlin's* record-setting 1977 Transpac crew were on hand for the celebration: Jack Halterman, Dave Wahle,

continued on outside column of next sightings page



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LATITUDE / CHRIS



LATITUDE / ARCHIVES

Insets, left to right: Surfin' around Monterey Bay in '77; 'Merlin' memorabilia; Bill Lee and 'Merlin' were featured on the cover of 'Latitude 38's second issue.



SIGHTINGS

***merlin* — continued**

Bobbo Larson, Phil Vandenberg, Don Snyder and Bill Lee. Sadly, two of the original crew, Harvey Kilpatrick and Rob Wade, are no longer with us. In 1977 Karen 'KT' Trapp, Bill's girlfriend at the time, broke a bottle of Champagne over *Merlin's* bow to christen the new boat. In 2017, she draped a lei around *Merlin's* sprit to recommission her, with a blessing from Lu Lee's nephew Billy Burr.

Chuck Hawley started off the speechifyin' with a reminder of *Merlin's* Transpac record of 8 days, 11 hours, set in her maiden year. "She held that record for 20 years, until a much bigger boat with a much bigger budget finally beat her in 1997."

"At the start of the '77 race there were five boats in the hunt for first to finish: *Windward Passage*, *Kialoa III*, *Ragtime*, *Merlin* and *Drifter*," recalls Bill. "They have a great big carved koa-wood barn door that's the big deal. *Windward Passage* and *Kialoa* were 100,000-lb buckets with 100-ft masts. *Ragtime*, *Merlin* and *Drifter* were 68-ft

continued on outside column of next sightings page

do as we say,

One thing that's been consistent about *Latitude's* editorial content throughout the decades is that we don't take sailing — or ourselves — too seriously. And when we screw up, more often than not we willingly swallow our pride and confess our failings in print.

A case in point was during the summer of '94, when Publisher Spindler (aka the Wanderer) invited the entire *Latitude* staff and a bunch of friends aboard his Ocean 71 *Big O* for San Francisco YC's Midnight Moonlight Marathon Madness Race.

Beginning and ending in Raccoon Strait, the halfway feature is rounding the center tower of the Carquinez Bridge

Why do these men appear to be massaging a pier of the Carquinez Bridge? The answer involves a classic 'Latitude' blunder. Do as we say. Not as we do.



not as we do

— usually around sunset.

We'll leave it to then-Managing Editor John Riise to recap the play-by-play: "We finally got to the bridge and there was such a hellacious ebb running that we couldn't get around the damn tower pier. Tack after tack, we sailed waaaaay upwind, only to turn and get swept past it by the current before we could get around.

"After getting passed by several smaller boats, the Wanderer, at the wheel, sailed what seemed like halfway to Rio Vista, turned, and committed. Everyone on board was on pins and needles. 'We'll make it.' 'No we won't.' 'Yes we will.' 'No.'

continued in middle column of next sightings page



LATITUDE ARCHIVES

merlin — continued

boats with 70-ft masts and weighed 25,000 lbs. The light boats got away from the other ones. After we left the west end of Catalina we didn't see another race boat until we got to Hawaii. It was in the days of sextant navigation. No GPS. Our navigator, Don, would tell us, 'If the sun comes out wake me up.' We had to record our position as of 8 a.m. PDT. As you get closer to Hawaii, the sun isn't up yet [at that hour]. All you're going on is the day before's noon position. Don would plot us on the chart and we'd call in our position, and the other boats would call in and the roll call would be public. We were first and it was wonderful. And then we'd get to noon, and Don would say, 'Well, I got a new noon shot, and we didn't go as far as I thought we would. I've got us back 30 miles. We're not in first anymore.'

"The last day we're 14 hours out of Hawaii. We don't know where *Drifter* is. This Coast Guard plane flies over, circles a couple times, leaves us and takes off abaft our beam. We got 'em, we got 'em! The plane could see them but we couldn't. Sure enough, later that day, *Drifter* did come into view behind us and we slowly converged down to Molokai. At Molokai there's a jibe. And it's really, really windy. And here's this other boat, 20-odd minutes behind us. And we say, 'Y'know, the first rule of match racing is if you're in front don't screw up, and the other rule is if you're behind take chances.' So we take one spinnaker down, jibe the mains'l, put the other spinnaker up. We looked back, watched *Drifter*. They took their chances, put their spreaders in the water, got it going again. We beat them across the line by 17 minutes and the next boat by 22 hours."

Phil Vandenberg told the 'Cosmic Flush' story. "The boat was called the *Cosmic Thrill*. One very dark night — I don't know why I was elected, probably because I was so brave — we had to take the blooper down. It was quite windy, so Dave and Don were cowering down below. I'm pulling the blooper down, the boat is surfing down waves, it's probably 22+ knots. The bow went under, so I went up on the wave. The forward hatch wasn't dogged down and it opened up to receive me. I was the human turd; I went down the hatch. Luckily I had a tether on. I rode the zipline down and was dangling there like in a Johnny Jump Up."

Don's wife Susie was over in Hawaii waiting for the finish. "There were a bunch of us there, and we were lucky enough to have access to a boat to go out and watch them finish. It was after dark, about 9. It's not like today when you know where the boats are. When we went out, we didn't know which boat we would see first. The race committee shined a light on the spinnaker at the finish and we could see it was *Merlin!* First to finish! So we went tearing over alongside the boat. They were taking the sails down and stuff — they weren't jumping up and down like yay, we won — no. They were almost like on their knees, reverent."

"Thank you all for coming," Bill said, at the conclusion of the festivities. "On to the next 40 years." And Jane Larson, Bobbo's wife replied, "We'll all be in Honolulu when you win!" Just like back in the good old days.

— chris



TRANSPAC YC

This photo of 'Merlin' smoking into Waikiki graced the cover of the 1989 Transpac Race Program.

baja ha-ha 24 sign-ups begin may 9

The 24th Baja Ha-Ha, the celebrated annual cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at Turtle Bay and Bahia Santa Maria, will be held from October 30 through November 11 this year. The Grand Poobah doesn't know about the rest of you, but he can't wait to do it for the 23rd time.

The goal of the Ha-Ha is a safe passage to Cabo San Lucas, while giving everyone plenty of opportunities to have responsible fun while making scores of new cruising friends. There will be social gatherings in San Diego, Turtle Bay (including the world-famous Ha-Ha-rules baseball game), Bahia Santa Maria and Cabo San Lucas. Just so everyone is clear on this, if your priorities are heavy drinking and/or wild partying, the Ha-Ha is definitely not the event for you.

The Ha-Ha is open to boats of at least 27 feet that were designed, built and have been maintained for safe offshore sailing. Depending on the skipper and the boat, smaller boats may be allowed to participate at the discretion of the Grand Poobah. All entries must have at least two crew and the required safety gear as outlined in the notice of the event.

While there will be daily professional weather reports and roll calls over SSB radio, the Ha-Ha is not an offshore handholding or babysitting service. If you, your boat, and your crew do not have overnight offshore experience, and/or you are not fully prepared to sail to Cabo San Lucas on your own, you are not ready to do a Ha-Ha. That said, members of the Ha-Ha fleet have historically often gone to great lengths to help each other out. And that's a big part of the fun of the event.

A new requirement for the 24th Baja Ha-Ha, as suggested by the Coast Guard, is that each vessel have a reliable long-range method of two-way communication. Having a VHF radio will no longer be enough. This could be a SSB radio, a Garmin InReach, an Iridium Go!, a SPOT Messenger or an Iridium satphone with email capability. While having an SSB radio is the most fun because you get to listen into the morning net while the fleet is offshore, an InReach, Iridium Go!, SPOT Messenger, or Iridium satphone with email capability will suffice.

Every boat owner will be required to do his/her own immigration and paperwork for Mexico, including the required Temporary Import Permit (TIP) for your boat. It's neither expensive nor should it be difficult.

It's suggested that skippers looking for crew as well as sailors looking for a ride attend the Baja Ha-Ha Crew List Party in the Bay Area in September (date and location TBA) for face-to-face meet-ups. Those looking to crew on boats need to be aware that it is their responsibility alone to vet the skipper they plan to sail with and the boat they plan to sail on. Getting a trip survey is useful for anyone not qualified to vet a skipper or boat.

Those looking to crew, or for crew, can also avail themselves of the *Latitude 38* Crew List. As always, when dealing with the public, there are no guarantees, and people need to use normal safety precautions for their personal well-being.

While Ha-Ha weather has almost always been less than 20 knots from astern, all entries must be prepared for whatever weather the Pacific may dream up. While there has never been a tropical storm or hurricane that has crossed the Ha-Ha fleet's path, the event has been moved back a week later than it used to be to make the already-very-slight chance of a tropical storm even more remote.

Over the last 23 years more than 2,500 boats and 10,000 sailors have done a Ha-Ha. Many sailors have done multiple Ha-Ha's. The Wanderer will serve as the Grand Poobah for the 23rd time, while Doña 'the Sheriff' de Mallorca, will serve as the Chief of Security for the 22nd time. *Profligate*, the 63-ft catamaran, will be the mother-ship for the 21st year.

continued on outside column of next sightings page

not as we do

'Yes.' 'No.' 'Yes.' 'Maybe.' 'Maybe not.' 'No.' 'No freaking way!'

"The helm spun down to tack again but it was too late. We went head-on into the wooden pilings that line the base of the tower at maybe 3 or 4 knots. Adding insult to injury, the current then swiveled the stern around and body-slammed the port side of the big ketch against the jagged cofferdam. *Big O* dragged and scraped the whole way down the gnarly piers until she cleared the pilings.

"The collision mangled the bow pulpit and anchor rollers, bent a few stanchions,



Spread: The diverse Baja Ha-Ha fleet heads south from San Diego. **Inset:** As many past participants will affirm, the rally is fun for sailors of all ages.

— continued

and etched an impressive array of battle scars along the port side, but no one was hurt and we weren't sinking. A bit the worse for wear, we finally made it around in a few more tries, and finished the race around 1 a.m. The damage put the boat in the yard for almost a month."

We wish we could say that was the only time we had to eat crow in print, but sadly, it wasn't. In the coming months, our anniversary coverage will reveal more memorable blunders and bloopers.

— andy

ha-ha-continued

Registration for the 24th Ha-Ha rally will begin at noon on May 9 at www.baja-haha.com. One reason so many boat owners always sign up immediately is that berths in Cabo San Lucas are assigned in the order that boats signed up. Every year somebody who signed up 155th or so moans, "But I really wanted a berth in Cabo!" Don't be that person. If you really want a berth in Cabo at the end of the Ha-Ha, sign up on the first day. In any event, remember the Ha-Ha motto: "No Whining!"

The entry fee for the Baja Ha-Ha is \$375. As many Ha-Ha participants have noted, Ha-Ha discounts in the United States and Mexico can easily more than offset the cost of entry.

See you in San Diego at the Pre-Halloween Kick-Off Costume Party on October 29.

— richard



SIGHTINGS

mike johnson earns his stripes



COURTESY CCA

Mike Johnson

Okay, so Michael Johnson isn't actually from the West Coast, but we think of him as one of us because *Latitude's* Crew List has been one of his main sources for recruiting crew for sailing expeditions to the far corners of the earth — such as the Northwest Passage.

In any case, we're very proud that last month 'our boy Mike' was awarded the Cruising Club of America's highly prestigious Blue Water Award for his 40-year career of adventurous sailing, which includes rounding Cape Horn in both directions — once in a Westsail 32.

A true southern gent who originally hails from Virginia, Mike is a warm and wonderful storyteller, whose

occasional visits to our offices always brighten our day — yet require us to dust off our world atlas. Cheers to you, Mike.

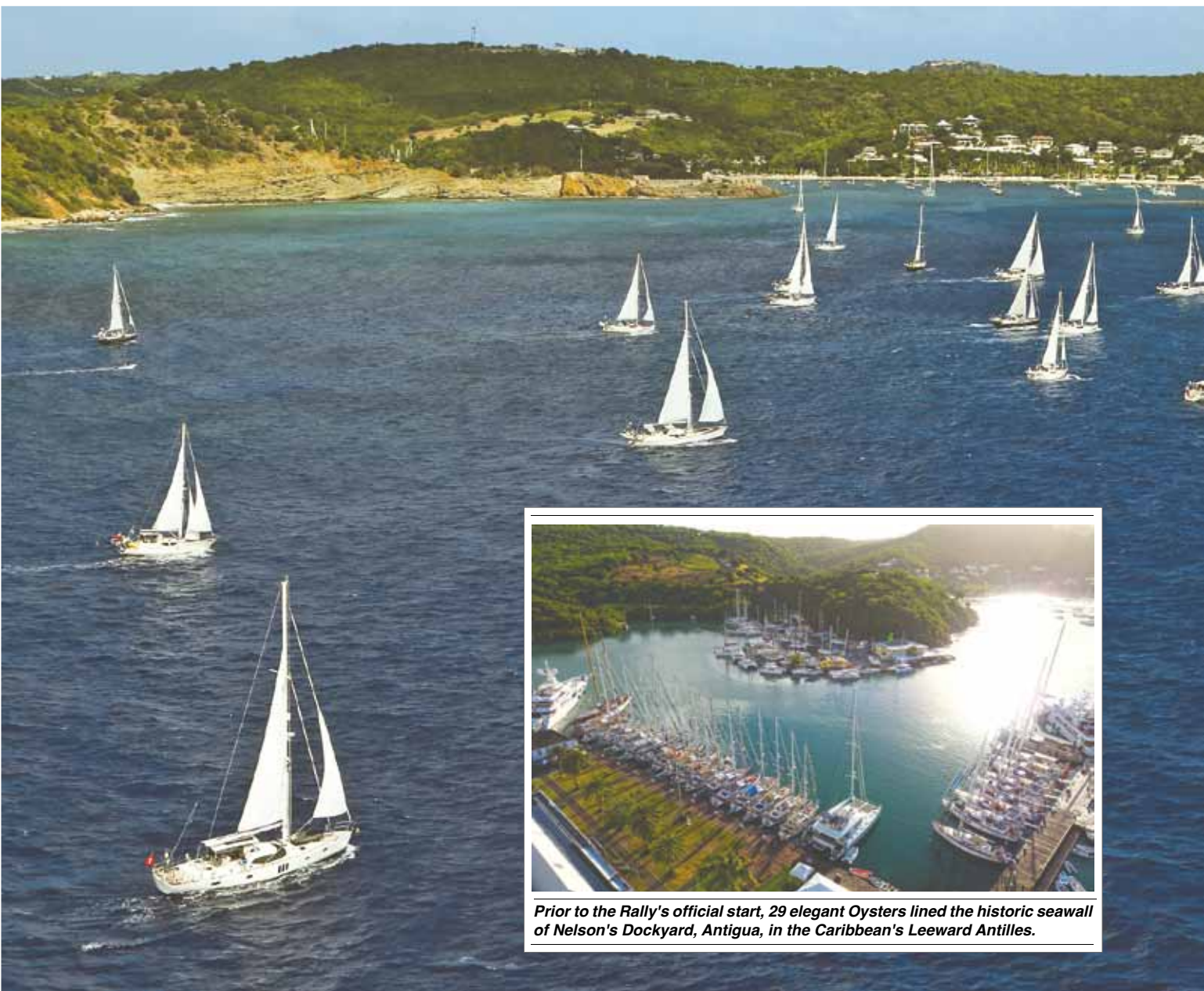
— andy

pacific sail & power

As the special insert confirms, the Pacific Sail & Power Boat Show and Marine Sports Expo will run April 6-9 at Richmond's Craneway Pavilion and Marina Bay Yacht Harbor.

With more than 50,000 square feet of exhibit space, the show will feature sailboats from 12 to 55 feet, stand-up paddleboard demos, remote-controlled sailboat races, a wide variety of boating seminars and free parking-shuttle service.

Advance Seminars will feature revered marine author Nigel Calder, who'll discuss troubleshooting diesel engines and electrical systems. Lee Chesneau, a senior



Prior to the Rally's official start, 29 elegant Oysters lined the historic seawall of Nelson's Dockyard, Antigua, in the Caribbean's Leeward Antilles.

boat show this month

marine meteorologist, will host an Advance Seminar on seamanship and navigation.

The show will also present the Northern California debut of new boats such as the Hanse 315, Dehler 34 and Catalina 425. 101 Surf Sports will host a stand-up paddleboard race — open to all experience levels — on the Inner Harbor Basin. There will also be small-boat demos of the Weta trimaran and the Hanse 303W.

And don't forget *Latitude 38's* 40th Anniversary party on Friday, April 7, at our C1 booth. We'll provide snacks and beverages, you bring a smile and a story!

— tim



SPREAD & INSET COURTESY OYSTER WORLD RALLY

circumnavigating in style

"There were two things I always wanted," says Don Smith of Coronado. "For many years it was my dream to own an Oyster yacht, and ever since I was a kid I always wanted to sail around the world."

When we caught up with Don in Panama last month, he was a very happy guy, as both of these lifelong fantasies had come true. Having bought his Oyster 54 *Sea Avenue* in 2009, he joined 28 other Oyster owners in signing up for the 2017-2019 Oyster World Rally, which is now in progress. There are three other American entries, but *Sea Avenue* is the only West Coast boat.

Given Don's ambition to circumnavigate, the announcement of the Rally presented him with what you might call a put-up-or-shut-up decision: to continue his 41-year career as a stock broker, or hang up his spurs and sail around the world in his dream boat. "It really wasn't that hard of a decision," he recalls with a smile, "I was ready for a change."

A long-time member of San Diego's Southwest YC, Don has owned boats for most of his life — and we were happy to learn he is also a long-time reader of *Latitude 38*.

While his son was in school Back East, Don timed his visits each fall to coincide with the Annapolis Boat Show. "I always used to spend hours in the Oyster section," he says, "and one day they finally caught me in a weak moment and I made the commitment to purchase one." Although most sisterships are built in the UK, *Sea Avenue* was built in New Zealand and commissioned in Seattle's Lake Union. Since then, Don and his sailing buddies have had a lot of fun doing weekend club races and some local cruising.

But the Rally has been a whole new experience. They shipped *Sea Avenue* from Ensenada to Ft. Lauderdale, then charged south to Antigua on January 3, arriving just three days before the January 15 start of the rally, due to a rip in the main.

After a pitstop at Martinique, *Sea Avenue* made a quick 450-mile run to Bonaire, then roared west to Panama.

"I haven't decided if I want to believe the knotmeter or not, but one afternoon [on the downwind run to Panama] I saw 12 and 13 knots, surfing on swells. It really was a sleigh ride!"

Unlike some rallies, the Oyster Rally's schedule includes a number of rendezvous points, between which each boat makes its own itinerary. We're told the first rally in 2013 was meant to be a one-time event. But so many Oyster owners — and prospective new owners — showed interest in a repeat, that creating this year's event was a no-brainer. The associated factoid that stunned us — and will undoubtedly pique the interest of other manufacturers — is that 22 of 29 participating owners bought Oysters *specifically* to do the 2017-2019 rally. (Some upgraded and some were first-time owners.)

That's what we call successfully stimulating the bottom line by thinking outside the box — especially since this year's fleet ranges from 45- to 82-footers.

— andy



LATITUDE / ANDY

No wonder they're smiling. Sailing buddies Don Smith (left) and John Hayne bagged a 100-lb marlin while en route to Panama.

SIGHTINGS

breeding ground for kite racers

In the late 1990s, when kiteboarding was emerging globally as the new 'extreme sport', Bay Area kilters were still trying to figure out how to use their odd new equipment on the Bay. Once they'd got it all dialed, the kilters — like generations of sailors and windsurfers before them — were eager to see who was the fastest around a course.

Veteran kiter Chip Wasson recalls approaching John Craig, then race director at St. Francis Yacht Club, about racing kites. According to Wasson, the conversation went something like this: "John said, 'But you guys can barely stay upwind!' To which Wasson and his fellow kilters replied, 'Well, run it on an ebb and see how it goes!'"

Craig was game, and the St. Francis YC — which had long hosted a windsurfing race series — took the kilters on board, and has since featured races every other Thursday from April through October. The venue has helped hone the skills of a generation of up-and-coming kite racers who compete around the world, as kiteboarding (frequently called kitesurfing) is vying

to be included in the 2020 Tokyo Olympics.

According to Wasson, in the early days in San Francisco, the gear took a while to catch up with the passion for racing. He says the progression of equipment development eventually made it easier to compete. "Initially, there were about 15 kilters on twin tips trying to go upwind before surfboards came along in 2007," Wasson explains. "I was the first on a foil around the end of 2007. I used snowboard boots so I could go really upwind on one tack. On the other tack I was toe-side and couldn't go upwind as well, so the net result was that the foil would crash everywhere."

Wasson rode his foil while everyone else was still on surfboards and twin tips. The three-fin board, which grew popular around 2009 and was far more efficient than Wasson's foil, became the racing board of choice for the next five years, before a new generation of foils emerged.

At about the same time, Marin siblings Johnny and Erika Heineken were making their mark on the international kite-racing scene. Johnny was crowned the men's 2011 Kite Racing World Champion in course racing. A year later, he and Erika shared the podium as winners of the Kiteboard Racing World Championship in Cagliari, Italy. Johnny was also awarded the 2012 Rolex Yachtsman of the Year, while Erika was again crowned World Champion in 2013.

"Training with the guys on the Bay in all kinds of wind was all the coaching I needed," Erika said. She had no qualms listening to younger brother Johnny back when she was one of the very few women kite racing. "I listened to him; he was the best in the world!" she laughed.

Johnny maintains that his ideal training ground is Crissy Field, because it offers an abundance of local talent and challenging conditions. "The Bay's always been the hot spot for kite racing," he says.

continued on outside column of next sightings page

around the world

The instant responsiveness of small, tiller-steered sailboats makes them excellent platforms for introducing neophytes to the joys of sailing. And when under the command of experienced sailors, the best of them — such as Santa Cruz-built Moore 24s — can be successfully raced both around the buoys and offshore. But only a naive beginner would attempt to cross oceans in a tiny Moore, right?

Wrong. As reported earlier, five-time circumnavigator Webb Chiles, now 75, is close to three-quarters of the way through his sixth lap around the planet (westabout with stops) aboard his Moore 24 *Gannet*. After completing a 23-day

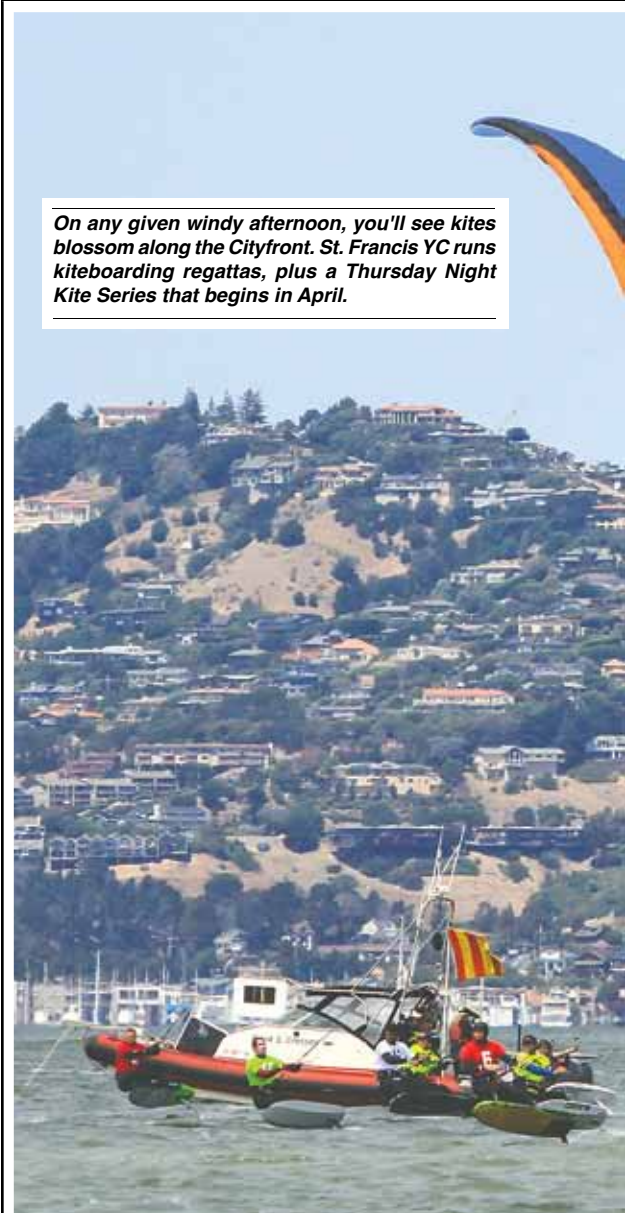
On any given windy afternoon, you'll see kites blossom along the Cityfront. St. Francis YC runs kiteboarding regattas, plus a Thursday Night Kite Series that begins in April.

ROBERTO FORESTI



Sibling phenoms Erika and Johnny Heineken scream along on small foiling boards. Both have won kiteboarding world championships.

CHRIS RAY / WWW.CRAYVPCOM



in a 24-footer

passage from Durban, South Africa, to remote St. Helena Island, he checked in with this report:

"Gannet is on one of 22 or 23 moorings put down for visiting yachts at St. Helena Island, about two-thirds of which are full. When I was here 29 years ago you had to anchor in very deep water and use your dinghy to get ashore, which, with a lot of surge, was an adventure... This isn't a harbor, just an indentation on the lee side of the island.

"The weather this year never provided even 72 hours of fair wind along the South African coast. I got tired of waiting and decided to make this an ocean

continued in middle column of next sightings page

kite racers — continued

"I love it and think the Cityfront is the best place in the world."

Today, kite racing — both in the Bay Area and at the international level — is dominated by foils, which, according to Wasson, "just keep getting better." It's not unusual to see upward of 35 foil-boarders on the starting line at Thursday night races, including Daniela Moroz.

At just 16, Moroz is one of the youngest competitive kites and currently holds the women's World Champion title. She was named US Sailing's 2016 Rolex Yachtswoman of the Year, and is quick to praise Crissy Field for teaching her all she knows about racing.

"The consistency of racing every other week has had a huge impact on what I'm learning," says Daniela, who literally effervesces when she talks kiting. "Being able to try out all the different equipment available locally, and racing the same course as Johnny, Erika, Chip and Joey [Pasquali] has helped me figure out exactly what I am doing. If I hadn't started in those races, I wouldn't be where I am now."

— michelle slade



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40TH ANNIVERSARY PARTY and

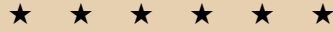
Baja Ha-Ha, Pacific Puddle Jump and Circumnavigator's Reunion at the Boat Show



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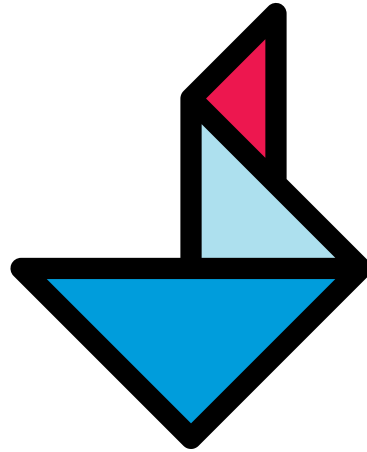
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compromise safety to build a wall?

In March 20's *Lectronic Latitude*, we asked readers to share their thoughts on the Trump administration's proposed 14% cut to the Coast Guard's budget. According to the *New York Times*, the administration wants to shift funds from the Coast Guard, the Transportation Security Administration and the Federal Emergency Management Agency in order to beef up security on the US's southern border.

"A significant portion of the money would go toward erecting a wall along the border with Mexico," the *Times* reported on March 9, and for hiring more agents for US Customs and Immigration and Customs Enforcement.

The proposed budget change is just that, an ideological blueprint that will undoubtedly be heavily debated before being passed by Congress, a process that will likely drag on for some time.

The majority of comments supported the Coast Guard's rescue operations — although several respondents believe sailors should be more self-sufficient and were critical of "unnecessary rescues."

Ralph Brickner wrote: "Cutting the Coast Guard budget is a bad idea which will impact the safety of people who make their living on the water, as well as recreational boaters. According to the Seattle

webb chiles —

passage rather than a coastal one, and went to sea intending to stay there rather than harbor hop. I expect that *Gannet* was the smallest boat to clear into Durban this season. I am certain she was the only one to clear for St. Helena. The Immigration officer asked me where it is.

"Along the South African coast *Gannet* had her best day's run ever, an Agulhas Current-assisted 180 miles. I was routinely seeing SOGs of 12 and 13 knots when we were sailing 8 and 9 knots. Six days later was her slowest day of only 13 miles, when we lay ahull for 12 hours in 20- to 30-knot headwinds, and then were becalmed for 12 hours, 40 miles off Cape Agulhas, which we passed three times, twice sailing west, once drifting back east...

Sunshine, puffy clouds, a sturdy westerly — what's not to like? Such were the spring conditions for the SSS Corinthian Race on March 25. We'll have coverage and results in May's 'Racing Sheet'.



continued

"Once clear of Cape Agulhas and the Cape of Good Hope, we had mostly good sailing except for a couple of days of gale force winds when we again lay ahull. When those winds first reached us during the night I saw an SOG of 14.1 knots before I could reduce sail, the highest I have ever seen on *Gannet*, though she may have gone higher when I wasn't looking. Two waves caught us and knocked us down, at least one of which put the masthead in the water." That's the third Windex to suffer such a deadly fate so far.

At this writing, Webb is off the eastern tip of Brazil. During his final legs back to San Diego you can track his progress here: <https://my.yb.tl/gannet>

— andy



LATITUDE / CHRIS

coast guard — continued

Times," he added, "the US Coast Guard intercepts and confiscates three times more cocaine than all the border enforcement and law enforcement agencies in the US combined. Finally, according to NOAA, the total US shoreline is 95,471 miles long, compared to the US/Mexico border, which is 1,989 miles. So we're going to cut back on the service with the biggest job?"

David Barten echoed those concerns: "If we rally behind a wall between Mexico and the United States, whether to stop immigration or smuggling, it is only natural that an increase in ocean-based attempts will follow. The USGC is the first line of defense, and the only interdiction we have to curtail that."

James Norval wrote: "I have always been thankful that the Coast Guard is available in all conditions to attempt a rescue or provide support. I know that these men and women also are a first line of defense against drug runners on the open water. It is short-sighted and dangerous to cut budgets to this organization."

Candy Morganson said the Coast Guard's multiple roles are invaluable. "Their mission in coastal patrols, rescues, fisheries patrols and drug smuggling interdiction cannot be discounted. They are the only ones who can respond in a critical situation. Hurricane Katrina ... was their biggest operation ever. Nobody else goes out in horrible conditions when a vessel or crewmember gets in trouble for whatever reason."

Brooks Townes reminded us that the Coast Guard has faced threats of budget cuts before that did not come to fruition. "Every time the federal budget comes around, the Coast Guard's share appears endangered — then its funding is restored by Congress in the final bill. Mid-March is too soon [in the budget process] to start the hand-wringing, though notes to your Congressional reps could be worthwhile," Brooks said, adding, "One of the great appeals of going to sea in one's own boat is to test self-sufficiency — or it once was. [What's] troublesome to some of us is the trend among yachties to call the Coasties due to a hangnail."

Barry Foster said many rescue operations are "unnecessary." "Others are plain stupidity. If the Coast Guard spent less time on boarding small boats merely for an inspection, they wouldn't notice a 14% reduction."

Myron Eisenzimmer said not having the Coast Guard so readily available would encourage better seamanship. "The [budget] reduction may influence boat owners to perform routine maintenance, a common cause of boat breakdown, or check the weather before going on the water — basic skills that we all were taught at one time or another. There will always be the unexpected but at least a good effort will have been made to avoid breakdown."

Jason Shell asked: "Will a large cut in the Coast Guard budget open an opportunity for a private company to do more than a Boat US? Will people pay three grand a year for a service that has more protection? I want more Coast Guard, but why is someone in Iowa paying for me to go boating?"

Our thanks to all who took the time to comment.

— tim



USCG 7TH DISTRICT

Can mariners make do with 14% fewer Coast Guard search and rescue operations?

40 YEARS IN REVIEW, PART I —



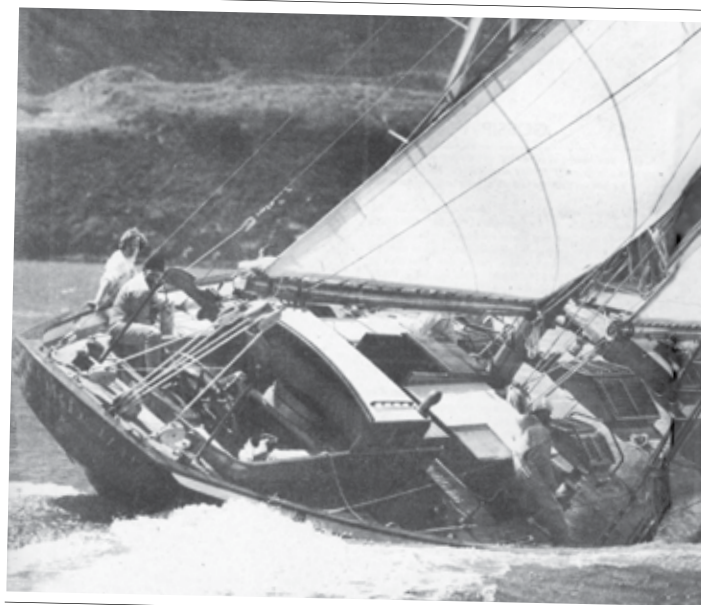
Quadraplegic sailor Richard Olcese guides 'Dark Passage' in 35 knots of wind in 1982.



In '82 a sudden storm drove many cruising boats — including Bernard Moitessier's famous 'Joshua' — onto Cabo Bay's white sand beach.



The iconic Gary Jobson conducting a race clinic at Ballena Bay in 1979. Jobson was quoted as asking, "So what's with all you Californians?" We're still not sure.



Diane Beeston immortalized 'Lord Jim' — once the queen of Antigua's charter fleet — in this 1978 portrait.

In celebration of reaching our 40th year of publishing, we thought it would be fun to hitch a ride back to the freewheelin' '70s when *Latitude* was born, and reminisce about some of the highlights of our early issues as we sail through the years to the present. (Look for Part II next month).

The Late 1970s — "Who needs another yachting publication?" asked Publisher Richard Spindler in the first issue of *Latitude 38* in the spring of 1977. Answering his own query, he wrote: "We feel the Northern California sailor deserves better ... We can promise you we'll try and make *Latitude 38* interesting, different and sometimes funny."

The first issue featured the now-venerable *Merlin* (see *Sight-*

ings), an ultralight downwind flyer built by Bill Lee for the 1977 Transpac (which she won). Reflecting the varied tastes within the West Coast sailing community, San Francisco's Bird Boat fleet was also profiled in that first issue.

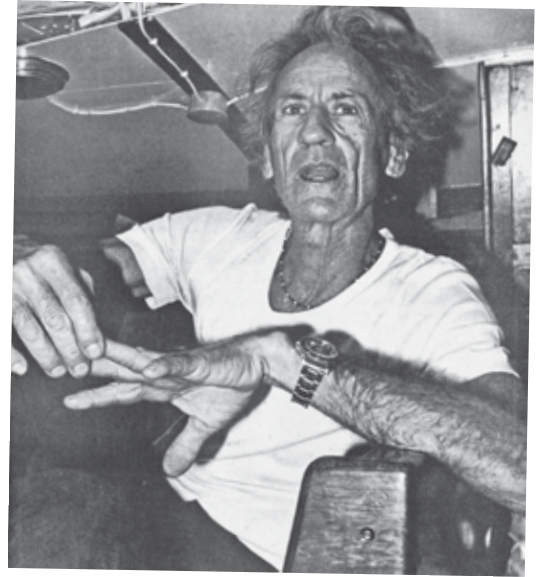
1978 featured a very young John Bertrand (the soon to be famous Bay Area dinghy sailor, not the Australian helmsman who would take the America's Cup away from the US). We spotlighted the 1978 Star Worlds, which boasted an impressive who's who in the top four slots: Buddy Melges, Dennis Conner, Tom Blackaller and Paul Cayard (as crew).

We featured renowned marine artist and San Francisco sailor Jim Dewitt (whose artistry graces this month's cover), describing him as a renaissance man with achievements in

THE LATE '70s & '80s



The 1978 Star Worlds in San Francisco featured a who's who of future sailing superstars.



Bernard Moitessier, legendary singlehanded circumnavigator, author and self-proclaimed vagabond.



The schooner 'Californian' takes shape. She would eventually be named the state's official tall ship.



Dubbed 'the Wizard' for good reason, Bill Lee's 'Merlin' was a game-changer.

sailmaking, engineering, teaching and swimming.

In several installments, we showcased outstanding female sailors of the Bay Area. And we published our first attempt at covering offshore racing, admitting, "We were scared!" Our coverage of the '78 Master Mariners Regatta featured acclaimed photographer Diane Beeston's brilliant portrait of the famous 73-ft schooner *Lord Jim*, which would later circumnavigate several times.

1979 saw a profile on the hot new Six Metre, an international racing class referred to as "big league racing, probably second only to the America's Cup in prestige and the caliber of people involved." Our spotlight also shone on two particularly hot late '70s sailors: Gary Jobson, the quiet, thoughtful

tactician, and his cigar-smoking, rascally skipper, Ted Turner (featured in an article titled *The Phantom Gynecologist*.)

And we featured more than a little nudity in the 70's — mostly *unsolicited* pictures of young bare-skinned cruisers with nothing to hide.

The 1980s — Reagan was in the White House, the Dow broke 2,000 for the first time, and people were incensed about buck-a-gallon gas. While Baby Boomers were procreating Millennials, *Latitude 38* was growing from a rambunctious toddler into swaggering adolescence. Not to brag, but, well, along the way, some damned fine journalism occurred. In addition to the usual cruising and racing coverage far and wide, *Latitude* put its unique spin on some of the following subjects. (If

40 YEARS IN REVIEW, PART I —



Freemantle, Australia, 1987. Dennis Conner reclaimed the America's Cup.



"Butts to the back rail! Anything to keep the boat flat on a reach" — the original caption from the well-attended 1988 Big Boat Series.



Every cruiser seemed to be trying their luck as spinnaker flying during the 80's.



'Thursday's Child' slips under the Golden Gate, breaking the 135-year speed record from New York to San Francisco set by 'Flying Cloud'.



all goes as planned, in the coming months you'll be able to read all articles mentioned here at www.latitude38.com).

The year **1980** kicked off with articles on young *wunderkind* Ron Holland, whose breakthrough 40-ft *Imp* had dominated the IOR wars of the late '70s. The Singlehanded TransPac — only in its second year — was won by the oldest boat in the race's history: Bob Counts's 24-ft *Golden Gate Sanderling*, which was built in 1930. We attended the launch of a little boat whose young owners had big dreams of writing about their cruises. Their names were Lynn and Larry Pardey. A contributor calling himself Max Ebb published his first unique take on local sailing, and his insightful writing has continued monthly ever since.

1981 featured an interesting chat with sailing's most famous oddball, Bernard Moitessier, and introduced readers to Alan Olson, his educational mission, and his schooner *Stone Witch*.

1982 — Probably the major story of this year was the tragic Doublehanded Farallones Race, ravaged by high winds, which destroyed several boats and took the lives of six sailors. In *Latitude's* only three-part interview (Feb/Mar/Apr), we debriefed Doug "Hurricane" McNaughton, who — ahem — hand-steered his *Express 27* the whole way to Hawaii in the '82 Solo TransPac, and still took second in class.

1983 — The lead piece for January 1983, was about the disastrous December storm that beached two dozen boats in

THE LATE '70s & '80s



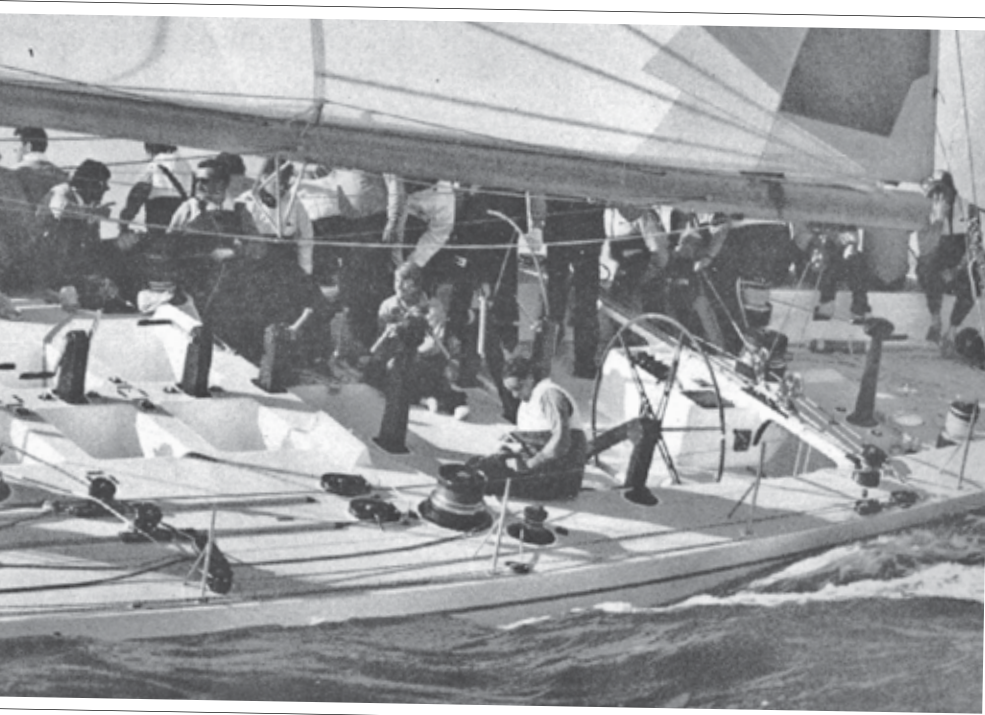
'Australia II' covers 'Liberty' at the 1983 America's Cup. The wing-keeled KA 6 broke a 132-year winning streak.



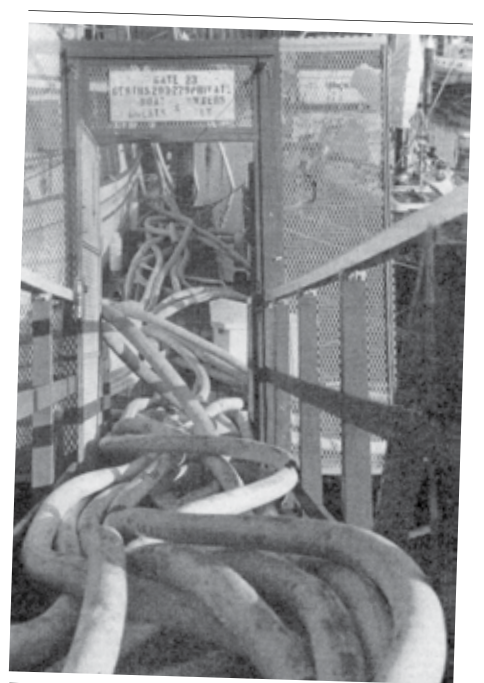
'Nordic Cowboy' storms through the gate in the ill-fated 1982 Doublehanded Farallones Race.



Tom Blackhaller, seen here on a Pro 40 catamaran, passed away in 1989.



The 1988 Big Boat Series saw a fleet of Maxi's slugging it out on the Bay. Above, dozens of Aussies serve as rail meat on 'Windward Passage II'.



Hoses snake from the Marina to the Divisadero fire after the Loma Prieta quake in 1989.

Cabo – one of which was Moitessier's famed *Joshua*. Most (including *Joshua*) were refloated and sailed on. We also covered the figuratively 'disastrous' 1983 America's Cup in which the winged-keel Australians finally wrestled the Auld Mug away from the US for the first time in 132 years.

Thankfully, **1984** turned out to be quite a bit better than George Orwell had imagined. We interviewed Aussie AC winner John Bertrand, published our first Crew List, and got a ride on the new state tallship, *Californian*. We also published a few interesting historical pieces, among them, the more famous *Wrecks of the Golden Gate*, and some famous lighthouses that resulted from some of them.

1985 brought an end to the question that had dominated

Letters for months: the correct way to express speed on a boat is "knots per hour." So there. "No Swan This Penguin" proved truth was stranger than fiction — and that you can go cruising on pretty much anything that floats if you want to badly enough. The two-part article almost every longtime reader remembers is our 1986 interview with Bruce Perlowin — held at San Quentin where he was serving a sentence for smuggling drugs into the Bay Area, almost entirely aboard a "fleet" of boats. That same year, Managing Editor Shimon Van Collie became the first to boardsail around the Farallones.

In **1987**, Dennis Conner rescued the Mug from the Australians in the windiest A-Cup ever off Fremantle. In May, we launched the first issue of the short-lived, Southern Cal-

40 YEARS IN REVIEW, PART I



In '84 we called John Bertrand the hottest dinghy sailor ever to come out of the Bay Area.

ifornia-based which would than a year. named Bill Sailor of the

When we Big Boat Se- we didn't be the last in this coun- last time a raced on the

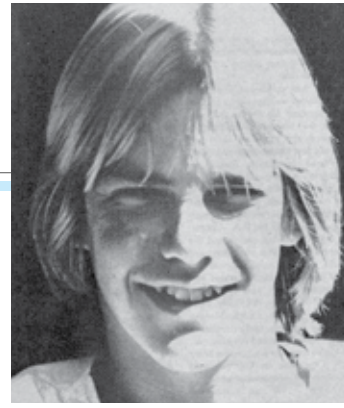
sequence called *Sgt. Shultz's Wild Ride* immortalized the *J/24* of the same name going faster than any *J/24* probably ever did — before also performing one of the most spectacular roundups in photo history. We also covered the first "hostile-Deed-of-Gift" America's Cup bout involving Kiwi Michael Fay's giant 123-ft winged-deck monohull *New Zealand*, which was soundly trounced by Dennis Conner and crew on a catamaran that was half the length. A court battle the next year decided "a catamaran may not defend the America's Cup" — Ha! —

Latitude 34, endure less In June, we Lee as the Decade.

covered the ries in **1988** know it would hurrah for IOR try — and the fleet of maxis Bay. A photo

W a r r e n 60 *Thursday's Child* broke the old clipper record from New York to San Francisco, setting off a slew of clipper-record assaults over the next decade. We covered October's Loma Prieta earthquake, and as the '80s came to an end, bid a sad good-bye to one of the Bay's best sailors and most colorful characters, Tom Blackaller.

We'll hit the brakes here, but rev up again next month with a look at the 1990s and more.



Future superstar John Kostecki, back when he — like the rest of us — had lots of long, bushy hair.

was given Zealand. The got richer in battles in the resulted in ego Yacht ing the Cup. boat show in tested 121.5 and found inaccurate. Luhrs' Open

— **latitude/tim & jr**

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LA NIÑA BEATS UP

The Great Drought of the Twentys lasteds so long that Californians stopped believing in rain. Optimistic, excited weather gurus were practically salivating when they predicted an especially stormy Super El Niño for the 2015-2016 winter, but El Niño's punch came late, not showing his 'Super' powers until the Pacific hurricane season,

called La Niña.

In case you just moved to this part of the world, an 'El Niño' weather pattern occurs when the Pacific Ocean water temperature is above average, usually resulting in heavier than normal rainfall on the West Coast. A 'La Niña' is the

sailors would discover which of their foulies still kept them dry and which needed replacing. Boat owners found that their vessels had sprung new leaks, or rediscovered old ones that had been forgotten. A discussion ensued on *'Lectronic Latitude* about coping with all the season's mold and mildew.

As in any rainy, stormy winter, it was a matter of random chance whether any given race or regatta would be shut down by adverse weather. With four race weekends scheduled, in early December, January, February and March, Richmond Yacht Club only got lucky half the time.

Traditionally held on the first Sunday of the month, the RYC Small Boat Midwinters split off the little kids in 2011: The Optimists and Green (beginner) El Toros sail on Saturday now, with plenty of support from coaches and volunteers in the relatively protected Potrero Reach racing area.

"The purpose of Green Fleet racing is to give juniors who are new to racing a chance to participate in a regatta in a supportive learning environment," explained Ornaith Keane, the RYC Junior Program co-chair, who organizes the Saturday kids' racing. "The sailing rules are adhered to, with the exception that some on-the-water coaching is provided. Juniors new to racing get a handle on how to conduct themselves in a regatta setting. They learn about the Notice of Race, Sailing Instructions, flags, whistles, timing, starts, thanking the race committee, team-building, and sailing in the Corinthian spirit. We are getting these kids ready to be the type of competitors that we all want to race against in the future.

"Some of our regular coaches and a cadre of older juniors (those who sail in the regular RYC Midwinters) help out with coaching the Green Fleet racers. The older juniors are introduced to running a regatta — how to score, communicating with the fleet, being nimble with flags, posting the scores after a race, etc."

On Sundays, the El Toro Seniors (over age 16) and intermediate and advanced Juniors take over the Portreo Reach racing area. Other small-boat classes race

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED



Splashy fun on the Breakwater Course with a Day Sailer and an Antrim Wing Dinghy.

when he toyed with the summer's races to Hawaii.

Although the drought was moderated in Northern California by near-normal rainfall in 2016, it didn't really break until a little girl came along, a bully

A leeward mark rounding in the Wylie Wabbit class out in the 'Southampton' racing area.

opposite, when the ocean temperature oscillates back to cooler than average.

For four winters, sailors and race committees had been secretly grateful for the sunny, pleasant weather while bemoaning the level of the state's water supplies. This year they struggled to squeeze in racing between the storms brewed up by La Niña.

During the winter of 2016-2017,



ON RYC SMALL BOAT MIDWINTERS



International 14s and the eventual Wylie Wabbit winner, 'Weckless', at a mark rounding. The crew on 'Weckless' were John Claude (trap) and Ricky Driscoll and Cory Schillaci (middle).

close to the entrance of the Richmond Harbor, between the breakwater, the old ferry landing, and the WWI-era Terminal 1 property. Bigger, faster boats, including two keelboat classes, race outside the breakwater on the 'Southampton' course.

According to the book *Richmond Yacht Club 1932-1982*, Corinthian YC had started the first midwinter series on San Francisco Bay in 1954. Other clubs quickly picked up other available weekends, but they were mostly for big boats. "When Cathy Truman started a Midwinter Series for Small Boats at Richmond, kind of an extension to the Junior Program which her mother and dad were running, it went over big." RYC member Suzanne McMeans narrowed the year down for us. "I think it was close to 1976," she said.

"The RYC Winter Series for dinghies has been one of the El Toro Class's premier regattas for over 30 years," said Gordie Nash. "I have sailed 26 of those years."

"On the Bay, some of the best racing is when the wind is from the east and

the chop is flattened. It is sometimes low-pressure racing," continued the mid-winters entry in the RYC history book.

"It was nice," said one of the adult El Toro sailors about the first race weekend of the 2016-2017 series on December 3-4. "It didn't rain."

But the forecast for the second race weekend on January 7 and 8 was so dire that the club emailed all the registered

skippers a few days in advance just to make sure that no one showed up.

"We canceled Green Fleet in January, as we were expecting gusts in the 35- to 38-knot range," said Keane.

A storm was forecast for the afternoon of February 5, but the rain and wind held off until Sunday's races were almost completed, and those who stuck it out worked on their heavy-air chops when the front arrived.

On the Southampton course, which was actually set up just outside the Richmond breakwater and not out near the Southampton Shoal platform, the Wylie Wabbits and Ulitimate 20s had complained about starting together in December. "A Wabbit wevolution," Principal Race Officer Kersey Clausen called it. "We'll start them together in the first start as per the Sailing Instructions and see how it goes. We may separate them at the second start." The two classes started together for all four races that day.

Before the first start, crew aboard the race committee trawler, *Pelican*, were reading the wind at 160°. "It's going to be like that all day," said Clausen. "We're not moving buoys today." Of course, plenty of moving around ensued. While the mark-set boats were positioning the inflated tetrahedrons: "I'm seeing a big left. Set at 145°." While setting the startline: "15° righty. Reset at 150. I'm playing the average between these shifts."

Ultimate 20s and Wylie Wabbits started together, with 'Pelican' marking one end of the line.



LA NIÑA BEATS UP



Aitor (shown) & Eneko Iriso
29er



Bren Meyer (shown), Erik Menzel
I-110, Outside Open Class



Ryan Nelson
RS Aero



The 'November' Flag (abandon racing) won on March 5.



Mike Quinn
El Toro Senior



Chase Engelhardt
El Toro Junior



Michele Logan
Byte



Roger Meagor, Steve Lowry
Day Sailer, Inside Open Class

Above, this page and next, some of the division winners of the 2016-2017 Richmond Yacht Club Small Boat Midwinters.

The wind shifted more to the right and softened, so the hardworking volunteers shortened the distance to the windward marks. Two were set up, one for the first three classes (Wabbits, U20s and International 14s) and one for the other mostly smaller or slower boats. The wind went to the right more, then back to the left and picked up again. At noon the starting sequence began. The wind took a major left turn during the sequence, all the way to 130°. The Wabbits, U20s and I-14s started, then the postponement flag went up for the next fleets.

The race committee reset the start pin and the yellow windward mark (the one for the shorter course) toward Berkeley. Everyone got Course 1 (one lap) for the first three races.

In Race 2 an I-14 capsized at the

windward mark. It would be the first of many capsizes that day.

After the start of the third race and uncountable moves, Clausen said: "Thanks to the support team. I guarantee there won't be any more shifts for the rest of the day."

For the fourth race the RC went with Course 2 (two laps). It was one lap too many in the approaching storm.

Boats were put away in the rain.

On the final race weekend, hopes of getting in some sailing held out until the morning of March 5. The dock was littered with El Toros, 29ers, Lasers and other craft all rigged up and raring to go. But, alas, the checkerboard 'November' flag, signaling abandonment of racing, was flying from the yardarm of the club-

house flagpole.

The forecast called not only for high winds, but also hail — sure enough, a heavy hailstorm hit the Bay Area dur-

"I guarantee there won't be any more shifts for the rest of the day."

ing the noon hour, and Marinites on Mt. Tam had snowball fights later that day. Choppy whitecaps stirred up the normally flat water inside the harbor. Gail Yando, one of the regatta volunteers, commented: "That looks nasty out there." Two El Toros went out sailing anyway: Sam Nash, a junior, and his great-uncle Gordie, "to keep an eye on Sam."

Kersey Clausen asked the gathered

The weather deteriorated on the afternoon of February 5, leading to capsizes like these. The I-14 duo and the Waszp sailor pictured here were able to recover on their own and keep sailing.



ON RYC SMALL BOAT MIDWINTERS



Mikey Radziejowski, Chris Rutz
International 14



Phil Kanegsberg, Julian Slee, Torston Kanegsberg,
Denise Hammond, *Ultimate 20*



Hans Williams, Amanda Baker
Thistle



Kevin Tavenner, Doug Howson
Snipe



Tim Russell
Wylie Wabbit



Megan Gimple
Laser Radial Breakwater



Emilio Castillo
Laser

sailors, who were geared up in foulies, wetsuits and PFDs: "Who wants to go sailing? That's 65. Who doesn't want to go sailing? That's 65. It's a tie. We're going to call the series now and race just for fun inside the breakwater. We'll have two divisions: Lasers and an open class. Those of you not used to sailing inside the breakwater, beware of ships. We have to stay out of their way."

A little later Kersey came back and announced: "That was a 35-knot gust. We're not sailing today."

All that remained was to give away the prizes: pottery mugs handcrafted by Lynn Woodward of Lake Tahoe, unique and excellent souvenirs of a victorious series. "It was one of those years," commented Gail Yando. "Well, we got it half done. It's not surprising with the amount of rain we got."

The club that was "built for fun" didn't miss a beat. The very next weekend was the Big Daddy Regatta (see our coverage in *Racing Sheet* starting on page 104). The next major regatta at RYC will shift the focus back to small boats, with the Big Dinghy Regatta on April 8-9. Saturday will feature buoy racing much like in the Small Boat Midwinters, but on Sunday, the dinghies and such will sail in a pursuit race. They won't have to go around Angel Island and Alcatraz, but the long course will go around Red Rock, Southampton and Brooks Island. The short course will only circumnavigate the outside breakwater and Brooks Island, southeast of RYC. For more info, see www.richmondyc.org.

— *latitude/chris*

On Sundays at the Small Boat Midwinters, youth and adults compete. Young people sailed Laser Radials on the Inside Breakwater course and 29ers on the outside course.

RYC SMALL BOAT MIDWINTERS

WYLIE WABBIT (8r, 1t) — 1) **Weckless**, Tim Russell, 13 points; 2) **Mr. McGregor**, Kim Desenberg, 18; 3) **Wild Bunch II**, Sarah Deeds, 18. (9 boats)

ULTIMATE 20 (8r, 1t) — 1) **U Decide**, Phil Kanegsberg, 12 points; 2) **Uhoo!**, Mike Josselyn, 17; 3) **Breakaway**, John Wolfe, 19. (5 boats)

THISTLE (4r, 0t) — 1) Hans Williams, 5 points; 2) Brian Bauman, 8; 3) Dan Clark, 11. (3 boats)

I-14 (8r, 1t) — 1) Chris Rutz, 12 points; 2) Kirk Twardowski, 17; 3) John Clark, 20. (8 boats)

29ER (8r, 1t) — 1) Aitor Iriso, 16 points; 2) Jack Sutter, 18; 3) Neil Marcellini, 22. (11 boats)

RS AERO (8r, 1t) — 1) Ryan Nelson, 7 points; 2) Craig Perez, 15; 3) Luther Strayer, 19. (3 boats)

MOTH (8r, 1t) — 1) Brooks Reed, 10 points; 2) Matt Svrcek, 13; 3) Paul Kilkenny, 14. (3 boats)

LASER (8r, 1t) — 1) Emilio Castelli, 15 points; 2) Will Benedict, 21; 3) Roger Herbst, 25. (14 boats)

LASER RADIAL (8r, 1t) — 1) Nicholas Ses-



JOHN LIEBENBERG / RYC



RYC SMALL BOAT MIDWINTERS



SAMANTHA PRINCE



sions, 14 points; 2) Sarah Young, 18; 3) Steven Fishman, 19. (8 boats)

LASER RADIAL BREAKWATER (8r, 1t) — 1) Megan Gimple, 9 points; 2) Janne Bruhns, 12; 3) Jayden Benedict, 21. (8 boats)

SNIPE (8r, 1t) — 1) Doug Howson, 11 points; 2) Packy Davis, 16; 3) Vince Casalaina, 16. (4 boats)

FJ (4r, 0t) — 1) Neil van der Plas, 6 points; 2) Sophia Jacobs, 7; 3) Noelle Scheer, 12. (5 boats)

BYTE (8r, 1t) — 1) Michele Logan, 8 points; 2) Eugenia Harris, 15; 3) Laurie Davis, 19. (8 boats)

SOUTHAMPTON OPEN CLASS (8r, 1t) —

Left: In February, RYC's docks were swarming with kids and grown-ups prepping their El Toros and Lasers. Right: Bytes and El Toros were ready but racing was canceled in March.

1) Bren Meyer, I-110, 11 points; 2) Kelly Pike, VX One, 19; 3) David Bacci, Wyliecat 17, 20. (8 boats)

BREAKWATER OPEN CLASS (8r, 1t) — 1) Steve Lowry, Day Sailer, 9 points; 2) David Hodges, Wing Dinghy, 12; 3) Devon Stapleton, 420, 25. (8 boats)

EL TORO SR (10r, 1t) — 1) Mike Quinn, 22 points; 2) Nick Nash, 34; 3) Gordie Nash, 36; 4)

Fred Paxton, 39. (18 boats)

EL TORO JR (10r, 1t) — 1) Chase Englehart, 18 points; 2) Wesley Seifers, 20; 3) Rebecca Bauman, 39; 4) Anna Schreier, 41. (18 boats)

EL TORO GREEN (10r, 0t) — 1) Sam Smith, 10 points; 2) Ethan Young, 26; 3) Xylia Kowalskie, 30. (8 boats)

OPTI CHAMPS (12r, 1t) — 1) Jude Paggaguitan, 22 points. (1 boat)

OPTI GREEN (12r, 1t) — 1) Kate Mitchell, 16 points; 2) Evan Sullivan, 19; 3) Gabrielle Myers, 51. (5 boats)

Full results at www.richmondyc.org

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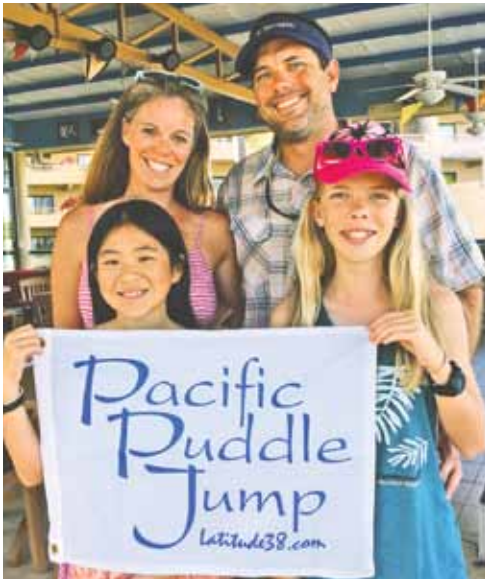
Photo by Leslie Richter / www.rockskipper.com

www.PacificCup.org

THE SOUTH PACIFIC'S CALLING —

We always get a vicarious thrill when we meet sailors who are about to sail west across the Pacific to dreamy, palm-fringed landfalls in French Polynesia and beyond; especially since we know how hard it is to get everything together — from boat systems to a cruising kitty — in order to make the 3,000-mile leap with confidence.

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



Meet the 'Terrapin' crew: Aimee and Phil, and their daughters Jessica and Emma — who are proudly showing off their PPJ burgee.

For more than 20 years we've been reporting on the annual springtime migration that we call the Pacific Puddle Jump. And the diversity of the crews' backgrounds, as well as the boats they sail on, never ceases to amaze us.

This month we'll introduce you to the eager adventurers we met last month at our annual PPJ Mexico Sendoff Party at the Vallarta YC, adjacent to Nuevo Vallarta's Paradise Village Resort and Marina. We'll follow up next month with mini-profiles on the mix of international cruisers we met at two similar events in Panama.

Coastal Drifter — Folkes 42 Phillip & Debra Perfitt Ottawa, ON, Canada

'Coastal Drifters'.



"After spending many decades working, we felt that we needed to do something special in retirement, rather than just sitting around waiting to die," says Phillip. Debra explains,

"Our boating career started on the Rideau River, outside Ottawa. One night we were sitting outside having a drink when the moon rose out of the water. I said to Phil, 'I could do this forever.' And he said, 'I could, too.'"

Fast forward to the present and they are about to sail west on a nonstop, 3,000-mile crossing to the Marquesas.

Tiger Beetle — Morgan N/M 45 Rob Macfarlane III, San Francisco

We'd be surprised if many — if any — other members of this year's fleet have more offshore passage-making experience than singlehander Rob Macfarlane. He's already crossed to Hawaii five times: a delivery, a Pacific Cup and three Singlehanded TransPacs.

"This is part of a logical progression for me," he explains. His SoPac cruising plan is also a bit unusual — although smart, as it avoids charging all the way to New Zealand in one season. Over a three- or four-year period he plans to zigzag from French Polynesia up to Hawaii,

down to Samoa, up to the Marshall Islands, then perhaps on to Japan, Russia and back to the West Coast. A later trip may include visits to French Polynesia's Gambier Archipelago, then on to New Zealand and Australia. Rob's girlfriend Kristin will fly in whenever he makes a particularly enticing landfall.



Rob of 'Tiger Beetle'.

Spill The Wine — Jeanneau 42DS Chris Barry, Zap, ND

We don't meet many sailors from the Dakotas. But as Chris explains, he endured years of nudging before committing to his current South Pacific game plan.



Go ahead, 'Spill the Wine'.

An optometrist, formerly from Cincinnati, Chris explains that every time a particular client would come in for a checkup, he would give Chris a different classic book about sailing the

world.

Over time, the idea of following in their wakes became a life goal for Chris. As his wife Nancy Patterson explains, "He's been telling me since we were dating in our 30s that offshore adventuring is what he wanted to do." But at this point, Chris has wisely put the idea of a complete circumnavigation on the back burner. "As of today, the short-term goal is to reach Australia safely, then reassess my options," he says. Nancy opted out of the weeks-long crossing to the Marquesas, but will fly in to join the boat at various points along the way. "I'm going to be his girl in every port," she laughs.

Daybreak — Nordhavn N60 Jerome & Karen Fisher, USA

"We've wanted to do something like

this since we were first married, 41 years ago," recalls Jerome. "But, of course, we didn't have any money back then."

Of all the possible stopovers on their way west, Karen

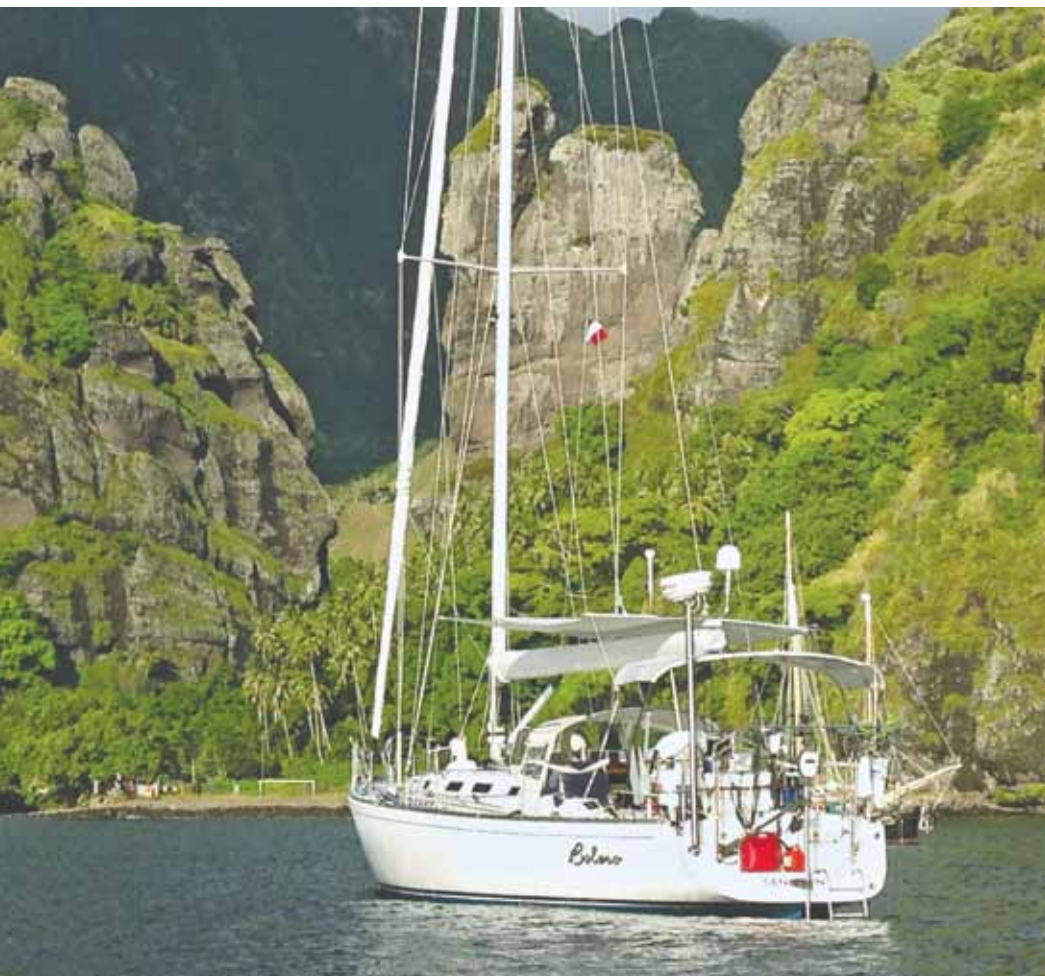


'Daybreak' cruisers.

is most anxious to see New Zealand. After a year or more there, the couple tentatively plans to visit Australia, Thailand and Hong Kong. There, Jerome says, he'll "hand the keys back to the builders and have them redo the boat." (Their comfy Nordhavn is one of only two powerboats in the fleet, the other being the Nordhavn 46 Starlet.)



PACIFIC PUDDLE JUMP PROFILES, PT 1



Fatu Hiva is a favorite stop for visiting cruisers. But by law, arriving cruisers must first clear in at Hiva Oa, 45 miles to the northwest.

**Mayaluga — Hans Christian 38T
Tony Roberts & Karen Lengger
Victoria, BC, Canada**

How did their cruising plans get started? Karen explains, "In an earlier life, Tony had planned to do a trip around the world. He built a boat in South Africa, but unfortunately the plan fell apart and he ended up selling it to a friend who sailed it twice around the world — and used to send Tony post-cards, while he was stuck working in an office."

Tony's cruising fantasies remained in hibernation until he met Karen. After hearing his sad story, she helped him dust off his voyaging fantasies and bring them back to life.



'Mayaluga' honeymooners.

Today they're chasing that decades-old dream across the horizon.

"Actually, we like to think we're on a continuous honeymoon," explains Tony. "We got married on July 1."

**Terrapin — Dufour 45
The Nance family, San Diego**

Although Phil and Aimee were thrilled to take their daughters Jessica, 13, and Emma, 11, cruising, hanging a left to the South Pacific wasn't in the original plan.

"We were too green," admits Amy. "We didn't feel we were ready for it. But now we are. We have had to say goodbye to far too many friends who were heading west. But now we figure, if they can do it, we can do it. And if we can do it, then anyone can."

As of now, their itinerary is open-ended. "After hurricane season, we don't know where we'll go," Phil admits.

**Monark — Dufour 35
Robin Urquhart & Fiona McGlynn
Vancouver, BC, Canada**

Fiona grew up sailing in Vancouver, but Robin's first adventure under sail was sailing a lightning-fast ice boat on a frozen lake. Unlike the drenching results

of a traditional-boat capsized, that experience left him with a broken nose.

"We've got many possible plans," says Fiona. "We might sell the boat in Australia."

Robin adds, "One thing we've been talking about with some of the younger cruisers is that the pressures on us are a little different. We don't have retirement income, so this isn't like an endless journey for us. At some point we have to go back home and work. So the challenge is to balance the cruising lifestyle with making money."



'Monark's happy crew.'

**Slow Flight — Morgan 452
Trevor Donnelly & Kimi Willison
Seattle, WA**

"For us this actually hasn't been a longtime dream," explains Trevor. "It's an opportunity that suddenly came up, and in about six months we were able to shift over and do this."

As with many Jumpers, their long-range plan is to keep going "until the money runs out."

"We're really looking forward to seeing the South Pacific Islands," says Kimi. "And after that we'd love to visit India and Africa."

**Rocketeer — Atlantic 55
Glenn Howell & Bona Hebert
Miami, FL**

"I grew up in Puerto Rico, and have been sailing since I was a kid. I've always dreamed of extended off-shore sailing, and bought this boat to do that. In 2015 I was ready to go but my crew got very ill."



The 'Slow Flight' crew.



Meet the 'Rocketeer's'.

BOLEFO

THE SOUTH PACIFIC'S CALLING —

That stalled his plans until he met Bona last year. After she helped Glenn bring the boat north from Panama to Mexico, one morning he said, "You know, we should do this 'round-the-world cruise." Without hesitation she said, "Okay, let's go." So this month they're taking the first step in what may end up being a complete circumnavigation.

Wiz — Swan 44

The Clark family, Seattle, WA

Before the interviews started, we encouraged fleet members to think up a quotable quote. And when we met 11-year-old Cooper, he was ready with his: "I can't *not* like sailing!" Cute. But not surprising, as he's been cruising for several months each year since he was an infant — Susan became pregnant back in 2006, when she and Darrell were prepping for the Baja Ha-Ha.

Susan explains, "On our second date 16 years ago, he told me how his parents took him and his brother out of school for a year to do a South Pacific sailing circuit. I decided right then, 'I'm going



This trio will take 'Wiz' for another spin.

to marry this guy and we're going to do the same thing with our kid.'" That was 16 years ago, and they're now cruising on the same Swan 44 used by Darrell's family 35 years ago!

Katie G — Kelly Peterson 46 Chuck Gauthier & Karen Thomas Banff, AB, Canada

For Chuck and Karen, the spark of inspiration to cruise internationally came years ago in Rhodes, Greece. "I was walking the docks," Chuck recalls, and I met this Canadian couple from Alberta who'd been cruising for about 12 years. They were just so cool and so mellow that it put the thought of cruising in my head."



Thumbs up for 'Katie G'.

Karen adds, "We just loved the whole scene and thought, 'What a great way to see the world!'" Their cruising plan is

certainly not etched in stone, but they expect to stay out there for two years, perhaps heading north to the Marshalls during the SoPac cyclone season, then come south again the next season.

Shakedown — Herreshoff 55

Hal & Nancy Rogers Useless Bay, WA

"For me sailing the South Pacific has been a longtime dream," says Hal. "During my naval career I traveled the world, but Australia is the one continent that I've never set foot on — so that's one of our goals."

He and Nancy went to high school together in Concord, CA, but never dated until getting reacquainted shortly after their 30th class reunion — they hadn't seen each other in 32 years!

They bought the boat 12 years ago with this retirement cruise in mind. Now, finally, it's "Australia, here we come."



'Shakedown' sailors.

Blessing — Outbound 46

James & Carolyn Madden Kirkland, WA

It wasn't until they became empty nesters 15 years ago that James and Carolyn got into boating. They've cruised Pacific Northwest waters extensively since then, but eventually decided they were ready for bigger challenges.



Cruising is a 'Blessing'.

"The South Pacific was definitely our first choice," says Carolyn. "I love sand and sea, and warmth and snorkeling."

Having recently retired, then sold their house and most of their possessions, the couple's future is wide open. As Carolyn says, "It's like whatever we decide to do, we'll do!"

Music — Island Packet 40

Bill Bourlet, Vancouver, BC

"My wife Daphne met Bill down on the dock," explains crewman Paul Nolte of Gig Harbor, WA. After thoroughly check-



Cap'n Bill and the happy 'Music' crew.

ing out the boat and doing several day-sails with Captain Bill, Paul and Daphne were eager to sign on for the crossing.

Bill tells us he's been working toward living the cruising lifestyle for close to



PACIFIC PUDDLE JUMP PROFILES, PT 1

10 years. As with many Jumpers, he made his way to Mexico via the Baja Ha-Ha rally, and at this point he's all smiles and rarin' to go. "I'm eager to see New Zealand," says Bill. After that, who knows?

Me Too — Catalina 42 Mk1

The Corbin family, Coronado, CA

One reason Cap'n Clayton and his wife Jill are heading west this year is



Jill, Clayton and Briley say 'Me Too'.

that they figure it's the last opportunity they'll have to spend extended 'quality time' with their 17-year-old daughter Briley before she flies the coop and is on her own.

What does Briley think about crossing

The rugged topography of Ua Pou make it a particularly dramatic landfall. It lies due south of Nuku Hiva — one of two ports of entry.



that big, blue ocean? "I'm *really* excited," she says. "Ready to go see what's out there."

If the family sticks to their 'Plan A', they'll make landfall at New Zealand by November.

All Day — Dufour 44

Vlad Vassiliouk & Nicole Sandmark Alameda, CA

"I started sailing with OCSC in Berkeley three years ago, and absolutely fell in love with it," explains Vlad, "and now I want to see how far it can take me."

"Nicole has been 'the admiral' since we left San Francisco last fall," he adds, "and she's been doing great."

"We did the Baja Ha-Ha," she explains, "which was a really great introduction to the lifestyle." Despite the couple's wide-eyed enthusiasm, though, Nicole admits that friends back home aren't convinced: "They think we're crazy — loco" she confides. Nevertheless they're totally psyched to make the crossing.



Nicole and Vlad of 'All Day'

Southern Cross — Hylas 46

Richard Dauben, Newport Beach, CA

When we caught sight of Richard, he and his longtime friends Phil and Carol Quirk were strumming guitars and singing harmonies. As we soon learned, the guys used to be in a band together and have sailed extensively together also. (Carol will fly in to join them.)

"I've been thinking about making this



The musical 'Southern Cross' crew.

trip ever since I read Joshua Slocum's *Sailing Alone Around the World* as a kid,"

says Richard. He's most excited to see the raw beauty of the Marquesas, but New Zealand is also high on his 'must-see' list.

Sky Blue Eyes — Hunter 49

Karl Esrason & Julie Winn Channel Islands, CA

When we met Karl and Julie at the Baja Ha-Ha Kickoff Party last fall,

they were both dressed like Vikings. Turned out Karl had a direct connection to his costume, as he was actually born in Iceland — possibly the first Iclander to do the Puddle Jump. "I've been dreaming about doing this for 30+ years," says Karl, "and I finally found a good woman to go with me."



'Sky Blue Eyes' crew.

He met his American-born wife Julie at work and introduced her to sailing soon afterward. "The first few trips out in the boat were a little interesting," she admits with a smile. "Every time the boat heeled over an inch, I was convinced it was going all the way over." But that was 13 years ago. Today, they're both loving the cruising life. "This has been phenomenal!" she says. As they head west, their plans are open-ended.

Beach Flea — Gulfstar 50

The Bridges family, Bend, OR

Lisa (aka Mom) explains, "About four years ago the idea was pitched to buy a



Meet the 'Beach Flea' crew.

boat and move aboard. The next thing we knew we were sailing south with the Ha-Ha. Now we've set our sights on the South Pacific, and we feel we can do it as a team — as a family." The rest of the

THE SOUTH PACIFIC'S CALLING

crew are Captain Greg, daughter Abby, 14, and son Luke, 11.

"We've rebuilt the whole boat," says Greg, "so we know the systems inside and out."

Young Abby says, "I'm really excited to jump, because I'm looking forward to a more challenging travel experience than coastal cruising in Mexico." Meanwhile, Luke has embraced his role as cabin boy — and on the day of the party he'd just earned his basic scuba certification.

ago, and used her for racing. But Adam realized that owning a big racer/cruiser was a luxury they couldn't afford — unless they went cruising. So with only three months of prep, they headed south last summer. Future plans? Open-ended.

Te Poerava — Maxim 380 Daniel Chua & Kristy Finstad Santa Cruz, CA

Kristy is probably the only fleet member who has actually *worked* in Tahiti. Twice, she enjoyed the eye-opening experience of doing marine biology research at Moorea's Gump Research Station. During her second stint, she remembers thinking, "The next time I

visit Tahiti, I want to be on my own boat."

Today, she's about to do just that, along with her willing boatmate Daniel. "We're just taking a break from the rat race for two or three years," he explains. "After crossing to the Marquesas, we'll just see what happens." Sounds like they already understand that every cruiser's plans are 'written in the sand at low tide' and are easily altered.

Just to be clear, we don't publish profiles of lucky cruisers such as these to frustrate you, but to inspire you. After all, one of the greatest compliments we receive from readers is that we "kept the cruising dream alive" for them during years of pipe dreaming and preparation.

So, if the idea of bluewater cruising to idyllic tropical landfalls is high on your bucket list, we'd encourage you not to give up. We're often told that casting off the docklines and getting out of town is the hardest part.

Look for our complete 2017 PPJ recap this summer.

— **latitude/andy**



Black Watch — C&C 39 Adam and Alicia Southerland Seattle, WA

"This will be kinda like a honeymoon cruise for us," explains Adam, "because we got married just last week right here at Paradise Village." How cool is that?

'Black Watch' newlyweds.

They bought the boat a year and a half



Meat team 'Te Poerava'.

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Photo by Robbie Gabriel

Overall Winner 2012 Singlehanded TransPac

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

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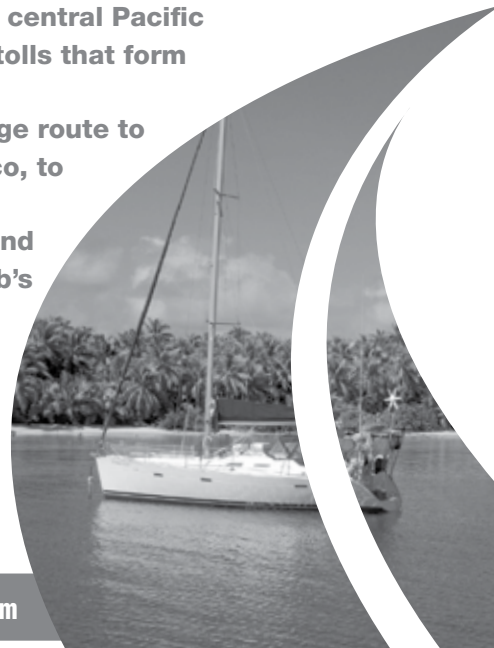


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SPOTLIGHT ON BERMUDA —

If you were lucky enough to witness America's Cup 34 on San Francisco Bay four years ago, the memories are undoubtedly still vivid. In addition, even some international race fans who watched the Cityfront action remotely regard it as the most extraordinary sailing event the world had ever seen.

In 2013, Cup defender Larry Ellison's Oracle Team USA, racing under the burgee of the Golden Gate YC, ultimately won that historic event in an almost unbelievable comeback. But months later, after considering various site proposals, OTUSA elected to move the next edition, AC 35, to a brand-new venue: the British Overseas Territory of Bermuda, which lies roughly 1,100 miles off the US mainland.

With the start of AC 35 events beginning in May, we went to that isolated isle to check out the scene and take the pulse of both the AC sailors and their fans.

Why Bermuda?

According to AC 35 organizers, the main reason is its location. We asked Russell Coutts, CEO of the America's Cup Event Authority (ACEA) to explain: "San Francisco had some unique characteristics that we really liked, but Bermuda offers more. First, the island's location is in between the time zones of Europe and the US. So more people can watch the races live on TV. Second, the weather conditions here are better. We can sail year-round in the Great Sound. Because of the surrounding reef, there is no ocean swell and we only have small windwaves. That means that the foiling catamarans can put in a lot of hours on

The 'Auld Mug' took its first trip to Bermuda earlier this year. But a half dozen teams hope to take it home with them this summer.

the water. The wind is less predictable, which makes for more tactical sailing."

Golden Gate YC Commodore Norbert Bajurin clarified another factor that influenced the move: "San Francisco was a great venue for the AC in 2013. Of course we would love to have it here again. But the ACEA couldn't come to an agreement with the city of San Francisco."

Jimmy Spithill (Team Oracle USA) says: "Here in Bermuda, we are big fish

*"Here in Bermuda,
we are big fish
in a small pond."*

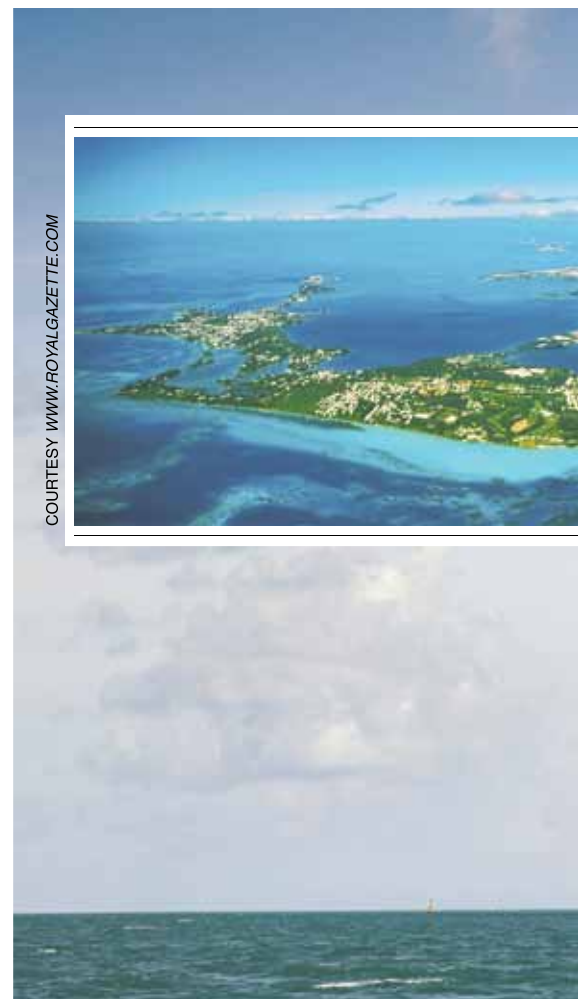
in a small pond. People know us, and the Bermudians are enthusiastic about the America's Cup. I love it here."

Peter Durhager, chairman of ACBDA, is the liaison between the Bermudian government and ACEA. "Bermuda is a safe island with outstanding natural beauty. Apart from the wonderful sailing conditions and our experience with handling sailing events, we also offer facilities for a wide range of visitors. To give you an example: Bermuda is in the middle between the Med and the Caribbean. That means that a lot of superyachts will be visiting too." He adds: "Bermuda has only 60,000 inhabitants. We are a small country, so the lines are short between the ACEA and the government."

Which Teams Will Compete?

Now let's have a look at the boats and the athletes who race them. AC 35 has attracted five challengers: Land Rover BAR (GBR) with Sir Ben Ainslie on the helm, Artemis Racing (SWE) with skipper Nathan Outteridge, Groupama Team France with Franck Cammas, Softbank Team Japan with Dean Barker and Emirates Team New Zealand with Glenn Ashby. Jimmy Spithill, 2013's winning helmsman, will again skipper Team Oracle USA.

The overall lineup of athletes is impressive: Olympic medalists and one-design world champions work alongside veterans of various foiling sailboats. The new 48-ft raceboats require a crew of six: helms-



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man, wingtrimmer/tactician and four grinders. The grinders perform other tasks as well, most importantly, trimming the headsail and the foils. "These boats are very physical," says Nathan Outteridge. "The grinders burn about 6,000 calories per day. They generate the power in the hydraulic system which we need to control the boat."

The jobs of the wing trimmer and helmsman are not easy either. The boats can foil at speeds up to 50 knots, which makes a lot of noise. With the foils slicing the water and the wind screaming past the wing, the need for a communications system is clear. The helmsman and wing-trimmer have microphones attached to their helmets, the rest of the crew can only listen. There is no time for lengthy conversations. Racing sailboats at these speeds has become almost an intuitive sport. "You need two years to learn how to sail the boat before you can start racing," Nathan Outteridge explains.

Has it become a sport only for young people who can deal with the physical demands? "I hope not," laughs Dean Barker, who is now in his early forties. Nathan Outteridge (who just turned 30) is more adamant: "Yes, it is. The grinders



WIETZE VAN DER LAAN

AMERICA'S CUP 35 PREVIEW



HARRY KK / LAND ROVER BAR

Spread: Trick question: Can sailboats fly? Apparently so. Land Rover BAR rips across the flat waters of the Bermuda lagoon. Inset: The island formed on an ancient volcanic caldera.

are all in their 20s. They are selected on their weight/output ratio, and for that you need to be young and very fit." And lightweight: the total crew weight of an America's Cup Class raceboat cannot exceed 1,157 lbs, which works out to 193 lbs per crewman.

Why are there no women competing? "There is no reason why women couldn't sail in these boats," says Xabier Fernandez, who is a wingtrimmer on Land Rover BAR. Outerridge adds: "It may be unlikely that a woman would prefer to specialize on a position as a grinder, but for wing trim and helming there are no limitations." Barker has seen plenty of talented young females competing in youth teams. "It is only a matter of time," he concludes.

About the Boats

After the America's Cup win in 2013, Team Oracle USA decided on the way the 35th America's Cup would be organized. The aim was to make it more exciting to watch, and to generate more exposure

for sailing fans and sponsors. Also, the cost of fielding a viable team needed to be lower, so more teams could participate. In 2013 it cost roughly \$100 million to campaign a 72-ft foiling catamaran. This time around, that number can be significantly lower, depending on the choices the teams make.

It is important to know that there are, in fact, three different boats per team.

First, the AC45F: a 45-ft one-design foiling catamaran. These boats have been used in the AC World Series.

The actual America's Cup races will be sailed in America's Cup Class (ACC) boats, which are 48-ft foiling catamarans. The hulls, beams and wings are all the same, but each team can implement its own designs for other elements. That is, the wings, foils, rudders, aerodynamics and controls are all unique to a given team. While the ACC-boats are being built, the teams use their third boat: the AC45S or AC45T. These are 45-footers with hulls similar to the AC45F, which will never be used in races. They are design platforms, used for training and development. Every time one of these boats is out on the water, a small armada of chase boats follows. The lead boats are packed with laptops to receive all the data that the sensors on the cats send. The second-row boats are packed with cameras to investigate the ideas the other team is working on. Spying and playing psychological games is part of the America's Cup tradition.

"It's a design race," says Ian Burns of Team Oracle USA. The number of variables is staggering: The foils can tilt forward, backward and sideways, and go up and down. Same for the rudders: they can go up and down and backward and forward. The wing and foresail present thousands more possibilities.

What makes these boats sail fastest in the range of wind angles and speed? They can handle windspeeds between 6 and 25 knots. To manage the systems, most boats are equipped with a hydraulic system that controls the foils, wings and foresail. All input has to be manual, but

This ain't no Cal 20. The latest version of Oracle Team USA's '17' boasts more refined controls yet requires fewer crew than the 2013 version.



SAM GREENFIELD / ORACLE TEAM USA

SPOTLIGHT ON BERMUDA

there is a computer that translates this input to the actual movement of the various elements, such as foils. Jonathan Nicholls, Hydraulics Systems Manager of Artemis, explains the complexity of the controls of the ACC boats like this: "Compare it with the brake in your car. In the past, you'd hit the brakes and a cable made sure that the brake started braking. Now there is a computer that makes sure your car doesn't skid, and you stay in control. These kinds of fly-by-wire systems are everywhere in the ACC boats."

It is incredibly hard to sail these boats and make split-second decisions all the time. "In the old days, an America's Cup race took two hours," Russell Coutts explains. "Now we do the same in 25 minutes. Every two to three minutes there is a maneuver. The crew has to be fast, agile and smart." Barker adds, "With only four square meters (36 square feet) of the boat in the water when it's foiling, every detail counts. You have to get everything right."

Tyson Lamond of Softbank Japan adds: "Our boat and that of other teams are so different from what we thought they'd be in October 2016, and what they are now. No ACC-class boat which



Rub-a-dub-dub, six men in a tub. The new seating configuration may look relaxed, but maximizing speed requires intense concentration.

is launched in the first months of this year will be the same when we actually start racing. It is a continuous struggle between the athletes and the engineers. The athletes want to be out there on the water and train. The engineers need time to collect and process the data and improve the boat. It is a development race and it will stay that way until the end of the races."

The power in the hydraulics system plays a decisive role. Five teams have chosen to use grinders. Each of them can generate between 800 and 1,200 watts in a few seconds. During a race, the output of all four of them together is around 800 watts. That is what the engineers and designers have to work with. The Kiwis decided to use foot pedals and 'cycle' the hydraulic pressure. The first footage of the Kiwi boat was released when we were on Bermuda. Reactions were mixed. "I think they are very brave," says Xabier Fernandez. "We also looked at it, but dismissed it," adds Ian Burns. "It takes too long to get off the pedals, across the trampoline and back on the pedals again. They sit higher, so there is more drag also." An engineer added more information: "With your arms you have 20% less power. But with a lot of training we can eliminate that difference." Time will tell who is right.

Previews to the AC Finals

Although the big show is yet to come, officially, racing for the America's Cup has already started. To promote the sport and reach more fans, the ACEA decided to stage the Louis Vuitton America's Cup World Series. In 2015 and 2016, two-day events were staged at nine venues around the world, which helped build enthusiasm for the main events. Overall,

Land Rover BAR won the series with 512 points, and Team Oracle USA came in second with 493 points. With these wins, they earned points that they can use in the Qualifiers: May 26 to June 3 on Bermuda's Great Sound. (See sidebar for more about scoring.)

Adding to the excitement this summer, a special regatta for superyachts will be staged between June 13 and 20. Due to their depth, they will be racing on a course to the South of Bermuda. And get this:

Seven J Class classics will be racing also, on a course northeast of Bermuda.

The future

There's no doubt that the 2013 A Cup in San Francisco Bay inspired lots of innovation in the sport of sailing. But some wonder if the new emphasis on foiling will drive a division within the sport. Time will tell.

In the meantime, if you're a fan of cutting-edge marine technology and top-tier sailing competition, we suggest you study the event schedules and prepare to be impressed. And be sure to fasten your seatbelt, because you'll be in for a wild ride.

— **janneke kuysters**

Editor's note: As the race dates draw nearer, look for updates in 'Electronic Latitude' about TV and live-streaming viewing options. For more background, see the site: www.americascup.com.

MORE ABOUT SCORING

Each team races each other team twice, with one point scored per win. It is important to know that in AC 35 the defender, Team Oracle USA, will participate in the Qualifiers — which is not usually the case. The team that wins the Qualifiers gets one point. If that team ends up sailing in the Final Match, they will have a one-point advantage.

The top four Qualifiers advance to the Louis Vuitton Challengers' America's Cup Playoffs. These take place from June 4 to 12. In pairs of two, the teams race each other in a 'first-to-five' series. The winners race each other, also in a 'first-to-five'. The winner of the Finals is the Challenger for the Cup.

The races for the 35th America's Cup Match are held on June 17, 18, 24 and 25. Each win results in one point. The team that can take a point from the Qualifiers has a big advantage. The team that wins seven points first wins. If there is no winner on June 25, the racing continues on June 26 and 27.

MORE ABOUT SCORING

With all the ACEA'S efforts to bring sailing to the public, there will be a need for a larger group of talented youths. The Red Bull Youth America's Cup will play an important role in that process.

The project was initiated in 2013 by former Olympic medalists Roman Hagara and Hans Peter Steinbacher. It focuses on young talent between 19 and 25 years old, and has proven to be very successful: No fewer than eight of the participants have already earned themselves a spot on ACC race boats.

So this year the Red Bull Youth America's Cup is growing to be an even larger event: Twelve teams from all over the world will be competing in the same AC45F-boats that were used during the World Series. These races will be held June 12 to 21, 2017.

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"How can they expect anyone to keep up with this stuff?"

As usual, my dock neighbor was complaining about something. She's almost always complaining about something, but this time it was about racing rules. Or, more accurately, about the equipment requirements for the ocean race she had entered.

She had bought a boat set up for long-distance cruising, complete with a marine single sideband transceiver. Now, with a copy of the Notice of Race and the equipment requirements in hand, she was discovering that she had to have a satphone, too. And position reports had to be in text messages or email, so not just any old satphone would do.

I was there on her boat to hold a wrench from under the aft deck so she could fasten down some padeyes for the back ends of the jacklines.

Now, when I can't reach both sides of a through-bolt, I use a vise-grip with a screwdriver through the jaws to keep the nut from turning. In fact I usually use two vise-grips, with one screwdriver going through both of them, so I can tighten up two bolts before I have to run below again. But my friend seemed to thrive on asking her neighbors to do little chores like this for her, and I didn't mind helping her out.

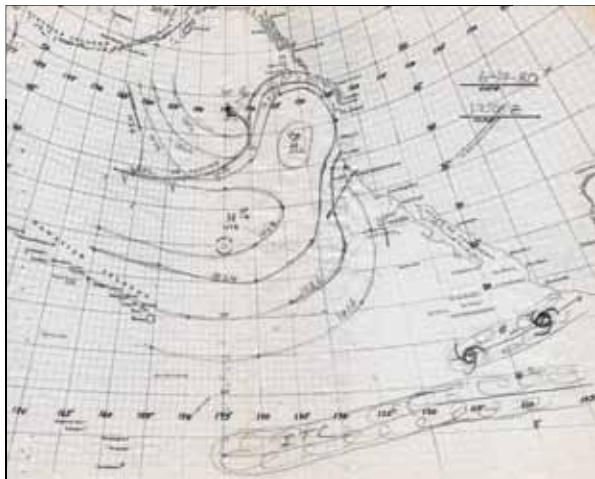
I was about to suggest that maybe she should be the one to crawl into the aft end of the cockpit locker with the wrench while I worked the screwdriver from above, when Lee Helm showed up to save the day.

"You needed, like, some help with wiring up your autopilot?" she asked.

That was the next project, but thankfully Lee volunteered to worm her way under the deck and save me from the contortionist exercise.

"It saves time on the radio," I re-

This is how we made weather maps at sea in 1980. The isobars were drawn from coordinates broadcast to the fleet in Morse code.



marked, "but in some ways it's too bad they're doing away with the voice roll call every morning over the SSB. I liked to hear all the navigators' voices; you could tell if they sounded stressed or confident. And I fear that switching from voice to data will take all the fun out of Children's Hour."

I had to explain the cultural phenomenon of the SSB Children's Hour, now lost forever, it would seem. Six to seven every

I had to explain the cultural phenomenon of the SSB Children's Hour, now lost forever, it would seem.

evening, the race frequency would come alive with reports about the wind, the top speeds, the size of the fish caught, which bottles of wine were opened for dinner, and bad limericks. All lies, of course. The Sailing Instructions explicitly suspended the rules about outside information from other boats during this hour — but since it was all fake news, no one ever gained any advantage. It was a great party line, and promoted the sort of group pathology in which even the worst jokes seemed funny.

During this explanation, another dock neighbor rolled up. He was in a manual wheelchair, pushed along by an attendant. Known as the oldest berth in the harbor, he had brought his boat in during the first year the marina was open.

"Still on manual power," I observed. "You know, you can get those things with motors now."

"Never had an engine in my boat," he said proudly, "and won't never have one in this chair neither."

While I worked the screwdriver and Lee held the nuts from underneath, the boat owner continued her complaints about the new communications gear she would be forced to buy. "Even my VHF isn't good enough any more," she said. "Now it has to have DSC and AIS."

"You kids have it easy," said the old sailor, "with or without a single sideband. Why, when I raced in the first Singlehanded TransPac back in '78," he recalled, "we couldn't even get a weather map over the radio. They would send us Morse

code with the coordinates of a few points on the 1020 isobar, and the positions and strengths of the highs and lows. I wasn't fast enough with my Morse to read it as broadcast, so I had to tape record it and play it back at a lower speed. You kids don't appreciate how lucky you are to have them newfangled grim files, or whatever they're called.

"G-R-I-B, for GRidded Binary," said Lee Helm, appearing from the lazarette hatch to ask for a different size wrench.

"I think you're mixing that up with Transpac," added the attendant pushing the chair. "I don't think the Singlehanded Sailing Society ever did those coded isobar charts."

"My external memory unit," the old man said as he gestured to the attendant behind him. "So many races, so many Aloha parties . . . Course, the one thing that was good about plottin' your own weather map from Morse code," the old ocean racer continued, "was that you could use any projection you wanted for the map base. I liked the tangential projection best. It's not conformal as you move away from the point of tangency, but every straight line on a tangential projection is a great circle, so you see the undistorted positions of the weather systems on the synoptic chart."

Lee decided that this was someone she could talk to.

"Every great circle is in a plane that passes through the center of the sphere," Lee deduced, apparently thinking out loud. "And the intersection of any two planes is a straight line. You're right! Any





MAX EBB

When they move the clock back to 1977 for the Celestial Division, these are the only tools you'll be allowed to use to find Hawaii.

straight line on a tangential projection is always a great circle. But, like, there is distortion, so the point of tangency should be close to the route you're sailing."

"Sharp kid," the old man acknowledged.

"When did you sail your first Transpac?" Lee asked.

"He did foredeck for Noah on the Ark," said his attendant.

"It was before we even had to have radios," the old sailor responded. "And let me tell you, those were the days. The best part of racing incommunicado, without a radio, was that you had no way to know how you were doing till you came around the last jetty and got your first look at the yacht club guest dock at the finish. If it was empty, you won. If it was full of boats – especially boats smaller than yours – you were in the tank. You see, kids . . ." he leaned toward Lee as if to

impart a deep secret, "the main thing was that for the whole race you could make the crew imagine they were winning — or at least, that it was close — and that kept the pedal down. As soon as we started having daily position reports, it kind of ruined the whole thing, because if you found out you were in the bottom half, you couldn't keep the crew from lollygagging the rest of the passage."

"I know what you mean," I said. "I've been on boats where they go into cruise mode if it's clear we don't have a shot at the podium. And now that all the boats have real-time trackers, it's even worse."

"How so?" asked the boat owner. "Doesn't keeping tabs on all the competitors make it a more exciting contest?"

"Maybe for some folks," admitted the old salt. "But with position tracking you don't even have the suspense of each morning at roll call, when you find out if you gained or lost over the last 24 hours."

"Or find out if your main competitor took the same jibe you did last night," added Lee. "It really changes the tactical game, because now you

have to play it as if the whole fleet can see you for the whole race. Makes it more like a two-week buoy race."

"At least the price of all the required gear is coming down," I said to the owner after she read more items from the required-equipment list. "Even as the capabilities keep going up, I think it's cheaper than ever to prepare a

boat for an ocean race, if you cost it out in inflation-adjusted dollars."

"Yup. The SSB used to be the big-ticket item," the old man agreed. "And you couldn't just bolt it on and hook up the power. You needed a ground plane, and a tuner, and copper foil from the tuner to the ground plane, and an insulated backstay for the antenna. Most racers had a professional do the installation. Even then, half the time those sets didn't work, or made you sound like Donald Duck. Also, before GPS, you needed a sextant and books of tables, and you had to have someone who could do celestial navigation. Come to think of it, that's how I got my first ride as navigator. I could do celestial, and when I didn't get seasick I was promoted. But it was a big obstacle for a lot of would-be cruisers and racers back then. Remember LORAN? It only worked good in coastal waters, and SatNav was far too expensive for us yachties. We had to use celestial navigation for real."

"And don't forget that you also needed a separate Weatherfax machine if you were serious about winning," I added.

"You mean, like, you couldn't just bring a laptop computer and hook it up to the single sideband?" Lee asked.

"Not when I started sailing," the old man responded. "My onboard computer was a number-two pencil."

"But by the mid '80s," added the wheelchair attendant, "people were replacing the Weatherfax receiver with software that would send the maps to their computers directly from the SSB."

"Oh yeah, getting the Weatherfax machine off the boat was good," said the old man. "I sure don't miss that thermal

Back in the day, we kept track of competitors by plotting their morning roll-call positions by hand on the celestial plotting sheets. It was SOP to tape them all together to document the race strategy. Some navigators still like the old-school method of fleet visualization: Jon Shampain of the SC50 'Horizon' was still doing it this way in 2013, and he's won too many Hawaii races to count.



MAX EBB

paper. The Weatherfax dealer charged an arm and a leg for that 'special' roll of paper," he remembered. "But I beat the system. All you had to do was buy regular old thermal paper at the office supply store, then unwind the first third of the roll so it would fit in the Weatherfax machine. Saved a bundle."

"I'm old enough to remember trying to get weather maps off a short-wave receiver with my first laptop computer," I said. "It wasn't easy, had to be tuned in just right, and it took forever because it was an analog scan. And if you missed the broadcast of the forecast map you really needed, you might be out of luck 'till the next day."

"But then them Pactor modems came along," said the old salt. "And it finally got sort of reliable. And those G-R-I-B files, so you could get the map you wanted any time.

"Thanks to the volunteers who set up Saildocs and SailMail," I added.

"But didn't you still need the SSB installation?" asked Lee.

"Oh yes," said the old sailor. "But then the satphone came along. We didn't think much of it at first, but then it proved that it could actually be much better than a radio in a distress situation. Remember that 40-footer that was hit by a whale and sunk on its way back from Hawaii? They sank fast, and the radio was underwater when they phoned home for help. You can pop a satphone out of its cradle and keep talking as you climb into the life raft. Try that with an SSB."

"It was a big cost saver, too," I added. "With satphone check-ins, no more SSB required. Even though we lost the eve-

ning Children's Hour."

"And now I have to have data capability too," complained the boat owner.

"It's cheap," Lee assured her. "And, like, the latest satphone data accessories systems put WiFi on your boat, so you can use a laptop from anywhere. You'll love it. You can log in from the back of the quarter berth in the middle of your off-watch to download the latest weather map, and even run the routing software, without ever getting out of your sleeping bag or turning on a cabin light. And, like, that's the only good thing about Windows 10. You can bring up a soft keyboard on the touchscreen so you don't need to put on your headlamp to see the keys."

"That reminds me," I said to the boat owner, "You'll want to buy the routing software too."

"Not if you're on a budget," said Lee. "There's free, open-source stuff out there that works fine."

"They're requiring that I rent a Yellow-Brick tracking device," complained the boat owner, looking up from the Notice of Race document.

"That's another new expense that just got tacked on in the last couple of years," I said.

"But it's going to go away in another couple of years," predicted Lee. "There are little personal tracking gadgets that have two-way text-message capability, perfect for roll call. And, like, who needs position reporting anyway? When every boat is tracked – just an 'all's well' message should do it. The gadgets are not expensive. The coverage doesn't go all the

way to Hawaii yet, because they don't use the satphone satellite network, but that's coming. In a couple years all we'll need is one cheap little device that takes the place of the SSB, the satphone and the tracker. OK, I guess we'll still need email capability for weather maps, but that's optional as far as race requirements go."

"It doesn't help my budget this year," sighed the boat owner. "But I'm not going to skimp on the raft, or on the emergency rudder. What I really hate, though, is buying flares. You never use them, you have to replace them after three years, and there's no place to throw them away. All the flares that came with the boat are out of date. And the hazardous waste recycling center won't take the old ones."

"That might change too," said the wheelchair attendant. "Once they figure out how to make those laser flares helicopter-pilot-safe, I think we'll see the pyrotechnics phased out completely."

"Maybe, maybe not," opined the old sailor. "You know, there are some things that a rocket flare still does better than anything else."

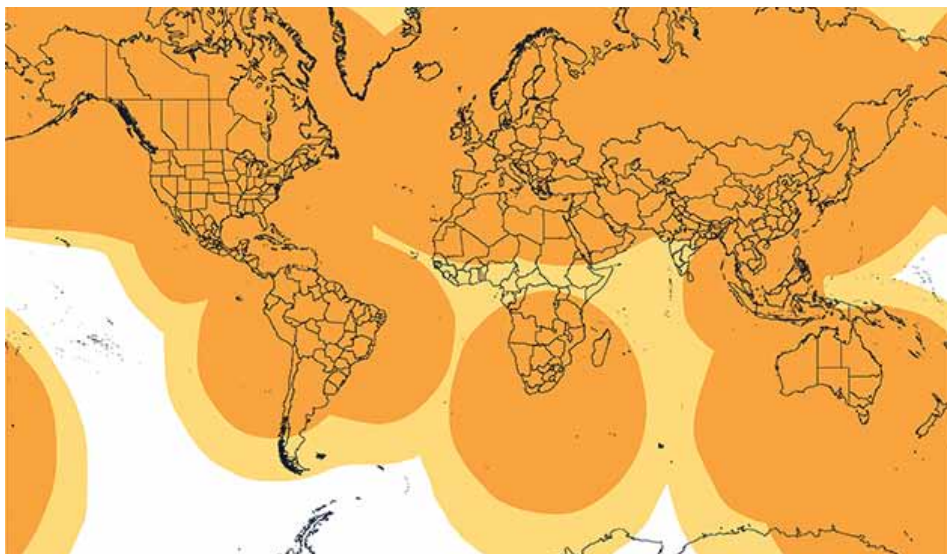
"For sure," said Lee. "But on balance, like, I'd rather have an extra waterproof VHF, and strobe lights that will work all night, instead of three flares that each last for less than a minute."

"The AIS mostly replaces radar for small boats," I said. "That's another big-ticket item that has become much less important in the last few years."

"Except maybe for tracking squalls," Lee pointed out. "but for that, a cheap radar does fine. It's the expensive sets that try to filter out the rain. For squall tactics, the rain is what we want to see."

"Bah!" exclaimed the old man. "Radar to see squalls. That's not how we did it. Just watch for the dark part of the sky with no stars. I still think we're missing the best of old-school ocean racing, what with all the newfangled weather maps, a computer program that tells you exactly what course to sail, and the every-instant position output from any one of ten different GPS-equipped devices on the boat. Let's play the game the old way: Every race to Hawaii should have a Celestial Division. Turn the clock back to 1977. No weather maps, no GPS, no routing software. Only celestial and RDF, and extra credit if you do all the celestial calcs by hand, no computers allowed. Just the voice-only 'high seas forecast' for weather. They do still broadcast that, don't they?"

Globalstar satellite network coverage map for the SPOT Gen3. This \$150 gadget (plus monthly subscription) tracks position and has non-emergency one-way text capability, which is all that's really needed for race tracking and check-in. Coverage is not quite ready for a Hawaii race, however. For more money there are other products offering two-way messaging, and for even more money, YellowBrick has a new model that uses the truly global Iridium satphone network.



"They have a Celestial Division in the Marion-Bermuda race," the wheelchair attendant pointed out.

"Yeah, they do, and they use celestial, but they still get to use weather maps and routing software. And they still get to use GPS for the final approach to Bermuda, those wimps.

"Hey, Bermuda can be a really tough landfall," I noted.

"Turn the clock back!" The old codger insisted. "We did fine without GPS."

"I think you would have to, like, put masking tape over the displays on all the instrumentation with GPS data," Lee pointed out. "And, like, the RC has some major liability exposure if they make you turn off your AIS. To make this work, each boat would probably have to have a 'navigation safety officer' who would monitor the GPS and other modern nav gear, just to keep the boat out of trouble. I've almost hit Middle Farallon first night out on the way to Hawaii, even with a GPS and a chartplotter..."

"Well, maybe," conceded the old man.

"But there should be extra credit if you reduce all the celestial sights by hand, and extra-extra-extra credit if you get all your longitudes by lunar distance, instead of using one of them newfangled

Every race to Hawaii should have a Celestial Division. Turn the clock back to 1977. No weather maps, no GPS, no routing software. Only celestial and RDF.

chronometers."

"Would you allow radio time signals?" I asked.

He thought for a second. "I guess we have to," he said. "Mechanical chronometers are too expensive, so it would be tough to do this without using any electronics at all."

"I've been reading up on the lunar-

distance method," added the wheelchair attendant. "Even though they've had chronometers since the late 18th century, the lunar-distance method was still widely used all through the 19th. Chronometers were expensive and you needed three of them: if one started to go off you could tell which one it was. It seems that it was not the chronometer that put lunar distance out of business – it was the radio time signal. With a time check, you only needed one chronometer, and if it drifted off you had an easy way to check."

Lee was trying to take in the implications of ocean racing with only 40-year-old consumer technology.

"But as navigator, what would I do all day?" she asked. "Without a new set of weather maps every six hours, without competitors' real-time tracks to analyze, and without an optimization program to run?"

"Try to figure out where the heck you are," said the old codger as he rolled away. He was speaking from experience.

— **max ebb**

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THE RACING

A rare one-design win upsets the status quo in the GGYC Seaweed Soup Regatta; RYC's Big Daddy enjoys perfect weather; OYC's Rites of Spring are less riotous than usual; SBYC's Island Fever sees shades of gray; Bay Area sailors win the Nichols Cup in Louisiana; BYC crowns a Champion of Champions; and Starford hosts the McIntyre Team Race. Box Scores includes a slew of spring classics and midwinter series.

One Design Wins Soup Cup

Race 5 of Golden Gate Yacht Club's Seaweed Soup midwinters was held on Saturday, March 4, alongside St. Francis YC's Spring One Design regatta along the San Francisco Cityfront. The race committee gave all divisions a relatively

is *Queimada*," announced Davis.

What makes this win by a Catalina 34 remarkable is that it's been 20 years since a one-design entry has won the trophy. (Terry Anderlini's *Knarr Benino* won it in 1997.) And it's been since 2008 that anyone with a last name other than

"We've come close before several years running to finally make it up here and grab a keeper and get our name on the Cup. The fleet has been racing this 20 years now. This is my 12th year, and it's a good time out there — the same winds and crazy currents we all fight with, and we have a refrigerator onboard that keeps the beer cold."

Next up for GGYC is the Small Craft Beer Regatta, with different small craft breweries featured after each Friday night race. The series will start on May 5 and run every other Friday night through August.

The club is also promoting the new Rainbow Regatta on June 17. GGYC is co-sponsoring the first LGBT-friendly regatta with Barbary Coast Boating Club, a San Francisco-based organization for gay sailors.

— chris/latitude

GGYC SEAWEED SOUP REGATTA (Sr. 1t)

PHRF 1 — 1) **Twisted**, Farr 40, Tony Pohl, 5 points; 2) **Zamazaan**, Farr 52, Greg Mullins, 9; 3) **California Condor**, Antrim Class 40, Buzz Blackett, 13. (11 boats)

PHRF 2 — 1) **Gentoo**, Soto 30, Paul Dorsey, 5 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 15; 3) **Jeannette**, Frers 40, Bob Novy, 16; 4) **Sapphire**, Synergy 1000, David Rasmussen, 17. (16 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 6.5 points; 2) **Serenade**, Sabre Spirit, Hank Easom, 6.5; 3) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff, 12. (16 boats)

'Queimada' leads the Catalina 34s after the start of the stormy Seaweed Soup race on January 7.



The crew of 'Queimada' won GGYC's other Cup. Left to right: Nathan Hadlock, John Curren, Ray Davis (GGYC race director), David Sanner (skipper), Jackson Haring (partner), Leslie Iacopi (GGYC rear commodore). Not present: Michael Jordan.

short course in order to get everyone back to the clubhouse for the awards presentation, as this was the last race of the series.

While many of the division winners were already a done deal, a mystery remained as to who would win the coveted perpetual trophy.

After handing out division prizes, race director Ray Davis said, "The big question is, who's the overall winner of the 46th annual Manuel Fagundes Seaweed Soup Regatta? We had a tie."

The trophy goes to the boat with the lowest score. In the PHRF divisions, *Twisted* and *Gentoo* each had five points. In the one-design classes, *Queimada*, *Narcissus* and *Polruan* each had four points.

"So we actually had a three-way tie, but by the size of fleet, this year's winner

Easom or Nash has won it. But *Queimada* scored a perfect row of bullets in a seven-boat fleet. Even their throwout was a first place.

"It's good to see the Catalina 34 win," said *Queimada's* skipper, David Sanner.





'Queimada' approaches the finish line of the final Seaweed Soup race on March 4.

PHRF 4 — 1) **Youngster**, IOD, Ron Young, 6 points; 2) **Xarifa**, IOD, Paul Manning, 9; 3) **One Hundred**, IOD, Paul Zupan, 11. (6 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 4 points; 2) **Crew's Nest**, Ray Irvine, 11; 3) **Mottley**, Chris Owen, 13. (7 boats)

KNARR — 1) **Narcissus**, John Jenkins, 4 points; 2) **Knarr 134**, Eric Gray, 8; 3) **Fifty Fifty**, John Bobincheck, 13. (6 boats)

FOLKBOAT — 1) **Polruan**, James Vernon, 4 points; 2) **Nordic Star**, Richard Keldsen, 8; 3) **Shanty**, Mark Slichter, 14. (6 boats)

Full results at www.ggyc.org

Picture-Perfect Big Daddy

Richmond YC could not have asked for better weather on March 11-12 for their late-winter classic, the Big Daddy Regatta — particularly on Saturday.

Saturday featured three races on each of three courses, all of which started on time. Deep Water Course race committee volunteers reported that the westerly stayed consistent and the races were fast.

It was the first regatta for Frank Sloodman's new Pac52 *Invisible Hand*. Between the first and second races, PRO Fred Paxton got on the radio and called the pin-end starline boat, asking, "What do you think about moving the pin?" As soon as he said that, *Invisible Hand* snagged the inflatable mark. "Oh, never

mind," said Paxton. "We'll wait for them to get done with it, and then we'll figure out what to do with it."

The Express 37s had a great second race. They were super-packed up at the finish after a double-sausage course, finishing within seconds of each other. Paxton asked them if they wanted Course 3 or 2 for the third race (three or two laps) — they said 2. They used a #1 genoa for the first race, then traded down to #3 jibs for the second race (no #2s are allowed per class rules). Three different boats got bullets in the three races. "Maybe because Kame wasn't there?" mused a crew on the top boat, referring to perennial winner Kame Richards and his *Golden Moon*.

One of the skippers was critical of the Olympic Circle Course, claiming it was way too short, with the leeward mark too close to the line. The racers were asked, "Do you want Course 3 for the third race?" The bowfolk rebelled, shouting "No!" They got Course 2. "We were back in and drinking by 3," was one comment. "That bar is not going to empty itself."

The Southampton course had really nice conditions with 10-15 knots of breeze. The Santana 22 class was given Courses 2-2-3 — seven laps — tiring, but all of them finished. Richard vonEhrenkrook singlehanded his Cal 20 *Can O'Whoopass*. He took two bullets then dropped out of the third race because

he was tired.

"This race should have more boats, especially when there's weather like this," opined a race committee volunteer.

For the last three years, the music at Big Daddy's Saturday night party has been provided by a DJ rather than a live band. An ABBA disco tune got the partiers up and dancing, and the Village People's *YMCA* is always a crowd pleaser.

On Sunday at noon it was looking like a "You should have been here yesterday" kind of weekend. The westerly was stubborn about filling, and the start of the pursuit race in the Southampton Shoal area was postponed. "We're not going to race in no wind and current," said Paxton. "We'll post the start time and then it will be a word problem." A volunteer on the 'Whaler 1' RIB called in from the Central Bay reporting, "It's flat-ass calm

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 - Wounded Warriors in SCYA Midwinters
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THE RACING



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This page: RYC's Big Daddy Regatta. Above, clockwise from bottom left: Jack Clapper's J/44 'Phantom' is black and beautiful; a leeward mark rounding on the Deep Water course; Frank Slooman's new Pac52 'Invisible Hand' was last month's most photographed boat on the Bay; young Chase Englehart drives the Moore 24 'Flying Tiger' past Point Blunt in the pursuit race on Sunday (kids' day). Below: 'Kwazy' pursuit race winners Colin Moore (skipper) and Alex Hanford (trap guy).



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"We're going to give it another 30 minutes," said Paxton, "to see if that breeze comes around the corner."

One racer grumbled: "What is this? BART?"

"I'm half a mile from the Golden Gate Bridge with 4 to 6 knots," was the next report from Whaler 1. "Looks solid."

Paxton was hoping for an even one-hour postponement to make the "word problem" easier.

But the postponement ended up lasting for 70 minutes. The breeze filled in and held for the duration of the race. Despite the delay, all but two of the 73 boats that started finished well within the 5 p.m. time limit.

In the pursuit race, the sailors pick which way to go around Angel Island and Alcatraz. Counterclockwise had an edge as the favored direction. It's the way the winning monohull went, but the winning

multihull went clockwise and finished ahead of said monohull. Alan O'Driscoll's D-Class catamaran *HMB Boys & Girls Club* was hauling ass down the Marin shore. "I think the CHP was after him," joked one of the RC volunteers.

For glory among the monohulls, the Wylie Wabbit *Kwazy* nipped *Invisible Hand* at the finish.

"If the wind is right (has a reasonable amount of west in it) then counterclockwise works for a Wabbit," said skipper Colin Moore. "Not much true beating, a fast close reach to Alcatraz, then a long spinny leg home. If it's windy enough the last two legs are a blast. It also gives us the option to go around the Angel Island hole that usually forms. I used to think a Wabbit could only win going that way, but Jon Stewart proved me wrong." Stewart's Wabbit, *Jombo*, won the pursuit race last year going clockwise in stormy conditions.

"I think we were about a minute ahead of the new *Hand*. They had not yet done their last jibe, from starboard to port. We were coming in from pretty low on port (due in part to avoiding the aforementioned hole) and were not that close when crossing. Behind that were a bunch of 30-something asymmetricals and *Checkered Past*, the Wyliecat 39. I

out here. No sign of wind coming up." Paxton responded: "Do you have some alternate facts for us? Racers, we'll give it another 30 minutes."

Paxton later noted: "I kept looking up at Point Blunt wishing for ripples." On the anchored RC boat, it was like being in a river in the current, with the sound of water rushing past.

"We've got 3-4 knots out here," came another report from Whaler 1.



ALL PHOTOS THIS PAGE CHRIS RAY / WWW.CRAYVPC.COM

was worried for a while, especially about *Tiburon* (C&C 30), until I saw them jibe to get away from the hole."

Crew this year were Rachel Fogel and Alex Hanford. Moore has won RYC's pursuit race on *Kwazy* twice before, including in 2013's Great Pumpkin Regatta.

"It was a gorgeous day with moderate winds," he added. "We used our big jib and never really lit it up on the way back from Alcatraz. I was a little worried we'd get waterlined, but a Wabbit gets rides on waves no one else does."

Ross Groelz' *Eagle* was the first Express 27 to finish, having gone clockwise. They had a photo finish with *Froglips*, but the J/24's spinnaker won the match.

The first Moore 24, the Seifers family's *Flying Tiger*, had a junior skipper and two junior crew aboard, plus two adults. Boat owners are encouraged to invite youngsters along for Sunday's race.

— *chris/latitude*

BIG DADDY REGATTA, 3/11 (3r, 0t)

PHRF A — 1) **Invisible Hand**, Pac52, Frank Sloodman, 6 points; 2) **Twisted**, Farr 40, Tony Pohl, 7.5; 3) **Bodacious+**, 1D48, John Clauser, 8.5. (6 boats)

PHRF B — 1) **Encore**, Sydney 36 CR, Wayne Koide, 3 points; 2) **Jeannette**, Frers 40, Bob Novy, 7; 3) **Phantom**, J/44, Jack Clapper, 8. (4

This page: Cityfront action hosted by StFYC. Top row: Spring One Design on March 4-5, a rainy, windy, debris-filled, confused-currents weekend. It even hailed on Sunday. Bottom right: Nicole Breault and crew in the final stop of the California Dreamin' match-race series on March 11-12; eight teams raced; Shane Young from Long Beach YC won the three-part series. Bottom left: Sailors big and small enjoyed the action at Spring Dinghy on March 18-19 in a strong flood.

boats)

PHRF C — 1) **Tiburon**, C&C 30, Steve Stroub, 6 points; 2) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 7; 3) **Courageous**, J/88, Gary Panariello, 8. (8 boats)

PHRF D — 1) **La Viajera**, J/109, Brian Richards, 7 points; 2) **Another Girl**, Alerion Express 38, Cinde Lou Delmas, 7; 3) **Serenade**, Sabre Spirit, Hank Easom, 7.5. (11 boats)

PHRF E — 1) **Uno**, Wyliecat 30, Steve Woner, 7 points; 2) **Ahi**, Santana 35, Andy Newell, 8; 3) **Arcadia**, Mod. Santana 27, Gordie Nash, 8. (7 boats)

PHRF F — 1) **Froglips**, J/24, Richard Stockdale, 3 points; 2) **Shark on Bluegrass**, Olson 25, Falk Meissner/Tom Nemeth, 7; 3) **Frisky**, Open 5.70, Dale Scoggin, 9. (5 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford, 5 points; 2) **Escapade**, Nick Schmidt, 6; 3) **Bullet**, Larry Baskin, 9. (4 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 3 points; 2) **Ergo**, Chris Gage, 8; 3) **Eagle**, Ross Groelz, 9. (4 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 3 points; 2) **Bad Hare Day**, Erik Menzel, 7; 3) **Kwazy**, Colin Moore, 8. (4 boats)

SANTANA 22 — 1) **Albacore**, Michael Quinn,

5 points; 2) **Alegre**, Chris Klein, 6; 3) **Carlos**, Jan Grygier, 7. (5 boats)

ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 3 points; 2) **UAgain**, David Woodside, 7; 3) **Peabody**, Donna Womble, 10. (4 boats)

CAL 20 — 1) **First Rodeo**, Stephanie Stroub, 6 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 7; 3) **Green Dragon**, Marcus Choy, 7. (3 boats)

BIG DADDY PURSUIT RACE, 3/12

MONOHULL — 1) **Kwazy**; 2) **Invisible Hand**; 3) **Tiburon**; 4) **Six Brothers**, Columbia C-32, Chris Kramer; 5) **Checkered Past**, Wyliecat 39, Kim Desenberg; 6) **Blue**, Swan 53-2, Ray Paul; 7) **Stewball**; 8) **Sapphire**, Synergy 1000, David Rasmussen; 9) **Deception**, SC50, Bill Helvestine; 10) **California Condor**, Antrim Class 40, Buzz Blackett. (67 boats)

MULTIHULL — 1) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 2) **Shadow X**, Extreme 40 cat, Peter Stoneberg; 3) **Khimaira**, F-25c tri, Mark Zimmer. (6 boats)

Full results at www.richmondyc.org

OYC Rites of Spring

As has become Oakland YC's tradition, there is a quote to set the tone for

THE RACING

ALL PHOTOS FRED FAGO



A diverse fleet of boats raced in Encinal YC's Jack Frost Series on the Central Bay this winter. Left to right: a Santana 22 (they had a one-design class), an Olson 30, and a Cal 40.

the Rites of Spring race and this year's was from John Paul Jones: "Give me a fast ship, for I intend to go in harm's way." Although it truly did no harm, the first surprise of the day was when the committee boat and racers arrived at the Berkeley Circle, where the start was to be, only to find the Big Daddy at the Circle as well. The OYC committee quickly adjusted and set the start off the Berkeley Pier.

The wind was good, and with only a short postponement we were in count-

down. The fleets were split between two courses, the winds were blowing 15-20 knots with gusts to 25, and racers had to account for a relatively heavy ebb. The progress was steady for those rounding Harding Rock. The wind and current moving from Harding toward Blossom Rock had that surging and surfing feel. Next, racers headed for Mark 33 on the south side of the Bay Bridge, the final mark on all the courses, and then down the Estuary to finish in front of OYC.

Hmm, boats seem to be slowing, boats

seem to be sailing less than optimum lines, boats are stopping, and there many sat. The wind died, and with the ebb at about 3 knots, some boats were being sucked backward, back under the Bay Bridge, toward Yerba Buena, toward the Oakland side of the bridge. One racer said it looked as if a magnet was pulling boats away from the mark. Boats were maneuvered, but the wind gods got the best of some as one by one engines started and boats retired from the race.

But wait, it wasn't over yet. A few were positioned such that they could anchor or had enough room so as not to be

NHYC/SDYC ISLANDS RACE, 2/24-25

MONOHULL — 1) **Pyewacket**, Andrews 70, Roy Disney; 2) **Grand Illusion**, SC70, Patrick O'Brien; 3) **Holua**, SC70, Brack Duker. (23 boats)

MULTIHULL — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe. (1 boat)

Full results at www.islandsrace.com

StFYC SPRING ONE DESIGN, 3/4-5 (5r, 0t)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson, 7 points; 2) **Wile E. Coyote**, Dan Pruzan, 9; 3) **El Raton**, Ray Lotto, 15. (7 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 14; 2) **Godot**, Phillip Laby, 15; 3) **Mojo**, Jeff Littfin, 19; 4) **Jabberwocky**, Brent Vaughan, 20; 5) **Blackhawk**, Ryan Simmons, 20. (21 boats)

MELGES 24 — 1) **Looper**, Duane Yoslov, 11 points; 2) **M1**, Ian Collignon, 13; 3) **Smokin'**, Kevin Clark, 19. (5 boats)

MOORE 24 — 1) **Mooregasm**, Steve Bourdow, 8 points; 2) **Banditos**, John Kernot, 14; 3) **Immoral**, Matt Van Rensselaer, 18. (7 boats)

Full results at www.stfyc.com

NHYC NEWPORT TO CABO SAN LUCAS RACE, 3/11-3/12

ORR 1 — 1) **Zephyrus**, R/P 77, Camon Guizot. (4 boats)

ORR 2 — 1) **Grand Illusion**, SC70, James McDowell; 2) **Holua**, SC70, Peter Isler. (6 boats)

ORR 3 — 1) **Horizon**, SC50, James McDowell. (3 boats)

MULTIHULL — 1) **Phaedo3**, MOD70, Lloyd

THE BOX SCORES

Thornburg; 2) **Mighty Merloe**, ORMA 60, H.L. Enloe. (3 boats)

Full results at www.nhyccaborace.com

BAMA DOUBLEHANDED FARALLONES, 3/18

MONOHULL 49-72 — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Kim Desenberg; 2) **Elan**, Express 37, Jack Peurach/John Duncan; 3) **Bullet**, Express 37, Laurence Baskin/Nick Grebe. (7 boats)

MONOHULL 73-105 — 1) **Tijd**, Beneteau First 30JK, Dirk Husselman/John Woodworth; 2) **Lady Jane**, Jeanneau 39i, Greg Dorn/Matthew Sessions; 3) **CruzSea Baby**, Beneteau First 10R, Brian Turner/Pete Calvert. (5 boats)

MONOHULL 106-142 — 1) **Azure**, Cal 40, Rodney Pimentel/Ted Floyd; 2) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 3) **Plus Sixteen**, Olson 911S, Paul Disario/Kevin Mills. (7 boats)

MONOHULL >142 — 1) **Cassiopeia**, Islander 36, Kit Wiegman/Kristy Lugert. (7 boats)

ULDB <55 — 1) **Peregrine**, J/120, Michael O'Callaghan/John Verdoia; 2) **Aeolus**, J/111, Rob Theis/Jennifer Canestra; 3) **Jamani**, J/120, Sean & Jeff Mulvihill. (11 boats)

ULDB >54 — 1) **Outsider**, Azzura 310, Greg Nelsen/Randy Miller; 2) **Six Brothers**, Columbia C-32, Chris Kramer/John Fryer; 3) **Makanani**, Ultimeate 24, Barry Barrett/John Long. (12 boats)

EXPRESS 27 — 1) **Verve**, Ron Snetsinger/Stanly Martin; 2) **Wetsu**, Phil Krasner/Rachel Fogel; 3) **Tequila Mockingbird**, Matt Krogstad/Jonas Kellner. (8 boats)

MULTIHULL — 1) **Papillon**, F-27, Andrew Scott/Gordie Nash; 2) **Wingit**, F-27, Amy Wells/David Wilhite; 3) **Ma's Rover**, F-31R, Mark Eastham/Cam Tuttle. (7 boats)

OVERALL — 1) **Outsider**; 2) **Papillon**; 3) **Six Brothers**; 4) **Punk Dolphin**; 5) **Wingit**; 6) **Peregrine**; 7) **Aeolus**; 8) **Jamani**; 9) **Swift Ness**, J/111, Reuben Rocci/Nesrin Basoz; 10) **Verve**. (65 boats)

RACE TO THE BAR (DHG7)

ULDB — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff/Ian Ferguson; 2) **Inconceivable**, J/88, Steven & Zach Gordon. (2 boats)

MOORE 24 — 1) **Rare Bird**, Joseph Dillard/Gilles Combrisson. (1 boat)

RACE TO THE SEA (DHBL)

MULTIHULL — 1) **Ocealys 3**, Diam 24, Fred Bouju/Erwan Menard. (1 boat)

Full results at www.sfbama.org

IYC SADIE HAWKINS, 3/18

SPINNAKER — 1) **Faster Faster!**, Merit 25, Junette Kushner; 2) **Lelo Too**, Tartan 30, Emily Zugnoni; 3) **Dire Straits**, J/24, Lonnie Zarem. (4 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Katie Mayers; 2) **Dominatrix**, Santana 22, Heidi Schmidt; 3) **Ghost**, Tartan Ten, Pam

PATRICK PERIGAUD



sucked to land, and were still willing to stick it out a bit longer. A slight tickle of a breeze, ever so slight, then a little more breeze came up, and, in a little more time, there was enough to sail once again. Eight boats of the 29 signed up finished the race at OYC.

— *debby ratto*

OYC RITES OF SPRING, 3/11

MONOHULL DOUBLEHANDED 1 — 1) **Double Agent**, Merit 25, Scott Ollivier/Livia Hsiao; 2) **CruzSea Baby**, Beneteau 10R, Brian Turner/Peter Calvert. (4 boats)

MONOHULL DOUBLEHANDED 2 — 1) **Sterling**, Catalina 34, Jim Brady/Don Cowgill. (5 boats)

MONOHULL DOUBLEHANDED 4 — 1) **Music**, Catalina 34, Robert Engelhart. (5 boats)

MONOHULL FULL CREW <170 — 1) **Bandido**, Merit 25, Deb Fehr; 2) **Traveler**, Express 34, David Ross. (3 boats)

MONOHULL FULL CREW >170 — 1) **Zeehond**, Newport 30 MkII, Donn Guay. (3 boats)

MULTIHULL DOUBLEHANDED — 1) **Wingit**, F-27, Amy Wells/Dave Wilhite. (8 boats)

Full results at www.jibeset.net

Krawiec. (5 boats)

Full results at www.iyc.org

STFYC SPRING DINGHY, 3/18-19 (6r, 1t)

505 — 1) **Mike's Boat**, Mike Martin/Adam Lowry, 8 points; 2) **Larry's Latest**, Howard Hamlin/Jeff Nelson, 11; 3) **Stimulus Package**, JB Turney/Tommy Fink, 20; 4) **Willamette Sailing**, Kerry Poe/Paul VonGrey, 21. (17 boats)

C420 — 1) Mats Keldsen/Michael Tellini, 12 points; 2) Christian Brown/Amir Tadros, 16; 3) Justin Lim/Andrew Huang, 17; 4) Tommy Young/Connell Phillips, 18. (17 boats)

LASER — 1) Peter Phelan, 5 points; 2) Dave LaPier, 12; 3) Mike Bishop, 16. (10 boats)

LASER RADIAL — 1) Andrew John Holdsworth, 6 points; 2) Caleb Yoslov, 14; 3) Laird Henkel, 21. (13 boats)

Full results at www.stfyc.com

Many Midwinter Series wrapped up in March. For those that ended in February, see Box Scores in the March issue of *Latitude 38*.

EYC JACK FROST SERIES (7r, 2t)

PHRF <115 — 1) **WYSIWYG**, Olson 30, Hendrick Bruhns, 7 points; 2) **Gig**, HB30, Gil Sloan, 8; 3) **Azure**, Cal 40, Rodney Pimentel, 15. (5 boats)

PHRF >114 — 1) **Renaissance of Tahoe Vista**, Islander 36, Stephen Douglass, 5 points; 2) **Choices**, Schock 34, Doug Perry, 16. (2 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith,

Hoping to snag competitive advantage during SBYC's Island Fever race on February 25, a J/32 tries to scoop perceived stronger winds at sea level.

Shades of Gray at SBYC Island Fever

Blue skies and big fluffy white clouds. Lots of ebb from recent rains. Just a whisper of wind. Pre-race on February 25, one racer aboard the J/32 *Stratocaster* affirmed, "Winds at 0 with gusts of 1 knot." Skipper Lewis Lanier remarked,

"There are chips and beer down below." Joining the pre-race milling around was Santana 35 *Breakout*, whose crew had gone to great pains prepping for the day. Two team members called out tasks completed: "Got ice," and "put on pants," while another admitted to "spending 45 minutes in front of the mirror to get ready."

Four Saturdays into the series, only one of those actually logging a completed race, South Beach YC's Island Fever enthusiasts were chomping for action. Fortunately, following a one-hour postponement plus a few shifts of the floating tetrahedrons, the race committee raised the prep flag and the fleets queued. Organizers handily started and finished two short heats for all fleets. Race 1 offered max winds barely touching 10 knots in a few spots on the course, plus a decent ebb to aggravate a few boats at roundings. Race 2 featured shades of gray skies and acts of dominance, including a more forceful blow.

— *martha blanchfield*

THE BOX SCORES

5; 2) **Balein**, Dan Coleman, 15; 3) **Alchemy**, Nick Ancel, 16. (3 boats)

SANTANA 22 — 1) **Albacore**, Larry Nelson, 7; 2) **Zingaro**, Jennifer McKenna/Fred Paxton, 9; 3) **Carlos**, Jan Grygier, 11. (7 boats)

Full results at www.iyc.org

IYC ISLAND DAYS (5r, 1t)

SIZE MATTERS — 1) **Obsession**, Harbor 20, Dave Vickland, 4 points; 2) **Meliki**, Santana 22, Deb Fehr, 11; 3) **Fun**, Santana 22, Chris Nicholas, 11. (7 boats)

SPINNAKER — 1) **Dire Straits**, J/24, Steve Bayles, 6 points; 2) **Faster Faster!**, Merit 25, David Ross, 18; 3) **Double Agent**, Merit 25, Scott Ollivier, 17. (7 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 5 points; 2) **Carina**, Scott McCoy, 7; 3) **Wings**, Mike Jackson, 14. (6 boats)

NON-SPINNAKER — 1) **Kynntana**, Freedom 38, Carliane Johnson, 6 points. (1 boat)

Full results at www.iyc.org

SEQYC REDWOOD CUP (4r, 1t)

PURSUIT — 1) **Friction Loss**, J/30, Jenny Thompson, 3 points; 2) **Hokulani**, J/120, Tracy Rogers, 11; 3) **Phoenix**, Dragonfly 25, Phillip Meredith, 13. (14 boats)

SEQYC WINTER SERIES (5r, 1t)

1) **Daredevil**, Melges 24, Tim Anto, 4 points;

2) **L20**, J/29, Alex Huang, 12; 3) **Frequent Flyer**, Farr 30, Stan Phillips, 20; 4) **Magic**, Express 27, Jeff Phillips, 23; 5) **Melilani**, J/105, Richard Butts, 24. (22 boats)

Full results at www.jibeset.net

SYC CHILI MIDWINTERS (4r, 0t)

SPINNAKER A — 1) **Ohana**, Beneteau 45F5, Steve Hocking, 14 points; 2) **Courageous**, J/88, Gary Panariello, 17; 3) **Escapade**, Sabre 402, Nick Sands, 21. (13 boats)

SPINNAKER C — 1) **Youngster**, IOD, Ron Young, 4 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 11; 3) **Abba Zaba**, Tartan Ten, Greg Arkus, 15. (6 boats)

J/105 — 1) **Streaker**, Ron Anderson, 5 points; 2) **Hazardous Waste**, Chuck Cihak, 12; 3) **Mamaluc**, Scott Lamson, 22. (5 boats)

NON-SPINNAKER D — 1) **Serendipity**, Cal 29, Philip Hyndman, 6 points; 2) **Califia**, Islander 36, Tim Bussiek, 13.5; 3) **French Kiss**, Beneteau 350, Dave Borton, 15. (9 boats)

NON-SPINNAKER E — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch, 5 points; 2) **Homus**, Ericson 37, Josh Dvorson, 9. (2 boats)

Full results at www.sausalitoyachtclub.org

TYC MIDWINTERS (3r, 0t)

SPINNAKER — 1) **Joyride**, J/105, Bill Hoehler, 4 points; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 9; 3) **Redhawk**, Hawkfarm, Jerry McNulty/Shirley Vaughan, 12. (9 boats)

Full results at www.tyc.org

THE RACING SHEET



The 'Motorcycle' gang won BYC's Kirt Brooks trophy (with a newly repaired nose). Left to right: Angie Liebert, Will Paxton, Kelsey Tostenson and Shawn McMurray. Not shown: Ben Burbridge.

SBYC ISLAND FEVER (4r, 0t)

PHRF <120 — 1) **Bad Dog**, J/111, Richard Swanson, 4 points; 2) **Flight Risk**, Catalina 38, Dan Gaudy, 16; 3) **Breakout**, Santana 35, Lloyd Ritchey, 23. (4 boats)

PHRF >119 — 1) **Heart of Gold**, Olson 911S, Joan Byrne, 14 points; 2) **Stratocaster**, J/32, Lewis Lanier, 15; 3) **La Dolce Vita**, J/32, John Riley, 15. (12 boats)

NON-SPINNAKER — 1) **Bravo Zulu**, Sonar, Ryan Bruington, 7; 2) **Alpha**, Sonar, John Wallace, 12; 3) **SeaView**, C&C 115, Pete Hamm, 12. (5 boats)

Full results at www.southbeachyachtclub.org

StFYC Wins Nichols Cup

Over the weekend of March 18-19, St. Francis YC won the Nichols Cup, sailed on Lake Pontchartrain, LA. The three-on-three grand-masters team-racing event was sailed in Flying Scots. Team St. Francis reached the finals to face host club Southern YC in a best-of-seven series. StFYC won the first three races and Southern won the next three, to create a winner-take-all showdown in Race 7. StFYC started with a penalty against one of its boats, but then attacked Southern to turn the tables and finish with a 2, 3, 4, barely winning the grudge match by half a boatlength. New York YC finished third.

— sean svendsen

Berkeley Midwinter Champs

Over the course of four months, almost 100 boats raced in the 2016-17 BYC Midwinter Series in 12 different divisions: seven in the Saturday series and five in the Sunday series. When the last race in February concluded there were 12 first-place boats, one for each division. There were also 12 seconds and thirds plus fourth- and fifth-place

Saturday Express 27s who earned prizes. (We had a lot of Express 27s.) In most winter series, the awarding of trophies to all these winners would be deemed to be the completion of the event.

But who was the real winner, the

best of the best, the 'Champion of Champions'? Whose name would be engraved on the infamous Kirt Brooks perpetual trophy? Clearly, one more race was required. And while we were at it, all the trophy winners were invited for one more romp around the buoys on the Berkeley Circle.

Thus, on Sunday, February 26, on a sunny and even a little breezy day, the Winner's Race occurred. The Red Divi-



sion (all the firsts) was well attended and the racing was close.

Not as many showed up for the Blue (the seconds) and White Divisions (the third plus fourth and fifth), but racing was super-close in these divisions also. A sample of the closeness: Corrected seconds between third and second in the Red Division was 10. Between second and first in the Blue Division, 13. There were only 11 seconds between second and first in the White Division.

All three divisions were topped by Express 27s, one of the few one designs this winter, noteworthy because they hadn't had the fun of racing in handicap divisions.

And the overall winner? Congrats to Will Paxton and *Motorcycle Irene*!

— bobbi tosse

BYC WINNERS RACE, 2/26

RED — 1) **Motorcycle Irene**, Express 27, Will Paxton; 2) **Stewball**, Express 37, Bob Harford; 3) **Ypso**, Cal 2-27, Tim Stapleton. (9 boats)

BLUE — 1) **Tule Fog**, Express 27, Steve Carroll; 2) **Slight Disorder**, Moore 24, Carmen Maio. (3 boats)

WHITE — 1) **Dianne**, Express 27, Steve Katzman; 2) **Shark on Bluegrass**, Olson 25, Tom Nemeth; 3) **Green Dragon**, Cal 20, Marcus Choy. (4 boats)

Full results at www.berkeleyyc.org

McIntyre Team Race

Stanford University hosted the McIntyre Team Race on February 25-26. Eight college teams had all conditions in Redwood Creek on Saturday, from a light, shifty easterly to a 12-knot westerly. The first round-robin plus nine races into the second were completed. The three umpires, Rob Overton, Bryan McDonald and Don Wieneke, each had their own boat for watching over the rac-

Team St. Francis won the Nichols Cup in Louisiana. Left to right: Brody and Frances Cobb, Joe McCoy, Allie Rowe, Chris Raab (helmsman), Jon Andron (helmsman), Russ Silvestri (helmsman), Sean Svendsen and Paul Heineken.

ing, and they did a debrief at the end of the day.

On Sunday, conditions again changed constantly. The breeze started out at 3-5 knots from the southeast. As the day warmed, the breeze moved left to NNE and picked up to 6-8 knots. During the final hour, the breeze clocked all the way left to a 12- to 15-knot westerly sea breeze, initiating hiking conditions. The racing was tight in the end with the final race between Stanford and UC Santa Barbara to determine the championship, and UCSB took the win.

See www.scores.collegesailing.org.

— latitude/chris

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WORLD

*We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats and Crewed Charter Yachts.***

A Boatload of Options for Spending Time on the Bay

Thoughtful Bay Area residents observe that simply living and working near San Francisco Bay greatly enhances the quality of life here, even if you never get out on the water. We agree, but would argue that there's really no reason *not* to get out on the water here. As you'll learn in these pages, there's a wealth of options for sailing the Bay. And once you sample them you'll be even more thrilled to call this region home.

Listed below are both (drive-it-yourself) bareboats and fully crewed charter yachts of all sizes and descriptions. We encourage you to peruse the listings now and save them for future reference.

Bareboats — There are roughly 220 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, the boats listed below are offered by sailing schools — usually called 'clubs' — that provide a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers will pay somewhat

higher rental prices.

The first time you charter with a company you will probably have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a container ship. Our advice concerning checkouts is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

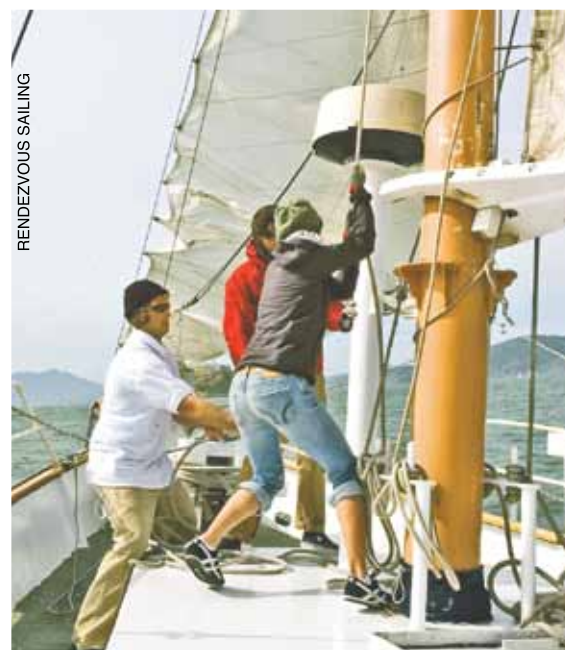
Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

For folks who don't own a boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat

types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing a broad range of skills.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you've taken



RENDEZVOUS SAILING

BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing Academy & Afterguard Charters
Oakland & Treasure Island
(510) 535-1954;
www.afterguard.net

30' & UNDER

Capri 14
Montgomery 15
Ranger 23 (4)
Cal 25-diesel
Ranger 26
Islander 28

31' - 35'

Ericson 32
Yamaha 33
Targa 10.1
Ericson 34

Pearson 35
Fountaine Pajot Tobago 35
Hunter-Legend 35.5

Over 40'

Catana 431
Dynamique 62'

Club Nautique

Alameda, Sausalito
(800) 343-7245;
www.ClubNautique.net
AL = Alameda ; SA = Sausalito

30' & UNDER

Colgate 26 (7) AL, SA

31' - 35'

Hunter 31 (2) SA
Beneteau 31 (7) AL, SA
Jeanneau NC 9 power (1) SA
Marlow Mainship 32 power AL

Hunter 33 (2) AL, SA
Beneteau 34 (5) AL, SA
Jeanneau 349 (4) AL, SA

36' - 40'

Beneteau 37 (4) AL, SA
Jeanneau NC 11 power (1) AL
Marlow Mainship 37 power AL
Jeanneau Velasco 37F (1) SA
Jeanneau 379 (1) SA
Beneteau 38 (3) AL, SA
Beneteau 40 (2) AL, SA

OVER 40'

Beneteau 41 (4) SA
Jeanneau 419 (2) AL
Mainship 43 power (1) AL
Bali 4.3 Cat (1) SA
Jeanneau 52.2 (1) AL
Jeanneau Yachts 54 (1) SA

J/World

Alameda, San Diego,
Puerto Vallarta (510) 271-
4780, (800) 910-1101;
www.sailing-jworld.com

30' & UNDER

22' J/70 (4)
26' J/80 (10)

31' - 35'

34' J/105 (4)

36' - 40'

36' J/109
40' J/120 (2)
42' J/124

OVER 40'

Santa Cruz 50
52' J/160

Modern Sailing School & Club

Sausalito (800) 995-1668;
www.modernsailing.com

30' & UNDER

Catalina 30 (3)

31' - 35'

Beneteau 31
Catalina 320 (2)
Pearson 32
C&C 32
Beneteau 35 (2)

36' - 40'

Catalina 36
Beneteau 36.7
Beneteau 37 (2)
Beneteau 38
38' Seawind 1160 cat

OVER 40'

Beneteau 41
Beneteau 42

Jenneau 409
Lagoon 42 cat
Beneteau 43
S&S 44

Monterey Bay Sailing

Monterey (831) 372-7245;
www.montereysailing.com

30' - 40'

Catalina 22
30' Windward
37' Baltic

OCSC SAILING

Berkeley (800) 223-2984;
www.ocscsailing.com
(membership required)

30' & UNDER

J/24 (22)
Olson 25 (4)
26' J/80

31' - 35'

Catalina 320 (3)
34' J/105 (5)
Catalina 355
Jeanneau 349
Beneteau 31

36' - 40'

Catalina 36 (2)



CLUB NAUTIQUE

Left: Crewed charter boats range from traditional schooners to modern race boats. Above: A Club Nautique raft-up on the Petaluma River.

total responsibility for a big boat in Bay waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities — as opposed to the angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences among popular makes and models than by personally

sea-testing them before you commit.

Crewed Charter Vessels — The vessels listed in our Crewed Charter section are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

Even if you are a longtime sailor with your own fleet of sailing craft, there are special circumstances when chartering one of the vessels listed here might be the perfect solution to a particular challenge.

Suppose, for example, you have a slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay aboard a classier boat than your beat-up old day-sailer with the nonfunctional head. Why not charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip Champagne, and play tour guide?

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motoryacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with up to six paying passengers, and **'Multi-Passenger Vessels'** (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers.

Ed. note: We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

Lagoon 380 cat
Beneteau 37
Hanse 385
Dufour 36

OVER 40'

Hans Christian 43
Tartan 4100
Jeanneau 41

Pacific Yachting/Sailing

Santa Cruz (831) 423-SAIL
(7245), (800) 374-2626;
www.pacificsail.com

30' & UNDER

Santa Cruz 27
Catalina 28
30' Olson 911s

31' - 35'

Hunter 31
Beneteau 31
Catalina 32 (2)
Beneteau 32
Beneteau 34

36' - 40'

Catalina 36
Beneteau 38

OVER 40'

Hunter 41
Beneteau 46.1

San Francisco Sailing School & Club

(415) 378-4887;
www.sailinglessonsfsf.com

30' & UNDER

Ranger 23 (5)
Ericson 28 (1)

31' - 40'

Islander 36

Spinnaker Sailing of Redwood City

(650) 363-1390;
www.spinnakersailing.com
(membership required)

30' & UNDER

Merit 25 (14)
Catalina 27 (6)

31' - 40'

Hunter 33 (1)
Catalina 34
J/105
Beneteau 39

Spinnaker Sailing of San Francisco

(415) 543-7333;
www.spinnaker-sailing.com

30' & UNDER

Andrews 21 (many)
Santana 22 (many)
Santa Cruz 27 (many)

31' - 35'

Catalina 320 (many)
Catalina 30

36' - 40'

Catalina 36
Beneteau 393
C&C 40
Jeanneau 349
Jeanneau 379

OVER 40'

Jeanneau 409
Santa Cruz 50

Tradewinds Sailing School & Club

Richmond (510) 232-7999;
www.TradewindsSailing.com
Brickyard Cove, Marina Bay
Yacht Harbor

30' & UNDER

Beneteau 22 (2)
Capri 22 (7)
Catalina 270
Catalina 30 (2)
Newport 30

31' - 35'

33' Beneteau 323 (2)
Beneteau 31 (2)
Hunter 31
Hunter 33
Catalina 34
Hunter 34
Beneteau 34
Hunter 356
Catalina 35
Beneteau 35

36' - 40'

Jeanneau 36
Catalina 36
Beneteau 37
Catalina 38

OVER 40'

Catalina 42 (3)

NON-PROFIT ORGS

Cal Sailing Club

Berkeley
www.cal-sailing.org
(membership required)

Small Boats

Laser Bahia (8)
JY15 (7)
RS Vision
Precision 15 (2)

Laser (2)
Byte (2)

30' & UNDER

Merit 25 (2)
Capri 25 (2)
Pearson Commander (3)

Sailing Education Adventures

Sausalito (415) 775-8779;
www.sfsailing.org

30' & UNDER

Laser (12)
Catalina 16.5 (4)
Santana 25 (2)

Sacramento State Aquatic & Boating Safety Center

Gold River at Lake Natoma
(916) 278-2842;
www.sacstateaquaticcenter.com

30' & Under

Laser (12)
Pico (15)
Quest (8)
Holder 14 (5)
Holder 20 (2)

**Crewed Charter Vessels
'Multi-Passenger' Vessels (7+)
(alphabetically)**

Adventure Cat: Built specifically for chartering on SF Bay, this 55ft catamaran is fast yet family-friendly for sailors and non-sailors alike! Guests can ride under the GG Bridge on the open-air trampoline or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Adventure Cat 2: This 65-ft cat, like her older sister (above), is fast and fun, but can carry almost twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.



'Adventure Cat II' is fast and fun.

- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Argosy Venture: This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her bright-work and period styling are an eye-catching sight when she roars across the Bay at 12 knots.



'Argosy Venture' is a rare classic.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; charters@argosyventure.com; www.argosyventure.com

Bay Lady: At 90 feet in length, she is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Built of steel, her design combines modern strength and safety features with an old-time sail plan. Guests are invited to participate in sailing this great schooner.



The steel schooner 'Bay Lady' carries 90.

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- Corporate offsites, Angel Island BBQs, private groups, weddings, celebrations, baseball parties to McCovey Cove, some scheduled sailings (individually ticketed Brunch & Sunset Cruises).
- (415) 543-7333; spinnaker.sailing@yahoo.com; www.rendezvous-charters.com/sailing-yacht/bay-lady.

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.



'Bay Wolf' is a former offshore racer.

- Certified to carry up to 24 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.
- Available for private group charters, teambuilding, lessons, corporate charters, ash scattering or special events. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Caprice: This lovely, Australian-built, Seawind 1160 was delivered to SF Bay by owners Dan and Carol Seifers. Dan holds a USCG Master's license and is an ASA instructor qualified to teach on catamarans and monohulls.

- Carries up to 12 passengers.
- Berthed in Point Richmond.
- Available for private charters, special events, intimate weddings, corporate events, preparation for bareboat catamaran charters, private celebrations of life with ash scattering, and sailing instruction.
- (510) 232-5820; seifers@pacbell.net; www.sailingcaprice.com



'Caprice' has crossed the Pacific.

Cat Ballou: Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, especially teambuilding.
- (855) 724-5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com.



'Cat Ballou' on the move.

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charters on Monterey Bay. Custom built for fast sailing, she offers a wide array of themed charters and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate teambuilding.
- (831) 423-1213; charters@chardonnay.com; www.chardonnay.com.



Sleek and sexy 'Chardonnay'.

Derek M. Baylis: With a large rear deck and yacht-like living quarters, this 65-ft wishbone ketch provides a safe, comfortable, fast, and environment-friendly platform for fun corporate, recreational and educational cruises.

- Carries up to 35 passengers for day charters or 12 passengers for overnight.
- Berthed at Marina Bay in Richmond, CA



The custom Wylie 65 'Derek M. Baylis'.

- Available for day sails such as teambuilding and corporate events, individually ticketed celebrations, private parties, and marine education sails. Highly suitable for ocean charter and scientific voyages. • (415) 580-0335; www.wyliecharters.com; sail@wyliecharters.com

Eros: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, making her one of the Bay Area's most eye-catching yachts.



'Eros' sails the Bay and beyond.

- Carries up to 12 passengers. Berthed at Sugar Dock, Santa Fe Channel, Richmond.
- Available for private group charters, special events including weddings and corporate events, and for long-term charters in the Pacific N.W. this coming summer.
- (510) 232-4282; bodle.grace@gmail.com; www.schooneros.com



The schooner 'Freda B' can carry 49.

Freda B is an 80-ft luxury schooner built along the lines of traditional coastal schooners from the mid-1800s. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable crew, flat screen TV, iPod-compatibility and excellent catering paired with Sonoma and Napa Valley wines.

- Carries: up to 49 passengers.
- Overnight accommodations for 8 guests

- Berthed: Sausalito Yacht Harbor.
- Available for: Private day charters including teambuilding, weddings/elopements, memorials, birthdays, and custom special events including offshore excursions. Individually ticketed sails available weekly Feb-Nov include sunset sails, eco sails, SF Giants games, local history tours.
- (415) 331-0444; info@schoonerfredab.com; www.schoonerfredab.com

Gas Light: This 72-ft schooner, built in Sausalito, is a modern version of an 1874 SF Bay scow schooner. Exceptionally stable and comfortable, she boasts an 18'x30' cabin and plenty of seating both above- and belowdecks.



'Gas Light' is a replica of bygone days.

- Carries up to 49 passengers
- Berthed at Schoonmaker Point Marina, 'D' dock in Sausalito
- Available for private day sails, special events, corporate outings and teambuilding
- (415) 331- 2769; gaslightcharters@gmail.com; www.gaslightcharters.com

Glory Days is a Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.



The Morgan O/I 51 'Glory Days'.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate teambuilding and private day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.
- (800) 849-9256 or (415) 336-0392; captam@sailsfbay.com; www.sailsfbay.com

Nehemiah: This classic wooden ketch has circumnavigated twice. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including "at-risk" youth sail training, the captain's true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, 2600 Spinnaker Way, Marina Bay, Richmond

- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; captain@sailingacross.com; www.sailingacross.com

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sightseeing, stay high and dry in the center cockpit, or enjoy the large salon. Luxury sailing.

- Certified for up to 25 passengers, but focuses on groups up to 18.
- Berthed at Jack London Square, Oakland.
- Available for corporate teambuilding, birthdays, anniversaries, lessons and ash-scattering charters. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim, and many bronze fittings. Come see her mysterious stained glass.



'Privateer' was built for a rock star.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Specializes in scheduled 90-minute and two-hour Bay sails (individually ticketed). Also available for private charters for all events and occasions.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and the Delta, her skipper and crew have lots of party experience.



The custom steel sloop 'Ruby'.

- Certified for 28 passengers.
- Berthed at The Ramp Café, S.F.
- Private parties and public sails.
- (415) 272-0631; rubysailing@yahoo.com; www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wile E. Coyote cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

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- Certified for 36 passengers.
- Berthed at Pier 39.
- Offers private charters for all occasions, also match racing with the *Privateer* for teambuilding events. These are one of two pairs of nearly identical inspected vessels on the Bay.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Schooner Seaward: Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner's primary function is Marine Environmental Education for Northern California students. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.



The schooner 'Seaward' lookin' good.

- Carries up to 40 passengers on day trips; 12 for overnights.
- Berthed at the Bay Model Pier in Sausalito. Free parking.
- Available for youth educational day sails, scheduled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; info@callofthesea.org; www.callofthesea.org

Tahoe Cruz: This Santa Cruz 50 sails daily out of the Tahoe City Marina with Tahoe Sailing Charters, with captains Mike and Tyler, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.



The 'Tahoe Cruz' screams across the lake.

- Certified for up to 30 passengers.
- Specializes in affordable and scenic two-hour cruises with complimentary refreshments. Also available for private parties, company charters and Emerald Bay luncheon sails.
- Daily departures from Tahoe City Marina (home of Tahoe YC).
- (530) 583-6200; tahoosailingcharters@gmail.com; www.TahoeSail.com

Tahoe Dreamer: Enjoy a private charter aboard this 36-ft. power catamaran. Cruising daily on three-hour tours of Emerald Bay from Tahoe City. Complimentary beer, wine, snacks and appetizers served on all charters.

- Certified for up to 12 passengers.
- Specializes in private scenic two-hour afternoon and sunset cruises and three-hour Emerald Bay charters. Available for private groups and company charters.
- Daily departures from the Tahoe City Marina, North Lake Tahoe
- (530) 583-6200; tahoosailingcharters@gmail.com; www.TahoeSail.com

Team O'Neill: O'Neill Yacht Charter's 65-ft catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.



'Team O'Neill' operates on Monterey Bay.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Public one-hour, 1.5-hour and special event sails run May to October. Private charters available year-round. Wine tasting, live music, whale watching, afternoon and sunset sails.
- (831) 818-3645; sailingsantacruz@gmail.com; www.oneillyachtcharters.com

USA 76: 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.



'USA 76' is an America's Cup veteran.

- Carries up to 20 passengers.
- Berthed at Pier 39 in San Francisco.
- Available for 2.5-hour ticketed sails and custom private events.

- (415) 990-9992; info@acsailingsf.com; www.ACsailingSF.com

Yukon Jack: Check out the adrenal thrill of blasting across the Bay on this ultralight Santa Cruz 50. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days.



'Yukon Jack' is a former ocean racer.

- Carries up to 25 passengers (most comfortable 16-18).
- Berthed at South Beach Harbor, San Francisco.
- Corporate offsites and our most popular Angel Island BBQ, Private group charters, weddings, celebrations.
- (415) 543-7333; spinnaker.sailing@yahoo.com; <http://rendezvouscharters.com/charter/sailing-yacht/yukon-jack>

Six-Passenger Vessels (alphabetically)

Apparition: Sleek, speedy, and custom-built in Sausalito, *Apparition* has been chartering for more than 20 years! Captain Stan Schilz loves introducing guests to multihull sailing. This 38-footer has two double cabins, spacious salon and a full galley.



'Apparition' is a familiar sight on the Bay.

- Carries up to six passengers for private charters.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events, multihull sailing instruction.
- (415) 331-8730; info@sailapparition.com; www.sailapparition.com

Beowulf: Set sail on a beautiful 51-ft Swan for an afternoon or sunset sail. Passengers are allowed to participate if they wish, or just sit back and enjoy the experience and view.

- Carries up to six passengers
- Berthed in Sausalito

OF CHARTERING

- Available for all types of custom charters including corporate and special events.
- (415) 331-3400; southbeachriggers@gmail.com; www.sfsailcharters.com

Between The Sheets: An Islander 36, she's one of the most popular boats not only on the Bay but also on the West Coast of the US. One of the smoothest sailboats ever built.

- Carries up to six passengers
- Berthed at Pier 39
- Available for private charters and lessons
- (415) 378-4887; www.sailsf.com; www.sailing-lessonssf.com; sailing@sailsf.com

Bolgeskrekk: This Irwin Citation 34 is well suited to Bay sailing. On blustery days she often does better than seven knots, outperforming many other sailboats her size. Her spacious cockpit easily accommodates six passengers, and her teak interior is a delightful space for relaxing.

- Carries up to six passengers
- Berthed at Treasure Island Marina.
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.
- (510) 499-0134; www.goldengatesailingtours.com; capt_bob@goldengatesailingtours.com

Carodon: A custom yacht built originally for racing so she sails like a dream! Captain Heather Richard, a licensed, experienced captain and coach, provides a safe and family-friendly experience with organic local food included.



'Carodon' sails like a dream.

- Carries up to six passengers
- Berthed in Sausalito
- Available for custom private charters and for up to 6 individual travelers through the airbnb experience website
- (415) 730 0849; www.finedayforsailing.com

Carrera: At the smaller end of the spectrum is Gene Maly's Capo 32 racer/cruiser. Based at Monterey, Carrera balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

'Carrera' sails out of Monterey.



- Carries up to six passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails in Monterey Bay Marine Sanctuary, sunset cruises, private charters including memorial services, and "teambuilding challenges" for corporations.
- (831) 375-0648; www.sailmontereybay.com; captaingene@sailmontereybay.com

Desiderata: This elegant Islander 41 ketch is in her third year of delighting sailors. Six passengers can sail to the ballgame, cruise the Bay, picnic at Angel Island, or voyage overnight to Napa for winery visits, all in the comfort of this stable, high, dry center-cockpit ketch.

- Carries up to six passengers.
- Departures from San Francisco and Marin.
- Available for all kinds of small events, custom trips.
- (415) 259-7695; staffordjm1@gmail.com; www.desideratasailing.com

Evening Star: This is a beautifully restored C&C 43 run by Mark Sange, one of the most experienced charter captains on the Bay. An elegant classic with great performance and comfort, it's perfect for the SF Bay.



'Evening Star' is Capt. Marco's dream boat.

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events.
- (415) 868-2940; (415) 987-1942; www.captainmarco.com; www.sailingsf.com; captainmarco@cs.com

Excalibur: A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.



'Excalibur' is perfectly suited for the Bay.

- Carries up to six passengers.
- Available for all types of charters; teambuilding events, relaxed day charters, day and nighttime sailing lessons, various workshops, such as COB practice and motoring skills.

- (650) 619-6896; info@sailnow.com; www.sailnow.com

Fansea: Captain Paul Adams sails the Bay and beyond on his modern Catalina 34 Mk II. Guests may participate in driving and sail trimming if they wish.

- Carries up to five passengers.
- Berthed in Sausalito (near parking).
- Takes small groups, often two couples. Marriage proposal and special occasion charters are Capt. Paul's specialty.
- (415) 269-1973; www.sailsausalito.com; captainpaul@sailsausalito.com

Flying Tiger: This Sovereil 36 is a former racing yacht custom-built for the designer's personal use. Ideally suited to charters for those who enjoy high-performance sailing and lessons on a responsive yacht.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
- (650) 492-0681; www.sfbaysail.com; info@sfbaysail.com

Fohn: This C&C 40 is a retired race boat, sails like a dream and is very comfortable with six passengers.

- US Coast Guard Certified Sailing Master
- Berthed at South Beach Harbor near AT&T Ballpark in San Francisco
- Corporate team events are our specialty
- (415) 543-7333; www.spinnaker-sailing.com/skippered-charters

Gentle Storm II: Rick Niles' 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper – a new boat.

- Carries six passengers
- Berthed at Clipper Yacht Harbor, Sausalito
- Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.
- (707) 235-6295; www.gscharters.com; Rick@gscharters.com

Hasty Heart: One of the largest and most elegant boats on the Bay, this immaculately kept 61-ft Nautor Swan was the longtime pride and joy of a S.F. bon vivant, and is now available for private catered charters.



'Hasty Heart' is a lovely center-cockpit Swan.

- Carries up to six passengers (bareboat w/ 12).
- Berthed at Clipper II in Sausalito. Plenty of free parking.
- Available for all types of charters including

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daysails, sunset cruises, birthdays, photo shoots, ash scatterings, corporate gatherings, weddings, and other special events.

• (415) 690-7245; www.sailhastyheart.com;
info@sailhastyheart.com

Imagine: An Irwin 34 that is at home on the San Francisco Bay. Kayaks are available for (Giants games) home runs and fishing tours. Hands-on sailing experiences, overnight sails to Half Moon Bay and Drake's Bay, leisurely and romantic sunset sails available.

- USCG-qualified skipper, up to and including six passengers.
- Docked in Berkeley Marina, free parking, excellent access to SF Bay.
- Available for private tours. Set your own itinerary, or ask for suggestions.
- (916) 813-8285; www.imaginesailingtours.com

Iolani: 48 ft. Sparkman & Stephens classic yawl is back after a two-year South Pacific voyage. Our beautiful racer/cruiser is great for a fun, relaxing sail or an adventurous hands-on sailing experience.



'Iolani' is great for a fun and relaxing sail.

- Carries up to six passengers
- USCG certified skipper, professionally trained chef
 - Available for private charters, sailing instruction or special occasions.
- Berthed in Sausalito
- 415-460-1089

Karisma: This Catalina 470 has a roomy cockpit and nicely appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by arrangement. Catalina 42s and 34s also available.

- Carries up to six passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, and scattering at sea services, with affordable prices.
- (831) 429-1970; www.lighthallcharters.com;
sail@lighthallcharters.com

Kuani: This Cascade 42 ketch is a proven bluewater vessel with a colorful history. Originally intended to be a fishing vessel, she came to be part of SF Bay's Peace Navy. Her ample deck, cockpit and cabin make a great platform for any Bay excursion.

- Carries six passengers.
- Berthed at Marina Bay, Richmond.
- Available for all types of private Bay charters.
- (530) 263-5214; www.wingandwing.net; ken@wingandwing.net

Lady J: This comfortable, well cared-for Islander 34 Mk II is the first boat in SF Sailing Company's fleet, started 10 years ago, which has now grown to 11 sailboats.

- Carries six passengers.
- Berthed at Pier 39.
- Available for private charters of all types.
- (415) 378-4887; www.sailsf.com; sailing@sailsf.com

Magick Express: This French-built Dynamique 62-ft luxury charter yacht is sleek and gracious, with ample room above- and belowdecks. Enjoy a fast smooth ride touring SF Bay.

- Carries up to six passengers; or can bareboat (with a chosen captain) with up to 12 passengers max.
- Berthed in the Oakland/Alameda Estuary.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting experiences, catered events, and even live music via the piano built into the salon table.
- (510) 535-1954; www.afterguard.net; info@afterguard.net

Magnificat: This Prout 38 "British-luxury" sailing catamaran is owned by Captain Jim Keenan's company, Magnificat-4-Charter, and is skippered by veterans! Organize a group supporting SF-Bay-Jobs-4-Veterans by chartering at discounted rates and earning rewards for future charters.



'Magnificat' is a relative newcomer to the Bay.

- Carries up to six passengers (can be bareboated with 12 by special arrangement).
- Berthed at Emery Cove Marina, but also will pick up in San Francisco, Sausalito & Oakland/Alameda.
- Available for corporate events, private charters, shared group cruises, sunset/full moon, sightseeing tours, proposals/weddings & showers, Giants games, Bay events, holidays and teambuilding.
- (415) 889-0428; www.AmericaCupCharters.com;
Captain_Jim@AmericaCupCharters.com

Magnum 44: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to six passengers; available for bareboat charter to qualified sailors; up to 12 guests.
- Berthed in Tiburon.
- Available for private group charters, sunset sails, and corporate events.
- (415) 332-0800; www.yachtcharter.com; info@yachtcharter.com

Next Adventure: This Beneteau Oceanis 423 is roomy, fast, well-appointed and extremely comfortable. She is a three-time Newport to Ensenada Race vet, and Captain Brad, with 35 years sailing, brings a wealth of expertise, local knowledge and humor!

- Carries up to six passengers.
- Berthed in Berkeley Marina.
- We specialize in creating safe, fun, exhilarating, memorable days for friends, family, and associates. Available for private groups, corporate charters and special events
- (925) 984-9697; www.funfbaysailcharter.com;
bradenelson@sbcglobal.net

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OF CHARTERING



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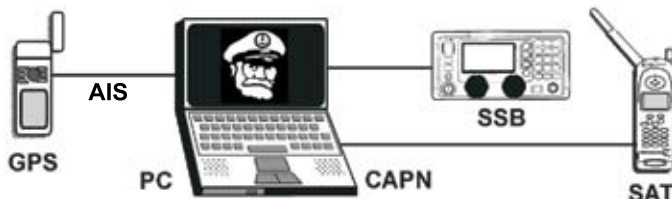


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CHANGES

With reports this month on **Chesapeake** completing her eight-year circumnavigation; from the *Wanderer* on 'racing the house' in St. Barth; Part II on **Ceilydh's** eight-year circumnavigation; from **Anna Mary** and **Heron** on wild times in the Northeast; and **Cruise Notes**.

Chesapeake — Outbound 46 Jim Fair and Linda Powers Circumnavigation Completed! (Berkeley)

Transiting the Panama Canal on March 1 was the exclamation point at the end of our circumnavigation. Over a period of eight years, Jim and I have covered 51,000 miles and visited 41 countries.

The Panama Canal transit had been on our minds for two years before we got there. As we look back on the transit, there was a lot of waiting involved and patience required. And we had many decisions to make

before we even got to Panama.

For example, should we use an agent for checking into Panama and for transiting the Canal, or do all the running around and work ourselves? We opted to use Erick Galvez of Centenario Consulting. He was helpful with all the paperwork, permits, admeasuring inspection, lines, fenders, handlers and advisors.

As soon as we arrived at Shelter Bay Marina on the Caribbean side of the Canal, we got our registry number and had our admeasurement inspection to ensure that *Chesapeake* complied with regulations for transit — holding tanks, AIS, head for use by the advisor and line handlers, adequate fuel, and the ability to make 5-8 knots at all times.

The Panama Canal goes 24 hours a day, and recently had vessel number one million complete a transit. Vessels pay up to \$450,000 to use it.

We also had to choose our position inside the lock. Outside near the wall? No way! Rafted to a tugboat? Too much backwash. Or rafted up with other sailboats, preferably as the middle boat? We opted for rafting with other sailboats.

Requirements for feeding the crew were explained: Provide two lunches, dinner and breakfast for all on board, along with water and snacks.

The mechanics of how the Canal works are simple. At its highest point, Lake Gatun to the Gaillard Cut, the Canal is 85 feet above sea level. There is a total of three sets of locks. The three-chamber Lake Gatun Lock on the Caribbean side; the one-chamber Pedro Miguel Lock almost on the Pacific side; and the two-chamber Miraflores Lock on the Pacific end. Using the locks, a boat is lifted up to the lake at one end, and lowered back down at the other end.

We naturally had to wait until Carnival was over before we could get an advisor and transit date. On February 28, four young men, who spoke no English, came aboard with eight rented mooring fenders and four sets of 125-ft-long 7/8-inch diameter polypropylene line.

At 12:40 p.m. we headed to The Flats, the area before the Lake Gatun Lock at the start of the Canal, and waited for our advisor. Moses arrived at 4:30 p.m., at which time we rafted up with another sailboat and motored into the first chamber of the Gatun Lock. There we waited for a big tug and a tanker to join us.

Canal workers on shore threw weighted lines onto our boat that were used to keep *Chesapeake* in the center of the chamber. The men then walked along the side of the chamber, holding the lines to keep us centered as we motored forward. The doors then closed, and the water in the chamber, fed by gravity, lifted us about 27 feet. We passed through two more chambers, lifting us 27 feet again each time, before exiting the Gatun Lock.

While the Canal operates 24 hours a day, ours was the last sailboat through the lock that day. We departed Gatun Lock in the dark at 5:30 p.m., and motored a mile to Gatun Lake where we would spend the night. No mooring balls were available, so we rafted up with three other boats, getting settled by 8:30 p.m. After dinner had been



served, Moses was picked up and taken to shore. The line-handlers slept all over the boat. It was the end to a long and exhausting day.

Our next morning, March 1, started just after sunrise as breakfast was made for the line handlers before the next advisor came aboard. At 9:50 a.m., well after the other boats had departed, Francisco, our new advisor, arrived. We traveled 25.5 miles across Lake Gatun — the largest part of the Canal — to a waiting area outside the Pedro Miguel Lock. There we rafted up with two other sailboats. And we waited again before we got to go through.

At 4:00 p.m. we went into the first chamber of the Miraflores Lock, closely followed by a barge and tanker. We exited the lock at 4:40 p.m. with the same barge and tanker. After the last gate at Miraflores opened, our transit and circumnavigation were complete, and we went out into the dark to unraft.

There was no time to celebrate, as we had to drift near Balboa YC so the

CHESAPEAKE



Jim and Linda, after 51,000 miles, 41 countries, and a Canal transit.

CHESAPEAKE



IN LATITUDES



PHOTOS BY LATITUDE / RICHARD



Photos don't give you a true sense of how huge these yachts are. You have to see them in person. Clockwise from above: The 155-ft 'Unfurled'; The 145-ft 'Visione'; A crew dwarfed in the lee of the 'tiny' 110-ft 'Sunleigh'; The 186-ft 'Adela' and 164-ft 'Elffe'; The 289-ft 'Falcon'; Crew in da boom!

line handlers, lines and fenders could be offloaded. We continued to wait for Erick to bring us our *zarpe* and pick up Francisco. At 5:30 p.m., we cautiously made our way over to La Playita to anchor. Thankfully we still had our track from seven years before.

Jim and I were both too wired yet too exhausted to fully comprehend our accomplishment, but eventually a calm overcame us.

Our next stop was Fish Hook Marina at Golfito, Costa Rica. We are now waiting for our boat to be put on a ship to Ensenada, where we'll leave her for a few months. Then we'll cruise Southern California for a few months in the summer before returning to Berkeley.

— linda 03/15/2017

**St. Barth Bucket
The Wanderer
Racing the Home**

(The World of Cruising)

One of the things that has always discouraged the Wanderer is how averse most cruisers, particularly cruising wives, are to 'racing the house'. We sort of understand, as stuff has to be put away, things can be broken, and it can be scary if you don't race often. Yet we've raced our various floating homes many times over the years, and think the downsides were always outweighed by the fun and camaraderie that comes with racing.

One place they don't have any trouble fielding a fleet of true cruising yachts for spirited racing is the St. Barth Bucket, the 30th version of which concluded in mid-March. There were 38 entries — although it's true that they weren't the run-of-the-

mill cruising boats. All had to be over 100 feet, and the biggest was the 289-ft *Maltese Falcon* that had been built for the late Tom Perkins of Belvedere.

Although they all have sumptuous interiors, the six spectacular J Class boats, between 135 and 143 feet, are more for racing than cruising. For the most part, they raced separately from the other boats. The Bucket was the largest gathering of the J Class boats in history.

The other 32 boats were pure cruising boats, and many of them have every luxury known to man. When aboard, it's not unusual to come across world-class art, grand pianos, gigantic flat screen televisions, enormous hot tubs, and five-star hotel-style accommodations.

These boats ranged in style from the sleek, performance-oriented Farr 100 *Leopard of London* and the Baltic 145 *Visione* to the classic gaff schooners *Elena of London*, 180 feet, and *Adela*, 186 ft. In between was everything from the likes of the Swan 100 *Varsovie*, captained by Patrick Adam of Mill Valley for the last dozen years, and the incredibly spacious Perini-Navis.

You need world-class sailors in the key positions to race these enormous yachts with any kind of safety, and we can only wonder at the amount of money that it took to fly the hundreds upon hundreds of crew in from Australia, New Zealand, South Africa, England, Europe, and the United States. And then feed and house them. The 190-ft *Rosehearty*, for example, was driven by multi around-the-world skipper Skip Novak of Cape Town, with Paul Cayard, around-the-world race winner and multi America's Cup skipper, calling tactics.

Just about everyone who is anyone in the world of sailing was at the Bucket.

The J Class fleet, the members of which are having the most competitive J Class sailing in history, raced two days of windward-leeward sausages, then

When you race the 180-ft 'Elena of London', you know you're racing a proper yacht. She takes eight to cruise and another 52 to race.



LATITUDE / RICHARD

CHANGES

did two 'coastal races'. Going into the last race, Jim Clark's *Hanuman* had to win both of the coastal races to overtake the always strong *Velsheda*. Thanks to the driving of Ken Read and the tactics and navigation of the Bay Area's Stan Honey, they got the bullets needed and won the tie-breaker to take honors. Given the incredible physical effort required,

the crew was ecstatic.

The other 32 magnificent boats sailed three races of 18 to 30 miles, away from the J Class boats. For us, these boats were actually the main attraction. We can't remember who won, for as spectators — and this is one event in which

A girl in a bikini trapeze act was the aft deck entertainment on 'Perseus'.

we prefer to be a voyeur rather than a participant — it was all about enjoying the spectacle. And no matter which of the five classes the boats were in, they looked stunning. The boats were all in immaculate condition, the sails were cut perfectly, and the sail trim was spot-on. Watching these boats was a thrill for sailors and non-sailors alike.

With the wind blowing up to 20 knots for the first two races, there was broken gear and torn sails. Crewmembers went overboard from both *Unfurled* and *Ganesh*, but both were picked up by trailing powerboats. There was also a broken leg suffered on a J Class boat. But the damage to crew, boats and gear could have been much worse. And unlike previous years, none of the boats, which draw as much as 40 feet (!) with their boards

Jimmy Buffett, temporarily channeling the David Letterman semi-homeless look, with Doña de Mallorca and artist David Wegman.

down, left any lead on the ocean floor.

The nice thing about these extremely expensive boats is that because they are so well designed, built and crewed, nothing ever goes wrong on them as it does on small cruising boats. Yeah, right.

'*Ticonderoga Tom*' Reardon, who ran the great Herreshoff 72 for more than two decades, and who now flies in from Panama to race on the 196-ft *Perseus 3*, told us about some problems they'd had racing in the Loro Piana Superyacht Regatta the week before in the British Islands.

"The steering gave out during the spinnaker start of one race, so we had two uncontrolled gybes before the engineer got the steering working again. But we managed to keep the spinnaker — which at 28,000 feet is the largest in the world, and would cover more than half an acre — from collapsing. Then the captive winches failed near the end of the race, so we had to drop the headsail."

It's not all racing work and no play at the Bucket. There were plenty of social events before, during and after the racing. Friday night, for example, was designated 'yacht hop' night, where those with the appropriate bracelets were allowed to tour and party on certain yachts tied to the quai. Between *Perseus 3* and *Rosehearty*, two big Perini-Navis, there must have been 400 people dancing on the three decks of each. And they battled as on the racecourse, but with the stadium-quality sound systems.

The buildup to the races at the end of the week was almost as intense as the racing itself, as the tiny island gets overwhelmed. But early in the week the Wanderer was able to sneak away for a little late-night tea at Baz Bar. Before long, in walked Jimmy Buffett and his friend of many years, artist David Wegman. We've seen Jimmy a bunch of times before at free mini concerts on the island, but this was the first time we were formally introduced.

David told Jimmy about *Latitude*, and we told Jimmy that we had a mutual friend in Liz Clark of the Santa Barbara-based Cal 40 *Swell*. She'd sung backup for him in Bora Bora, and later they went surfing together.

We ribbed Jimmy about the just-announced Latitude Margaritaville retirement communities



that he is starting. Jimmy said his partner had come up with the idea, but he knew it was a winner as soon as he heard about it. "We received 60,000 inquiries in the first week!" he laughed.

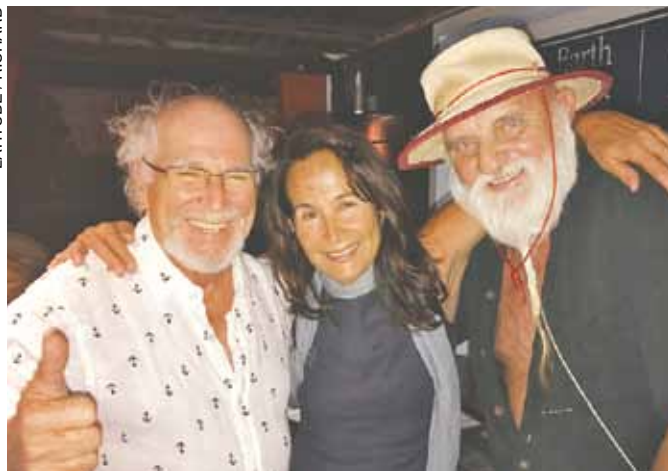
We told him he needed to go to the natural conclusion, with a Parrothead Cemetery. He laughed and said a friend had suggested the same thing. We told him the way to sell the plots quickly was to guarantee buyers that a girl in a bikini would come around every evening at 5 p.m. and pour a frosty margarita on every grave. Jimmy thought it was a fine idea.

Because of the enormous number of crew required for each boat, as well as family and friends, the Bucket is the busiest week of the year on St. Barth. Even busier than Christmas/New Year's. Nonetheless, there is a way that you can enjoy it, and at a reasonable cost. You rent a boat at St. Martin and sail her 18 miles over to St. Barth. If you know what you're doing and are very careful,

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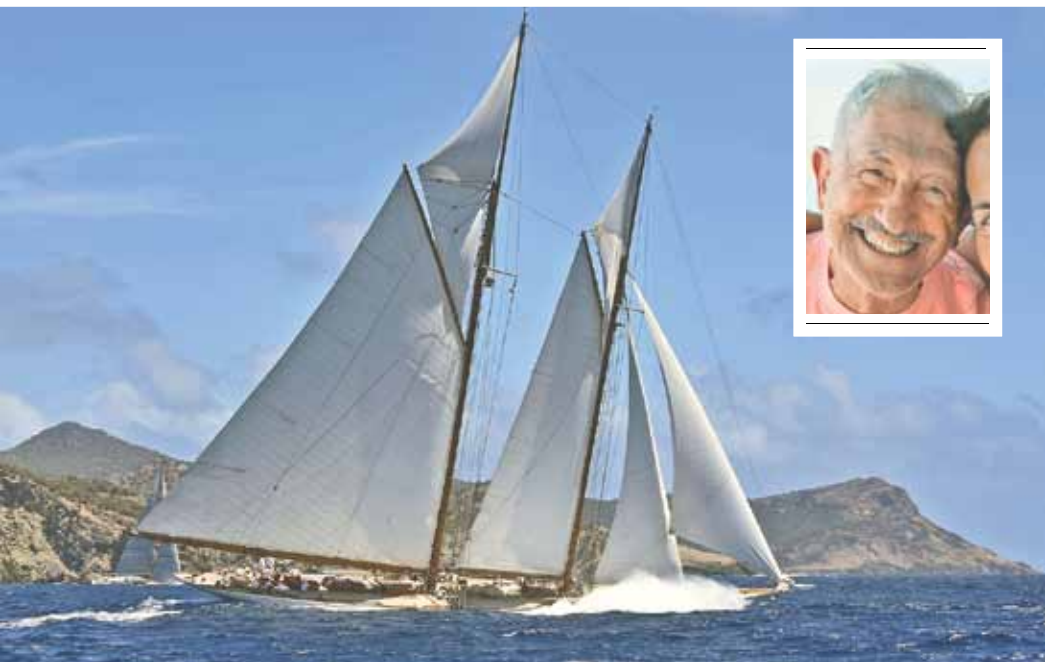
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IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD



Clockwise from above: The magnificent 'Elena of London'. Twinger is inset; 'Adela'; Mike and Robin Stout tried to leave the 'Bucket', but couldn't drag themselves away; The 165-ft 'Q' gives chase in the around-the-island pursuit race; The 150-ft 'Ganeshha' is hunted by the beautiful 'Eljfe'.

you can get your boat within 200 feet or so of 200-ft boats doing nearly 20 knots. It's a breathtaking experience.

Our old Northern Californian friend Jim 'Twinger' Tantillo, who had done the Ha-Ha on *Profligate* back in 1999, had always wanted to charter a boat to take in the Bucket. This was the year for the sly and enthusiastic 84-year-old and his friends to check the Bucket off their 'bucket list'. We had them on *'ti Profligate* for the second day of spectating, and they had a blast in fabulous conditions. The day before we'd had Mike and Robin Stout of the Redondo Beach-based Aleutian 51 *Mermaid* onboard for first-race photos and fun. Initially, they'd only planned to spend one day at the Bucket. But they stayed the whole time, and are now planning on returning next year.

The nice thing about the Bucket is that you can enjoy as much or as little of

the festivities as you want. If the action gets too much, you just go around the corner to the anchorage at Colombier for peace and quiet.

One last word to the ladies. It's about 20 very fit men to every woman.

— *latitude/rs* 03/20/2017

**Ceilydh — Modified Woods 40 Cat
Evan Gatehouse, Diane
Selkirk, and Maia (15)
Eight-Year Circumnavigation
(Vancouver, B.C., Canada)**

At the end of Part One of our report on *Ceilydh*, Evan, Diane and young Maia said that while Madagascar was their favorite stop in their eight-year circumnavigation, they also had a "fine time" at the Chagos Archipelago.

Located at the 300 miles south of the Maldives in the middle of the Indian Ocean, and 300 miles south of the equator, the Chagos

comprises seven atolls and 60 islands. It's part of the British Indian Ocean Territory, and it was the Brits who evicted all the inhabitants by 1973 to allow the United States to build the massive military base at Diego Garcia, the largest of the Chagos atolls.

The family agrees that the Chagos would be a lot better for cruisers if some proper moorings were installed, because in a typical year one or two cruising boats are lost on the reefs. They suggest a Chagoan ranger manage the moorings, sort of like the Cook Islands does at Suvarrow in the South Pacific.

Evan was part of a group of cruisers who helped with the miraculous save of a Wauquiez pilothouse 48 that was caught on the reef. "The boat had already been struck by lightning three times, so maybe there were some karma issues," notes Diane.

"We used three anchors to kedge her off the reef," remembers Evan. "First we had to snorkel and scuba to find a route out. But even once we did, we had to continually move the kedges. It was six inches forward, three inches to the side, 18 inches the other way. That kind of thing."

But they got the boat back to deep water, at which point they had to remove and repair the broken rudder.

"We had to ballast the bow down with a couple of thousand pounds of outboards and other stuff to get the lower rudder bearing out of the water," says Evan. "Then we had to stuff something in the opening to keep the water out. Somebody came up with the brilliant idea of shoving a Nerf rugby ball into the opening, and that allowed us to drop the rudder without sinking the boat."

With fenders tied to the rudder to keep it from sinking, the rudder was towed to shore. The cruisers set up a portable genset, got out the angle grinder, and

Diane, Maia and Evan looked so young when they left Vancouver on their circumnavigation in June 2009. Maia was just eight years old.



CEILYDH

CHANGES

got to work. As there isn't a marine store — or any store — on the Chagos, there wasn't enough foam for a rudder. "So one guy came up with the idea of using coconut husks as filler," says Evan. "Pretty soon we had all the kids shredding coconut husks, which we mixed with epoxy. Then I gave a fiberglassing lesson."

After five days the owners of the Wauquiez were able to begin the 1,000-mile passage to the Seychelles. There were cruising boats in front and behind them in case they needed additional help.

Cruisers can visit the Chagos for one month on a 'necessary stop' basis. They are not allowed to visit as tourists. And some years no permits are issued.

The *Ceilidh* family reports they spent about \$25,000 a year in low-cost years during their eight-year cruise, and \$50,000 a year in more expensive years.

"We were in our 20s during our first cruise, so we watched our pennies and got by on \$500 a month," recalls Evan. "This time we had more money coming in, so we felt comfortable renting cars, doing land excursions, buying clothes for Maia as she grew . . . [Laughter]

"Lots of cruising kids don't wear anything but hand-me-downs," says Maia, with something less than equanimity.

Evan is a naval architect, and had no trouble getting a job in Australia for three years in the middle of their cruise. "Usually I work on metal boats. Things like giant 50,000-gallon-a-minute fireboats for L.A., Long Beach and New York. It's interesting stuff."

Diane is a writer. "I started writing on our first cruise, when *Cruising World* paid me \$800 for an article. "This is the easiest thing ever," I thought to myself. It's not been that way since. But I continue to write for the likes of *National Geo* **St. Helena, in the middle of the South Atlantic, and far from anywhere, was another big favorite with Evan, Diane and Maia.**

Traveler, *BBC Travel* and such, usually about unusual places we've visited."

"For example, we were at remote St. Helena in the middle of the South Atlantic when the first 'big' jet, a 737, landed there. The airport gets a lot of wind action, so they are going to have to use smaller Embraer jets that can fly back to Johannesburg, South Africa, if it's too windy to land."

"St. Helena was another of our favorite places," says Evan, "as it's a cool place to hang out. It's an easy sail there from South Africa, so a lot of South Africans get their ocean sailing certificates by sailing there. It's also a popular place to change crew, as it's a long passage to get there and a long passage after you leave."

Evan and Diane disagree about whether it's now safe to go around the world via the Red Sea as opposed to South Africa. He is against it, in part because they have their daughter with them. Diane is open to it. But this was before Somali pirates hijacked, then released, the oil tanker *Art 13* in March.

In any event, both agree that an Indian Ocean crossing, on the way to South Africa, should be treated like the Pacific Ocean crossing — meaning as something to be enjoyed with lots of stops, not just something to be endured.

"The Indian Ocean stops are beautiful," says Diane, "although the weather is a little more challenging on this route."

Evan didn't recall the weather being that challenging, other than having to beat to weather for three days.

"It was either strong wind or no wind," Diane countered.

The trio never hove to during their trip around. Evan attributes it to the fact that the weather was never dramatic enough to require it, while Diane contends it was because they were "patient" and "picky" about when they took off.

Initially, Evan got the weather using a SSB with a Pactor modem and Sail-Mail. Then they got an Iridium Go!

"I love the Go!" says Diane.

"The Go's killer feature is an unlimited data plan for \$125 a month, says Evan. "Although at only 9600 baud, it's slow."

"But I got Facebook," says Diane.

"We read the *New York Times* in the middle of the ocean, too," says Evan.



"Which, by the way," says Diane, "isn't very healthy."

"The main reason we got Go! is because of the SailMail gaps in the middle of the Indian Ocean," says Diane, "where we really wanted weather reports. They have a station in Brunei and one in Mozambique, but nothing in between."

"If we were going around again, we'd skip the SSB and SailMail," says Evan.

"Oh, I'd still want the SSB for the nets on the Puddle Jump," says Diane. "They are a hugely important part of the trip, both socially and for safety. Remember that we lost our rudder three days before the Marquesas, and being able to talk with other boats over the SSB was helpful and comforting."

"Kids love the SSB for talking with kids on other boats," adds Maia. "We'd also play games, such as 'Worst Case Scenario', which was about the worst possible situations we could imagine."

"It was a *War of the Worlds*-type thing, and some adults thought the diasters the



IN LATITUDES



PHOTOS COURTESY CEILYDH

Spread; 'Ceilydh' on the hook in the Maldives in 2015. Inset right: The family on their seventh cruising anniversary, in Tobago in 2016. Maia was then 14 years old. Inset left. It's hard to believe, but the wringer was the family's most valuable piece of cruising gear.

kids were talking about were actually happening," says Diane.

"For long-term cruising it's far cheaper to go with an SSB, a Pactor modem, and SailMail," says Evan.

"For long term, I'd still want Iridium Go!," says Diane.

What's up next doesn't make Evan too happy. "Sell the boat and go back to work in the Vancouver area," he says.

"Maia and I have a bet going about how long we'll be boatless," says Diane.

"I'm thinking five months," says Maia.

"Oh no, it won't be that long!" says Diane. "I'm thinking three or four months. We do have a 'one boat at a time rule', but Evan hasn't been very good about following it."

"I'm thinking an F-27 trimaran," says Evan.

"I'm thinking a canal boat in Europe," says Diane.

The family had an Autohelm 4000 that worked the entire way around the world. "That's because I had three back-ups," explains Evan.

Their most valuable piece of cruising gear was a Dyna Jet wringer, such as used at commercial car washes for drying towels. "Best bit of cruiser gear ever," says Diane. "It truly makes washing and drying clothes by hand possible."

The professional-grade wringer, which they bought from Amazon, is so valuable it's permanently mounted in the cockpit. "Beward of cheap imitations that have become so popular with hipsters,"

warns Diane. "They are crap quality."

"The Dyna Jet wringer is self lubricating and superior," agrees Evan.

The family was also very happy with their low-power-draw 'little black box' with an Intel Core 5 chip. "It runs off 12 volts, and including the monitor draws only 3.5 amps," says Evan. "Our solar panel provided all the power we needed. We only ran the engine about 20 hours a year to charge the batteries."

The family was happy with the cat concept, as Diane is subject to seasickness on monohulls, and there was so much room that they all had a work space, be it for CAD work, writing or homework. The boat's design also meant they didn't even need foul weather gear.

"I got mine before Maia was born 15 years ago," says Diane, "and they're still crisp."

As the family is sprucing *Ceilydh* for sale, they wanted to make a correction of our description of the boat in the last issue.

"Please don't call *Ceilydh* an 'ex-day-sailer'. She isn't. All the interior was in the hulls, just as in most Wharram cats. She even went to Alaska with the first owner! She was also very spartan inside, but thanks to Evan's modifications, now has all kinds of interior and headroom."

— *latitude/rs* 03/12/2017

Anna Mary and Heron Anthony Sosinski and Cameron McLellan

The Stories They Can Tell (Montauk, New York/Maine)

People often ask the Wanderer why he spends so much time at St. Barth at the expense of the many other islands in the Eastern Caribbean.

The fact that it's the cleanest and safest of all the islands in the Caribbean

The way Cameron McLellan tells it, he was given the Chris White-designed 63-ft catamaran 'Heron'. This doesn't happen very often.



HERON CHARTERS

CHANGES

doesn't hurt, but the main reason is that all the great boats and most of the great sailors stop by St. Barth from time to time. We could sail all over the Eastern Caribbean trying to chase these boats and sailors down, and we still wouldn't see half as many as if we just stayed on the hook at St. Barth and let them come to us. There is just no end to the people and stories.

For example, the first Monday night in March we were having a pastis while working at the Bar de L'Oubli when we were summoned to the Le Select Bar across the street by Doña de Mallorca and artist David Wegman. They wanted us to meet Cameron McLellan and Anthony Sosinski, from Maine and from Montauk, New York, respectively.

Both of them had been lifelong fishermen in the Northeast, and knew each other because it seems that all fishermen in the region get to know each other, if only by radio. Both Cameron and Sosinski have other gigs going on right now, but both remember when catching a 200-lb tuna in the 1970s was hardly worth the effort: Even at 15 cents a pound, you'd have to throw most of it away because all anyone wanted was cod or flounder. Sushi bars changed that.

Cameron had worked on and owned big fishing boats for 37 years, often doing long trips to the Grand Banks. But he'd always loved sailing, and in 2007 decided he wanted to run a charter boat. So he got a gig as the captain of a charter boat in Key West. But the very day he got the job, his brother, also a commercial fisherman, was killed on his boat. Cameron had to run the boat for his brother's wife's family until the boat could be sold nine months later.

Sometime later Cameron contacted the owner of a 63-ft sea-foam-green Chris White-designed ketch-rigged cata-

De Mallorca cozies up to Anthony Sosinski, whose rescue story is about to be released as a major book, late April, and a motion picture.

maran *Heron*, and let him know that his boat, which had been beautifully built of spruce in Dayton, Ohio, of all places, was deteriorating before her time. The odd thing was that over a period of about eight years, Cameron had never seen the boat out sailing once.

A lover of beautiful boats, Cameron offered to fix the cat up a bit. The way Cameron tells the story, the owner was so wealthy and has so much stuff that "he'd forgotten he even owned the boat". After a few months the owner, who was passionate about other interests, "just signed the boat's Coast Guard document over" to Cameron. We're talking about a boat that's worth well over a half million.

Heron is Coast Guard certified to carry 38 passengers, and Cameron says over the course of the last seven years she's become the most successful charter boat on Long Island. She does as many as four charters a day out of Montauk and Sag Harbor. When the short Northeast season is over, Cameron and his wife Shannon have headed to Bermuda, St. Barth and the Caribbean to recover from the heavy personal toll of running a busy 'cattleman'.

Anthony's story is even more dramatic. He and lifelong friend and fishing partner John Aldridge had gone out fishing in 2013 with another crewmember, and while Anthony and the crew were off watch, Aldridge disappeared overboard. He didn't have a PFD and they were more than 30 miles offshore. The story of how Aldridge managed to survive, and how Anthony, who was directing 21 boats searching, managed to help the Coast Guard find him after 12 hours, was front-page news in the *New York Times*. Eventually the story came to the attention of Harvey Weinstein, the very successful co-founder of the Miramax film studio, who contacted Anthony and Aldridge.

In the end, Weinstein paid big bucks for the film rights to what is now called *A Speck in the Sea*. You never know when films go into production, but this one is tentatively slated for May. If it doesn't, the two guys get another big chunk of money anyway.

After Weinstein bought the rights to the book, too, — it's coming out in late April — Anthony and Aldridge went on a dog and pony show for a group of about 100 book buyers, including those from Wal-Mart and other big chains.



The others presenting books at the event were Caitlyn Jenner, Kobe Bryant, and Prince's belly dancer and baby mama.

We haven't had a chance to read the pre-publication draft of *A Speck in the Sea*, but we were fascinated by many of the odd details of the incident. For example, how Aldridge's ultra heavy-duty fishing boots, rated for use to 51 degrees below zero, came close to killing him, but ended up helping save his life.

We also enjoyed Anthony and Cameron's picture of the fishing life in the Northeast. We had no idea, for example, that LORAN is still a really big tool for fishermen because, among other things, it delineates 'lanes' that can keep draggers and lobster fisherman apart. Or that fishermen liked to sail so much.

Anyway, it's the visits by the likes of Cameron and Anthony to St. Barth, and their stories, that keep us coming back for more.

By the way, Anthony insists he's not going to get spoiled by the money he's going to make. "I got the best life in the



IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD



The forecast calls for four days of 20- to 30-knot winds. Having gotten your hook well set in an ideal position in the crowded anchorage, you head to town. You come back to find an engineless rustbucket just in front of you, with rope rodes to two hooks straddling your anchor. Sleep well!

world. I got a great family, plenty of love, an old truck, an old Volkswagen, a fishing boat, a sailboat, and I get to spend three months each year in the Caribbean. What more could I want?"

When we last saw him, he was setting sail for the US Virgins aboard a 110-ft, 118-year-old, three-masted former ice-rated tugboat that the owner couple have lived aboard for 30 years. Yeah, that's just one of the many other St. Barth sailing stories.

— latitude/rs 03/15/2017

Cruise Notes:

Torben and Judy Bentsen of the Pt. Richmond-based Beneteau 42s7 **Tivoli** didn't have the easiest transatlantic passage from the Canary Islands to the British Virgins.

"Our doublehanded crossing took 21 days, and we had to hand steer the last 1,700 miles after a nylon bushing on the

autopilot pump started leaking," reports Torben. "So instead of hanging out in the companionway when on watch, we got to steer by the stars. We are now on our way to Puerto Rico to haul *Tivoli* for the summer."

This is right out of Cyra McFadden's *The Serial*, which chronicled the unconventional social mores and personal relationships in Marin County in the 1980s. Kevin and Laura Davis used to be married and live aboard the Bounty II **Grace** in Santa Barbara, but decided to amicably split up. So as reported last month, Laura put some ads on *Latitude's* Crew List last year, and as a result had an excellent time cruising all winter from the Bahamas down to Trinidad. So she put her name on the List again this year.

Through this year's List she met John Larsen of the beau-

tiful Alaska-based **Danika**, a Westsail 42 that he's been "completing" for 40 years. Laura flew down to join John on *Danika* in La Cruz to get ready for the Puddle Jump to the South Pacific. The two decided that it would be nice to have an additional crewmember. When John asked Laura if she knew anybody, she suggested her ex-husband Kevin.

"Kevin and I are no longer sweethearts," Laura says, "but we're family, and he's the best sailor I've ever been on a boat with." John, who is a navigator on cruise ships in Alaska during the summer, didn't have a problem with the idea. So by the time you read this, Kevin should have flown to La Cruz to join *Danika* not only for the trip across the Pond, but also for 90 days in French Polynesia. How civilized.

By the way, *Grace* is still for sale for \$29,000 in Santa Barbara. She is the Bounty II that *Latitude 38* was founded on 40 years ago in Sausalito. Lovely ocean-going boat.

The Wanderer and Doña de Mallorca were in **St. Barth** for its glorified high-school-style Carnival on Fat Tuesday. It was great fun. But Michael and Wendy Scheck of the San Francisco-based Jeanneau 45.2 **No Worries**, and others, report that Carnival in **La Paz** was much bigger. "A huge six-day street fair with five musical stages, 20 colorful floats, a midway, and music going on until 2 a.m." We're sure Carnival was the same or bigger in **Mazatlan**.

The one Carnival 'extra' that St. Barth and most of the French Islands in the Eastern Caribbean have is the '**burning of Vaval**' on the evening after Fat Tuesday. Vaval has always been a poorly disguised effigy of a plantation owner. This year, however, they decided to burn President Trump, instead of Vaval, in front of thousands on Shell Beach. As usual, the fire department had a hell of a time getting the fire to start. But when it

Usually Vaval, the plantation owner, is burned the day after Fat Tuesday – at least on French Islands. This year they burned Trump instead.



LATITUDE / RICHARD

CHANGES

did, just about everybody cheered. Ironically, among those cheering the loudest were more than a couple of trust-fund beneficiaries who have seen a big jump in the value of their stock holdings since the election of Trump. By the way, if the first rule of markets is that they hate uncertainty, why has the US market soared in such uncertain times?

Looking for more irony? Many cruisers we talk to in the Caribbean, and in St. Barth in particular, think **Havana** is going to be the new 'in' spot in the hemisphere. Apparently there is some talk of marina development in Havana's currently dilapidated main harbor. But at the same time, the *New York Times* has reported that a rare survey of Cubans reveals that half the population wants to leave the 'worker's paradise'! Two guesses where they'd like to go.

Jack van Ommen of the Gig Harbor, Washington, Najad 30 **Fleetwood** celebrated his 80th birthday by crossing the 80th meridian west at noon.

"I arrived at George Town in the Cayman Islands after a very fast 220-mile sail, in which I outsailed my two German friends on their much bigger boats," re-



FIDEL PHOTOS

Havana has a fabulous natural harbor. Unfortunately, it's also had corrupt and incompetent management for decades. Will things change?

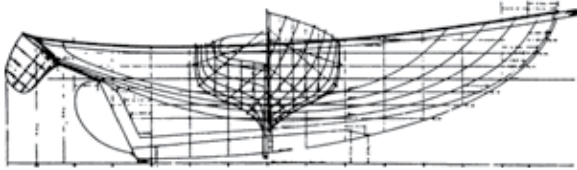
ports Jack. "I had to sail onto a mooring, however, as the starter for my diesel was out. I then received my United States Coast Guard permit to enter Cuban waters for two weeks."

Whoa, whoa, whoa, wait just a minute!!! What business is it of the Coast Guard and the US government if and for

how long an America citizen visits Cuba? When the Wanderer, Doña de Mallorca and others sailed his Ocean 71 **Big O** to Cuba 21 years ago, we paid no attention to the US government's saying it was illegal. And if we sailed to Cuba now, we sure wouldn't limit our stay because of anything the US government said. We'll not be treated by our government the way Cubans have been treated by theirs.

The Wanderer remains skeptical about the future of Havana and Cuba. If you think the US government is screwed up and repressive, which it is, the Cuban government is in a whole different league of being screwed up and repressive. And when Cubans see visitors these days, too many of them are now seeing money rather than humans.

Just when more cruisers were thinking the approach to the Red Sea was safe from **Somali pirates**, and were thus doing circumnavigations via the Red Sea and the Med instead of South Africa, pirates have struck again. On March 13 they hijacked the oil tanker **Ari 13** with her eight Sri Lankan crew. The *Ari 13* had been carrying fuel from Djibouti to



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Somalia's capital of Mogadishu. After its tracking system was turned off, *Ari 13* was taken to the Somali port of Alula.

There were an incredible 237 vessel hijackings in Somali waters in 2011. This prompted a coalition of governments to create a naval task force to eliminate it. Up until now, there hadn't been a hijacking of a commercial vessel in five years.

Update: For reasons unknown, the *Ari 13* and her crew were released without any ransom's being paid. Not that this will make cruisers feel any more confident about risking a trip through the Socotra Strait.

In more tragic hijacking news, German cruiser **Jurgen Gustav Kanter** was beheaded by the Philippine terror group Abu Sayyaf, which is linked to the Islamic state. This after the group didn't receive the \$600,000 they demanded for his release. In November last year, Abu Sayyaf claimed that its gunman had kidnapped Kanter and killed **Sabine Merz**, the woman who was cruising with Kanter off Malaysia's Sabah state. Her body was later found in the southern Philippines.

Kanter and Merz are unusual in that they had previously been held hostage — by Somali pirates in 2008 for almost a year. The pirates demanded that Kanter beg the German government to pay a huge ransom, but the defiant Kanter insisted that the German government not pay ransom. He was nonetheless released a few months later. A year or so after being freed, he returned to Somalia, found his boat and her parts, and put her back together. He then resumed cruising.

Suppose you wanted to do this fall's Baja Ha-Ha and your boat is currently in Annapolis, Maryland. How would you get her to San Diego? The two easiest ways would be to: 1) Put her on a truck to San Diego, or 2) Sail her to San Diego via the



For years, a Northwest Passage was impossible, except by ice breaker, because of the ice. That's changed, but it's still a challenge.

Panama Canal. But when you are Charlie and Cathy Simon, who have already done a circumnavigation with their Spokane- and Nuevo Vallarta-based Taswell 56 **Celebration**, most of it doublehanded, that would be too easy. Their plan is to get to the Ha-Ha starting line via the **Northwest Passage**.

"Our official send-off from Annapolis will be on April 27," reports Charlie.

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CHANGES

"We'll have two additional crew aboard, then three more will be joining us in Greenland."

Charlie and Cathy are planning to be the communication clearinghouse for boats doing the Northwest Passage this summer. "We don't know how many other boats will be doing it, but we expect there will be a handful."

The Sea of Cortez has been alive with whales! Scott Doran and Laurie Ritchie of the Sidney, British Columbia-based Lagoon 400 S2 **Muskoka** report that they saw a number of blue whales in the channel between Loreto and Isla Carmen in the Sea of Cortez. Blue whales, which can be up to 100 feet in length and weigh 200 tons, are the largest animals ever on earth.

About the same time, Michael and Linda Britt of the Roy, New Mexico-based Catana 47 **Footloose**, who like Scott and Laurie also did last year's Ha-Ha, reported they were anchored off Loreto and must have had 100 whales pass them in the night.

"We could hear them breathe, and heard as many as 20 'blows' a minute for over an hour. Before the sun went down



LATITUDE / RICHARD

Feeling the Ha-Ha love. The Lagoon 400 'Muskoka' towed the Sunstar 36 'Striker' to Cabo. As such, 'Muskoka' has some big karma credits.

we could see them over by Isla Carmen. Amazing!"

What would really be amazing is if somebody could finally invent a way to prevent collisions between whales and

boats.

Greg Slynstad and his Seattle-based Bieker 53 catamaran **Fujin** finally got the wind they wanted in March's St. Martin Heineken Regatta. They left various big Gunboat and H&H catamarans in the dust, and even had a faster time in the around-the-island race than any monohulls. Lucky Poupon, who has raced multihulls across the Atlantic something like 55 times, and who was racing on the victorious VOR (Volvo Ocean Race) 70 **SFS**, told *Latitude* he was very impressed with *Fujin*. Slynstad and his cat will be sailing in the Voiles de St. Barth in mid-April, their last Caribbean appearance before heading to the West Coast for the Transpac in July.

Meanwhile, the Paradise Village-based Vallarta YC held its 25th annual **Banderas Bay Regatta**. Andy Barrow reports that "as usual, they had a party and a yacht race broke out". The spirit of the BBR was invoked by event chair Guadalupe Dipp, who ended the Skipper's Meeting with instructions on the proper way to drink tequila.

A total of 21 skippers signed up



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for the regatta. Even though BBR is a 'cruiser's regatta', participation by true cruising boats was lighter this year than in the past. There were just two boats in the Cruising Multihull class, two in the Cruiser class, and four boats in a Combined class that included Doublehanded and White Sail competitors. Despite the low number of participants, competition was spirited but friendly.

Multihull honors went to Thomas Brown's Corsair 31 **Wind Trekker**, the Cruising Class trophy went to Andy Barrow's Beneteau 390 **Hey Ya**, and the White-Sails/Double Handed trophy went to Joel Gerber's Hunter 40 **40-Love**.

The biggest class in this year's BBR was the Performance Class. Bart Smit's J/105 **Symfonica Nautica** used two bullets to take top honors, while BBR vet Dorr Anderson's Jeanneau 38 **Bright Star** took second. There was a great battle between Linda Sweet's **Olas Lindas** and Guadalupe Dipp's **Nuevo Luna**, nearly identical Varianta 44s, with Sweet's boat prevailing.

The five-boat 'Twenty-Something' class was very competitive, with three

J/80s fielded by J/World Performance Sailing School and crewed by students, another J/80, and Bart Goodel's Santa Cruz 27. Rush Faville's **Shiva**, crewed by J-World students, took honors.

Banderas Bay is one of the world's greatest cruising-yacht 'nothing serious' racing venues. We know a lot of cruisers are fearful of 'racing the house', but the BBR makes it fun and easy. *Latitude* recommends those cruisers who are in the area next year give it a try.

Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 **Talio** reports that her home port has been "jumping with activity all spring." "Carnival was the big thing, of course, but there have also been cruisers' races and many social activities.

"Now all energy is going into gearing up for **La Paz Bayfest**, March 29 - April 2," continues La Reina. "This is the Sea



Breezy conditions in the St. Martin Heineken Regatta gave 'Fujin' a chance to show her stuff. She had dropped out of the windless Carib 600.

of Cortez cruisers' last hurrah of the season, where friends party and say goodbye. Bayfest features many activities including seminars, sailboat racing, wine tasting and dinner dances. As for me, I'm singlehanded north into the Sea for a month, then Bashing my way back to California in late June to escape the summer heat and get ready for another Baja Ha-Ha — and maybe even another SoCal Ta-Ta."

Vicki Westphal has a thing about deaf

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CHANGES

Australian cattle dogs and Morgan Out-Island 41s.

"I adopted Kracken, my second deaf Australian cattle dog, when he was eight weeks old. This was after my last deaf Australian cattle dog, who grew up on the Morgan Out-Island 41 I owned in Alameda, passed away. I bought **Rhianon**, my current Out-Island 41, in San Carlos two years ago. Kracken, who makes a great Second Mate, and I will sail the northern part of Sea of Cortez this summer with him.

Westphal reports that she's just getting back on her feet. "After many surgeries for diverticulitis, I got breast cancer. Sixteen days after my last surgery, I was rear-ended by a UPS truck and suffered a broken neck. I had my back fused at C5/6. After that, I sold or gave away everything I had, loaded up the dog in my truck, and drove down to Guaymas. James and Dominga of **Nomatia**, and Douglas Nordby of **Charity**, took me under their wings and buddy boated with me to La Paz. I learned a lot over the VHF radio."

Here's hoping that Vicki has better fortune in the next few years.

In early March the **European Parliament** in Brussels threw a hissy fit by passing a resolution — *non-binding*, mind you — calling for US citizens to be required to get visa before visiting European Union countries. Unless, that is, the US changes its rules and allows all members of the EU to visit the US without having to get a visa.

Currently there are five EU countries whose citizens are required to get a visa before visiting the US. They are Bulgaria, Croatia, Cyprus, Poland and Romania. This is not something President Trump dreamed up, but a holdover policy from the Obama Administration.

The threat is rather hollow, however, as Europe is not about to cut off its nose to spite its face by making it harder for Americans to unload heaps of much-needed dollars in Europe.

(By the way, both the euro and peso have recovered somewhat against the dollar. As of late March, the peso was at 19.02 to the dollar, up about 5% from a recent low. The euro is up a couple of

percent to 1.08 to the dollar.)

The proposed visa has nothing to do with the **Schengen Area** rule — the Schengen Area meaning most but not all of the European Union countries — supposedly limiting non-Schengen citizens to just 90 days in the Schengen Area before having to leave for 90 days. This law is routinely ignored by many cruisers, but every now and then someone gets snagged.

For example, a Pt. Richmond woman who has been cruising the Med with her husband for years — we'll leave their names out — told us she was stopped when trying to fly out of a Schengen Area country after having overstayed her 90 days. Her husband had already made it through immigration, so she was lucky to have her little dog with her. She engaged the dog in animal affection games with the dog-loving official, and got away with just a warning.

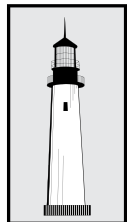
We hope you're as lucky with your cruising problems this season.

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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.



24-FT J/24, 1987. Berkeley, CA. \$13,000. Sail for free, be connected to a sailing school, tax benefits, and ease of ownership. I have had this boat for over 10 years in the fleet at OCSC Sailing School in Berkeley. It is time for me to move on, but there are many advantages to this boat and so she is priced higher than other J/24s, but well worth it. Call and get the full story. (916) 208-3606 or gary.greule@gmail.com.



12-FT SCAMP, 2013. Folsom, CA. \$12,500. Looking for a good home for the first fiberglass Gig Harbor Boatworks Scamp. Comes with a trailer, 2.5 Lehr OB, and too many options to list. Too many boats and geezerhood forces adoption. Contact (916) 351-9793 or dherman95670@yahoo.com.



28-FT NEWPORT, 1980. Riverboat Marina. \$8,000. Universal diesel. Wheel helm, good sails. Harken furling. Spinnaker. Pressure water. Garmin chartplotter. GPS. New batteries. Dual-bank charger. 2 anchors. VHF and handheld VHF. Surveyed 7/8/2015. Moving out of state, must sell. Contact michaelstahlgolf1@gmail.com or (707) 373-9662.

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12-FT BARNSTABLE CAT, 2007. Newport Beach, CA. \$3,500/obo. Barnstable Cat boat. Fiberglass hull and deck. Trailer included. Purchased three years ago for \$12,000. Foundation owned. Contact dockmaster@balboayachtclub.com or (949) 230-4618.

25 TO 28 FEET

27-FT CAL 2-27 YPSO, 1975. \$9,500. Inboard electric motor (zero maintenance) Martec folding prop, lines led aft, 6' headroom, galley, head, sleeps 4, Harken winches and headfoil, #1-#2 North 3DL, #3 Dacron, 3/4oz spinnaker. Contact tim@innovativeprintsolutions.com or (415) 302-8705.



28-FT PEARSON, 1986. San Leandro Marina, CA. \$14,500/reduced \$13,500. Sloop rig, 20hp Yanmar diesel, roller furler with all lines leading aft. Marine head, shower, hot and cold water, ice box, and alcohol stove, Sleeps 6. (925) 895-9880 or roylmaryf@att.net.

24 FEET & UNDER

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. (510) 912-1819 or mzimmerman@sonomaconnections.com.

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26-FT COLGATE, 2001. Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. See www.mytus.com or jvirkki@gmail.com.

25-FT MERIT, 1984. Alameda. \$4,000. Honda 2hp, 2 sets of sails. Contact Lee. (510) 219-1092.



27-FT PEARSON RENEGADE, 1968. Marina Bay Yacht Harbor. \$8,400/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or Techdiverx@yahoo.com.

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.

27-FT CAL 2-27, 1975. Stockton Sailing Club. \$7,200. Well maintained, sleeps 6, Atomic 4, jib, main, symmetrical and asymmetrical spinnakers, new Garmin echoMAP, rigging in very good condition. Photos upon request. (209) 981-2449 or kittygutierrez@comcast.net.



28-FT ISLANDER, 1976. Emeryville, CA. \$10,000/obo. Well maintained sturdy classic, Robert Perry racing design, tiller, Pineapple jib, new bottom 2016. Reliable Volvo diesel, enclosed toilet, alcohol stove. Clean, equipped, roomy, ready to sail. Slip available, secure marina. Call (510) 435-6073.



25-FT NORDIC FOLKBOAT, 1987. SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetlounge@yahoo.com.



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. Call (415) 370-5421.

29 TO 31 FEET



30-FT YANKEE, 1972. Moss Landing, CA. \$10,500/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.

31-FT ETHELLS, 1975. Stockton. \$12,000. Etchells (Red, White & Blue) like-new sails. Hull #134. Perfect for class racing or beer can racing. Trailer. Tons of photos. At Stockton Sailing Club. Etchells Fleet #36. Contact (209) 988-2012 or wajwriter@aol.com.



30-FT GARY MULL CUSTOM 30, 1972. Vallejo Yacht Club. \$15,000. SF Bay racing legend. Designed by Gary Mull and built by Hank Eason, *Pretty Penny* enjoys a great pedigree and an enviable racing record. Newer sails, rigging, engine, and electronics. New Awlgrip and varnish exterior, with new interior cushions and paint. Lightly used and in splendid condition. A delight to the eyes, a pleasure for the senses, and a rare treat to sail. (707) 642-6765.



30-FT CATALINA, 1981. \$18,000/obo. Well maintained with a Harken roller furler, 120% jib and rebuilt Atomic 4 with brand-new carburetor. Less than 70 hours on engine. New bottom paint, May 2016. Contact Budd. (415) 897-2053.



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.

29-FT CAL 29, 1973. San Rafael. \$12,000/obo. Well-maintained, well-loved classic. Yanmar diesel, 7 heavy- /light-air sails, electronics, wheel, shower, shore power, much more. Clean and ready to sail. Photos, maintenance history available. (415) 302-0691 or seh55@sbcglobal.net.

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>.

30-FT CATALINA, 1978. Marina Bay. \$12,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact lbrock@sonic.net or (415) 663-9506.



NEW! Alameda Marina. **SOLD**. Has jib, genoa, nice mahogany. Price survey last year. Atomic 4 motor.



ISLANDER 30 MK II, 1971. Brickyard Cove Marina. \$9,500. Cared-for, sails great, winner Delta Ditch Run 2003 (non-spinnaker class), Atomic 4 motor, ideal liveboard or SF Bay getaway, electric range, microwave, 110 outlets. Three-mile masthead LED running lights, Doyle mainsail, stainless grill, Windex vane, solar vent, Ritchie compass. Haulout and bottom paint Aug 2016 at KKMI. Diver maintained bottom every two months. Fantastic boat for the Bay and Delta. Contact willstonebreaker@gmail.com or (201) 965-8287.



30-FT FISHER PILOTHOUSE. Motor-sailer. 1977. Benicia. \$32,500. Sails and powers well in warm comfort. Refit, rewired, re-powered. Thruster, digital radar, plotter. Recent bottom and survey. Not a project or slip queen. Price slashed. See <http://fog-northamerica.org/sale>. Contact (916) 719-9355 or micgoose@aol.com.



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30-FT HURRICANE CLASS SLOOP. 1949. Sausalito Yacht Harbor, Sausalito CA. \$5,000/obo. Hurricane class sloop #11. *Figaro* was built by Nunes Brothers. 25hp Gray Marine engine, 6 bags of sails, roller furling jib. Very good condition. Call (415) 669-1242.



31-FT BENETEAU FIRST 310, 1993. South Beach Harbor. \$33,000/asking price. Pied-a-Mer. Great condition. Great Bay boat. Regularly hauled and maintained at SF Boatworks. Pineapple sails, including a lightly used asymmetrical spinnaker. Currently at South Beach Harbor. (415) 740-8579 or sawallach@gmail.com.



30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. Contact (510) 632-2370 or (510) 508-2509 (eve) or Csersav1@gmail.com.

32 TO 35 FEET

35-FT ERICSON, 1970. San Francisco Yacht Club Marina. \$24,500. Well maintained motorsailer rigged as a masthead sloop with wheel steering for easy single-handing. Roller furling headsail with lines routed to the cockpit. Internal halyards for both the mast and jib. Albin 27hp diesel powered for low mileage. Topsides and brightwork recently refinished. Comfortable interior updated. Deck and sail covers. Contact (415) 388-8094 or jnmedovich@gmail.com.



33-FT SOVEREL, 1985. Alameda. \$24,000. Come join the *Good and Plenty* fun with this classic, fast-is-fun, ultralight racer/cruiser. Full set of racing sails. PHRF 96. Partnership percentage equity buy in and \$200/month. OR buy her outright \$24K. See more information at <http://soverel33goodandplenty.com>. Contact justisfennell@gmail.com or call (510) 390-4674.

32-FT O'DAY 322, 1987. San Carlos, Mexico. \$33,950. Excellent condition - very clean. Freshwater boat till 2011. 3-axle trailer allowing easy transport and dry storage for savings on slip fees! New genoa and main in 2009. Raymarine autopilot and Dutchman flaking system. Logbook and original manuals. All USCG paperwork and Colorado trailer title. Surveyed 2010. Inflatable 2-person kayak. Boat is well equipped and ready to sail! More at <http://tinyurl.com/hkvjira>. Contact (303) 478-1325 or bigaljd@aol.com.

34-FT CATALINA, 1987. Alameda. \$35,000. Newer Doyle mainsail w/Stack-Pack, 130 genoa, 90 jib on Harken self-tender. Universal 25MXP. Raymarine chartplotter. Interior: lots of teak, Force 10 heater, more. Great Bay boat, available April 7th. Contact (916) 624-8220 or paul@bullardinc.net.

34-FT VAN DE STADT STEEL, 1987. Alameda. \$25,000. *Sea Monkey* is an excellent example of this popular Dutch design. Professionally built, zinc blasted inside and out. Yanmar. Search Craigslist for Van de Stadt for more info and photos. Email Leahy75@hotmail.com.

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 ngolifeart@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 SABRE TARGA II, 1989. Monterey Municipal Marina. \$69,000. Monterey slip is transferable. Only 2 owners since build. Outstanding quality and condition. Beautiful. Five sails, RF headsail, double jiffy reef, Westerbeke 30 B3 w/about 2000 hrs, high performance full-draft lead keel. CNG gas stove, oven, pressure water. Original owner's manual. Much extra equipment. Sailed Seattle to SF to San Diego. Wonderful adventures. Contact (831) 444-5947 or glmckee@hotmail.com.



35-FT ALBERG, 1961. Port Townsend, WA. \$33,500. A well maintained, heavily built, seaworthy classic. Universal diesel 770 hrs, pedestal steering, autopilot, propane heat, 12V anchor winch with remote, GPS, AIS, VHF/DSC, knotmeter, sounder. New gennaker. Recent survey. (206) 484-8796 or cjcannon@seanet.com.



33-FT HOBIE, 1982. Santa Cruz. \$24,995. Ever dream of racing to Hawaii? This boat gave us surfing sessions in the low 20s in the 2010 Pac Cup. Very fast and stable off the breeze and a blast to sail. Boat is rigged for shorthanded sailing. Bottom painted with ProLine 3066 white epoxy, faired and sanded to 600 grit. Customizations include deep fixed keel and high-aspect rudder, outboard motor well filled for reduced drag, keel inspection window, double spreader mast. Standing rigging and Dyneema halyards installed 2013. Extensive sail inventory including a 2013 Ullman #1 with less than 5 hours of use! Carbon spin pole. Wired for PV panel and dual batteries. More at <http://hobie33stretch.blogspot.com>. Contact toddbredehoff@yahoo.com, (831) 238-0844 or (831) 325-9882.



35-FT SANTANA, 1979. Marina Village Alameda. \$14,900. *Shockwave*. Well maintained. Ready to sail! Contact steve.amorino@gmail.com, or call (559) 281-7616 or (559) 974-2421.

35-FT CAMPER NICHOLSON, 1985. Alameda. \$62,500. *Aventura* is for sale. Excellent condition bluewater yacht. Great sail inventory, plenty of electronics, recent hull and bottom paint. Call Don and see at website: <http://jcahill31.wixsite.com/aventura>. Call (209) 612-7844.



33-FT CUSTOM LESTER STONE. Sloop, 1958. Berkeley Marina. \$34,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-tending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or dickwr8@gmail.com.

32-FT GULF PILOTHOUSE, 1989. San Francisco. \$30,000. Clean with 1300 hours on Universal M40 diesel engine. VHS, Autohelm, radar, plotter, inside steering station. Extra sails, anchors, 4-burner CNG stove and oven, refrigerator. Recent upgrades: new standing rigging and lifelines, all thru-hulls replaced, new bottom paint, no blisters. Call (408) 891-2851.



34-FT FARR 1020, 1986. Alameda. \$49,500. Extremely well built boat by Sea Nymph NZ. Racer/cruiser designed by Bruce Farr. Great boat to race PHRF and set up for shorthanded sailing yet 6'-1" headroom. Contact (408) 930-9135 or jldumas@comcast.net.



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36 TO 39 FEET



39-FT FREYA, 1985. Morro Bay, CA. \$85,000. *Laughter* for sale. Strong, fast, powerful and dependable. Our journey has ended, yours is about to begin. Contact Patrick and visit: "Sailing with *Laughter* on Facebook". (831) 238-5697 or svlaughter@aol.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. Excludes 7.5-ft Livingston tender. Will trade for real estate/homestead. (562) 899-0774.

36-FT HUNTER, 1981. Moss Landing. \$39,000. Cherubini design, new bottom paint, custom V-berth mattress. great slip at Moss Landing on Monterey Bay. Kevlar main, great sailing, great looking, custom interior, email for lots of pictures. (209) 988-2012 or wajwriter@aol.com.



37-FT VALIANT ESPRIT CRUISER. 1981. Monterey, CA, mid-April. \$65,000. Extensively well-equipped ocean-crossing cruiser. July completed 2015-2017 cruise San Francisco to La Paz, Baja, Mexico, and US return. April 10, sailing from San Diego to a permanent Monterey, CA, berth. Cruising gear: four-year-old 35hp Beta diesel, 1,000 hrs, solar 100% battery charger, plus wind generator and gas generator, reverse-osmosis water-maker, GPS charting, single sideband radio and antenna, VHF/AIS radio, DC to AC inverter, Viking RescYou overboard liferaft, propane heater, stove, oven. Request link to Dropbox file containing photos, full specifications and 2015 survey. Let's discuss the reasonable price together, Howell Hurst. (415) 272-4851 or howell@howellhurst.com.



36-FT CHEOY LEE. Luders Offshore, 1978. Pier 39. \$20,000. Well maintained sloop, fiberglass hull and deck, Perkins 4-108, teak interior, trim, modern rigging, hardware, and gadgets. We are relocating to NZ and highly motivated to sell. (650) 417-8825 or jessiealsop@gmail.com.



36-FT C&C, 1979. Bay Area. \$22,000. Easy to sail and ready to cruise. New 3YM30 Yanmar installed in 2008, <100 hrs. Spinnaker, 2 mains, 125% and 150% genoas, steel rod rigging. Contact seller for more pictures. Priced low for quick sale. (408) 739-7019 or (408) 813-4904 or michiel.lighthart@comcast.net.

38-FT ISLAND PACKET 380, 1999. Long Beach, CA. \$199,000. Extensive refit 2014, all systems overhauled or replaced with new. New canvas 2016; two autopilots, Monitor windvane, liferaft, radar. Excellent condition. (949) 285-8362 or bchristie@fullerton.edu.



38-FT SAMSON, 1976. San Diego. \$15,000. Beautiful gaff-rig ketch, professionally built. *Delia* has stood the test of time, proven safe, liveaboard cruiser, built with highest quality materials. Good condition, Ferrocore hull and deck. (619) 709-6318 or gocmsi@yahoo.com.



37-FT O'DAY, 1979. \$34,000. Excellent coastal cruiser, great daysailer, comfortable and in very good condition. Re-powered with 40hp Yanmar (500 hrs). Upgrades include radar, wind generator, autopilot, engine hoist, chartplotter, electrical. Easy to sail and ready to cruise. Per *Good Old Boat*, *Sail Magazine* and *Practical Sailor*: A lot of boat for the money. Contact (925) 212-6230 or richardkaeser@sbcglobal.net.



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. See <http://adream2sail.publishpath.com> or call (916) 607-9026.

38-FT MORGAN 382, 1980. La Paz, BCS, MX. \$49,500/obo. Best 382 on market. Everything replaced since 2010 (many in last several years): Windlass, 300' G4 chain, 55lb Rocna, standing and running rigging, lifelines, Port Townsend (Hasse) sails, C120W plotter with AIS (receiving and transponding), Raymarine below-deck autopilot with spare hydraulic arm, 2017 bottom paint, mast pulled and re-wired and repainted, ports re-bedded, 4 fans, 2015 engine rebuild with many spares, asymmetrical spinnaker, hard dodger (2016: new canvas), bimini, cover for all teak, unused inner forestay with Harken furler and Hasse-designed staysail, reliable 4-stroke 10hp OB with inflatable dink, three 145-watt Kyocera solar panels - beautiful condition. Dec. 2016 survey (for insurance). More information at <http://forsalemorgan382.weebly.com>. Contact greg.aventura1@gmail.com or (503) 910-3578.

43-FT SERENDIPITY 43, 1982. Delta. \$79,500. Bluewater performance cruiser. Open transom, hard dodger. Spacious teak interior, aft queen, convertible dinette, separate shower. \$150k cruising conversion in 1995. Similar to Baltic and Swan 42. See more at <http://youtu.be/P7-NJ5KeMn4>. More information at www.sailboatlistings.com/view/54312. Email hookedsailing@gmail.com.



47-FT CUSTOM. Performance Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.com.

40 TO 50 FEET



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. See www.theoriana.com. Contact info@theoriana.com or (480) 447-7316.



44-FT CATALINA MORGAN, 2007. Anacortes, WA. \$226,500. A real deck salon, light and airy. Tons of storage for live-aboard 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 powerboat trade. (408) 666-3261 or jerryfsaia@aol.com.

41-FT NEWPORT, 1984. Delta. \$39,500. Excellent condition. Rod rigging, diesel, radar, GPS. Autopilot, dinghy and o/b. Prepared for cruising. Health changes plans. Freshwater berth. (916) 217-6908 or chardonnaymoon@att.net.



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41-FT ERICSON, 1969. Newport Beach. \$55,000. Custom Classic Bruce King design. Family-owned since 1980. A real head turner that has been very well maintained. Westerbeke 44hp diesel engine with 890 hours. Fresh LP done a year ago, and brightwork is always meticulously maintained. (949) 285-5874.

46-FT CAL 2-46 KETCH, 1972. Monterey. \$55,000. Center cockpit bluewater motor sailer, Lapworth design. Perkins Sabre 80hp diesel engine, low hours, sails and rigging good condition, 2 strms, engine/work room, large light salon and much more. Email sail2boat@icloud.com.



44-FT KELLY PETERSON, 1980. Marina Palmira, La Paz, Mexico. \$95,000. Great cruising/liveaboard, ready for you to explore the Sea of Cortez and beyond. High gloss varnish interior, nonskid deck, sails like a dream. See photos and specs at: www.ahoyswab.com. Email ahoylola@yahoo.com.



40-FT OLSON, 1983. Emery Cove Marina. \$68,500. Excellent setup for cruise or racing. Well maintained, fast boat, 48 rating with newer 125 genoa. Teak interior in pristine shape with new teak and holly floor. Full sail set for cruise or race. New Max-Prop 3-blade. New asymmetrical A5 as well as full set downwind spinnakers. Spinnaker and whisker pole. Main in good shape. Many custom upgrades Rigging, rudder, fuel tank, water tanks, holding tank. Lots of extras for maintaining boat. Recent bottom job by Svendsen's Marine. *Clipper* is in Emery Cove Harbor. Shown by appointment only. Contact Matthew for showing at (408) 858-2405 or thundermotorcycles@yahoo.com.



41-FT LORD NELSON, 1982. Isleton, CA (Delta, Owl Harbor). \$74,000. Sturdy and reliable canoe stern cutter-rig sloop with 6' bowsprit. New Yanmar diesel in 2015 with less than 100 hours. Served as liveaboard in fresh water since 1989. New, not-yet-installed interior cushions. New dodger and sail covers. Old-school electronics - SATNAV and LoranC + standards: depthfinder, radio, etc. Gorgeous interior sleeps 7. Absolute gem with just a bit of TLC. More at www.sailboatlistings.com/view/63648. Contact shanakaygal@gmail.com, (415) 497-5033 or (415) 453-4197.



44-FT CHEOY LEE. Center Cockpit Cutter, 1984. Mazatlan, Mexico. \$108,000. We are currently cruising Mexican waters and have been for the last 7 winters on our Robert Pery-designed Cheoy Lee, *Sonrisa*. We will be back in Mazatlan by April 5. Due to age-related physical limitations, it is time to sell her. This boat meets all of our energy requirements at anchor including watermaker. We have carefully updated *Sonrisa* between 2004-16 with high-quality equipment and she is ready for your cruising enjoyment in Mexico and destinations beyond. She's a true blue-water cruiser with the comfort and speed which is consistent with Robert Pery designs. For photos and list of equipment upgrades, contact me at frednelson50@gmail.com.



44-FT CHEOY LEE CUTTER, 1979. Sitka, AK. \$80,000. Bluewater cruising sailboat and great liveaboard. New Yanmar engine, exhaust, batteries, and bow pulpit and lifelines. Substantial upgrades to electrical, mechanical, and plumbing systems, with refined interior. More at www.svvega.com. (907) 227-6588 or svvegasitka@gmail.com.



46-FT PASSPORT, 1999. St. Augustine. \$315,000. Passport 456 Center Cockpit. Beautiful, well maintained and equipped world cruiser with two strms and two heads. Numerous upgrades including in-boom roller furling main (full battens), digital radar, AIS, Gori prop, and much more. Convertible cutter rig with detachable running backstays and inner forestay. Beautiful teak joinery below and abundant storage - a comfortable, safe and luxurious yacht to take you anywhere. See more at: <http://passport456.com>. Contact passport456.staugustine@gmail.com or (720) 480-3237.



50-FT SANTA CRUZ, 1979. Kaneohe, Hawaii. \$165,000. Ready For Transpac. Santa Cruz 50 #1. Tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! \$165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario at wazzario1@icloud.com, (808) 367-8185 or (808) 799-9818.



42-FT CATALINA, 2006. La Paz, Baja California. \$179,000. Perfect Baja/California cruiser and quick, too. 3-cabin, fully outfitted, all electronics (radar, chart-plotter, Evolution autopilot, AIS, SSB), in-mast furling so you can singlehand, 5 sails, storage for liveaboard or cruising. Full galley, fridge, freezer, TV, microwave, 56hp Yanmar. Newer AGM batteries, 400W solar panels. inverter, power winch, watermaker, Shadetree cover. All in great shape. Many spares. (916) 801-1951 or taugherb@gmail.com.

51 FEET & OVER



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968 or (604) 354-5090 or westbynorth@gmail.com.



54-FT BRUCE ROBERTS, 1979. Ensenada. \$109,999 USD firm. Expired COL-charter service 2003-2013, fiberglass hull, Ford Lehman diesel main engine. Vessel specs and pictures upon request. (949) 370-6655 or thklrnrem@gmail.com.



55-FT TAYANA, 1985. San Diego. \$260,000. Well known on the West Coast, and a veteran of both oceans, *Long Tall Sally* sailed to the Med with her previous owners and for the past twenty years has explored the West Coast, Mexico, the South Pacific, and Asia with her current owners. She has had several major upgrades: new teak decks, Awlgrip paint, and a complete high-end refrigerator and freezer. Her interior teak woodwork has been restored and varnished, and she has two large strms with ample underbed and closet storage. There are two heads with ensuite showers. Unable to continue for medical reasons, we hope to find her new owners who will enjoy and appreciate her. Contact (702) 832-7889 or svlongtallsally@gmail.com.



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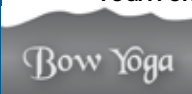
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38-FT NAUTIGAL, 1938. Point Richmond. \$15,000. Myron Spaulding-designed built on SF Bay. Long, narrow, deep sloop. Varnished teak. Fir on oak hull. Good sails, spinnaker. Very classic and sails like a witch. Owned 25 years. (925) 787-6741 or cjffstokes@msn.com.

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16-FT CHRIS-CRAFT SPORTSMAN. \$11,000. Last run 3 years ago. Engine work documented. Great condition. Call (925) 984-9827.



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. More at www.weblab.com/cormorant. Contact (206) 696-0234 or Ian.M.Griffith@gmail.com.



1/4 SHARE OF DUTCH BARGE. *Penelope's Ark*. Toul, France. \$16,500. 1/4 share of beautiful Dutch barge available. Metal hull built in 1897. Owner is leaving syndicate after 20 wonderful years. (843) 842-5668 or rob@cushmanhhi.com.

MULTIHULLS



45-FT KURT-HUGHES, 1995. Brisbane, CA. \$290,000. *Capricorn Cat*. Fun, fast agile, and a blast to sail. High bridge-deck and daggerboards-great windward work. Big galley-up, big fridge, big freezer. 4 cabins, 2 heads. Continually sailed and cruised. Upgraded with the best equipment money can buy, B&G, Flexofolds, spares, etc. Current survey reflects excellent condition, and ready to go NOW. Everything needed on board, right down to our big dinghy's anchor. FAST? Often mid-teens, 19.4 best so far, which is plenty! We have loved sailing and cruising her, and you will too; do you hear the South Seas calling? You could be in Mexico in 2 weeks! Why wait another year? Not your typical Tupperware tub. Call Wayne. (832) 332-8448 or wfhendryx@gmail.com.



26-FT CROWLINE, 2001. Reno, NV. \$33,500. The boat was used exclusively on Lake Tahoe. The engine is a 6.2 Mercury Cruiser dual-prop outdrive. It has a V berth/front bed and rear bedroom/storage area. Dining in the aft area on a custom made teak table allows the V-berth bed to stay made. Extras included are an electric windlass anchor, double bimini, complete salon enclosure, Lowrance color GPS w/ fishfinder/chartplotter, engine fire suppression system, snap in/out marine carpet, electric refrigerator/freezer, and custom made Sunbrella winter storage cover. Includes a tandem-axle trailer w/ four new tires. Too many extras to list. Additional information and pictures available. (775) 856-1765, (775) 240-3503 or rowdy93042@sbcglobal.net.



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CLASSIC BOATS



35-FT CRUISING KETCH, 1947. Sausalito. \$20,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



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.



25-FT HERRESHOFF EAGLE, 1974. North Lake Tahoe. \$25,000. Keep Tahoe Blue Classic overnight cruiser. Original Tahoe boat. Gaff-rigged sloop with topsail and asymmetrical spinnaker. New 6hp motor. Professionally restored 2014. Bristol condition. A rare find! Email trevmacksail@gmail.com.



44-FT SAINT FRANCIS, 1994. Rio Dulce, Guatemala. \$159,500. After 30,000 miles and 16 years, *Birdwing* ready for new owner. Rio Dulce is a fabulous place. Security is good, labor cheap, yacht services prolific. Four-cabin and four-head layout. AB inflatable with 9.9hp Mercury. 350 watts of solar. Two refrigerators. Galley down. Bowsprit, spinnakers, screecher. 180ft hi-test with FX37/CQR. Fresh gelcoat, primer and bottom paint, new mainsail, rebuilt windlass. Raymarine 7002 pilot and ST60 instruments. Garmin plotter, etc. Aerogen. Yanmar 3GM30/SD20/Max-Props. Standing rigging is original, should be replaced. There is plenty of work you can do, as she is 23! Solid bluewater cat at 1/3 of new. More info/photos on request. (831) 254-7225 or 1994saintfrancis44@gmail.com.

PARTNERSHIPS

36-FT CROWTHER. Napa. 36-ft, 1997 Crowther Silhouette Performance Cruising Cat. Couple looking for single or couple to help complete refit (started) and get boat back in water. Investment dependent on participation. 75-100k. Intend to take to Mexico or ? for retreat. Boat is well equipped and seaworthy. Contact Don. (415) 971-0456, (530) 274-9541 or Dma1@pacbell.net.

2007 CATALINA 34 MK II. Alameda. \$22,000. 1/5 equity share in established partnership. Well equipped, maintained, comfortable boat to enjoy our Bay! \$400/quarter covers expenses and upgrades. Seasoned, knowledgeable and financially responsible owners. Upwind slip. (415) 636-1333 or markabzug@comcast.net.

WANTED

AUTOHELM PARTS OR ALL. Honolulu. Need parts and/or all, for the older mechanical one! Need rudder (with hardware and trim tab). Tsunami took it away! (808) 230-6466 or lap36cal@yahoo.com.

M-RUD. San Diego. Looking for the M-Rud emergency rudder attachment for a Monitor wind vane. This is a specific item made by Monitor, so that's the only brand I'm interested in. Please email lee.johnson@q.com.

BOAT SITTER/S WANTED. Mazatlan, Mexico. Stationary 41-ft S/V would like 1 to 2 careful tenants for period mid-May - October 2017. Full use of marina facilities. Air conditioning. Cat sitter duties. Boating experience needed. (52-1-622) 227-2133 or kirstsuttle@hotmail.com.



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STAINLESS 30KG CLAW ANCHOR. Richmond Yacht Club. \$350/obo. Stainless 30kg (66lb) claw anchor. <http://sailsoiree.smugmug.com/For-Sale/>. (415) 847-7270 or vstevh@gmail.com.



ANCHOR RIDER - KELLET. Huntington Beach, CA. \$250 plus shipping (new). I have several, new, in-box, Kiwi Anchor Riders from my previous business. They sold retail for \$572 at the boat shows. I need to sell these and get them out of my garage. CAB30 model, works with all-chain, chain and rope and all-rope. For chain sizes up to 1/2 inch and nylon rode up to 1-7/8 inch. They work great to increase the holding power of your anchor. Contact for more info: (714) 843-0654 or captainrandy@geckoyachtcharters.com.

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UNIVERSEL ATOMIC 4. Marin County. \$3,500. Complete overhaul, used only in fresh water. Contact (415) 706-4556 or viper36richardson@hotmail.com.

MISCELLANEOUS

VOLUNTEER SKIPPERS. To Farallones. Have boat and skipper skills capable of reaching the Farallones? We need you to take volunteers to the islands for research. Benefit is a tour of island for crew. More at www.farallonpatrol.org. (415) 710-4134 or kbsedwick@hotmail.com.

AMERICA'S CUP ACCOMMODATIONS. \$:TBD. Coming to Bermuda? We will have some cabins on our 60-ft cat available as accommodations for West Coasters. Contact us for more details at srvsailcat@gmail.com.



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A GREAT SLIP AT PIER 39 MARINA. San Francisco. \$50,000. Sublease for sale: Berth G-4, a 50' x 18' slip with a large finger on one side. This is a premium location, on the dock that is closest to the Bay and near the Marina Office. It has gorgeous unobstructed views of San Francisco Bay and easy access to downtown San Francisco. (510) 733-9475.

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40' SLIP FOR SALE - PIER 39. San Francisco. \$4,000. 40' slip for sale on Dock D at Pier 39 (not the seal side!) Discounted parking, too. Email porcchien@gmail.com.

50-FT SLIP PIER 39, SLIP J6. Best offer. Unobstructed views of the Golden Gate Bridge and Coit Tower. Discounted parking at Pier 39 parking garage. No liveaboards. Will consider 1/2 ownership. Please contact for more info. (650) 520-4607 or jvandyke100@yahoo.com.

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YACHT SALES FOR SAIL BROKERAGE. Alameda, CA. Established yacht brokerage in Alameda looking for a sales professional to assist with selling sailing yachts to an expanding market. Full marketing support. Brokerage docks available. Best Bay Area location. Not limited to sail only. Must have sailing and sales experience. Professional marine background a plus. Email resume to Richard Boland at rbys@aol.com.

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SAILING INSTRUCTORS & SKIPPERS. San Francisco. Spinnaker Sailing-SF is hiring aboard our new fleet of Andrews 21s and boats 27- to 90-ft. Midweek and weekend work available. Great location, wonderful staff, top maintenance. Email sailing resume or call today. (415) 543-7333 or staff@spinnaker-sailing.com.

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TREASURE ISLAND SAILING CENTER. San Francisco. Youth sailing coaches wanted. Spring and summer coaches needed! Competitive pay and boat use. Sunday spring program and full-time summer camp. Training available, however Level 1 coach preferred. More at <http://tisailing.org> or info@tisailing.org.

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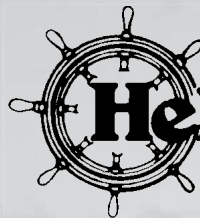
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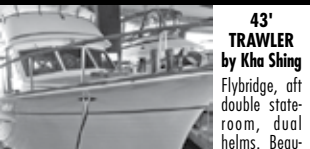
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