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Latitude 38 just turned 40. Pineapple Sails just turned 44.

Not that much has changed...

We are both getting better and better!

Latitude’s office moved from the 42-ft Bounty II, Flying Scud to Mill Valley; we have moved all the way across the Estuary, from Oakland to Alameda.

They are putting the magazine together in their office; we are still building quality custom sails, but in our shiny new (16-year-old) loft.

And we are still comfortably situated right here on Page 3, just as we were in Latitude’s very first issue.

*Powered by Pineapples

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Sails in need of repair may be dropped off at West Marine in Oakland or Alameda and at Morrison Marine in Rancho Cordova.

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LATITUDE 38

welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must pertain to a West Coast or universal sailing audience and be accompanied by a variety of pertinent, in-focus digital images with identification of all boats, situations and people therein. Send both text and photos electronically. Notification time varies with our workload, but generally runs four to six weeks. Send all submissions to editorial@latitude38.com. For more additional information see www.latitude38.com/writers.html.
June is going to be great for boating experiences, whether you want to charter a boat, buy your dream boat, or sign up for our events, we have great plans for the season!

**Take Advantage of Great Buys on New Boats**

- **BENETEAU OCEANIS 35.1** Fully loaded and ready for Bay and coastal cruising. Furling sails, self-tending track, electric winches and more. Save big and have SUMMER DELIVERY!

**Book a Bareboat Charter on the Oceanis 35**

Sail from beautiful Pt. Richmond on the Beneteau 35 *Big Cannoli*. Get checked out to bareboat from our charter fleet for half price during June.

**UPCOMING EVENTS**

- **June 10:** Summer Boat Show & Sale/Sail
- **June 11:** Lagoon 450 Experience – Take Me to Summer!
- **June 18:** Father’s Day Skippered Sailing Experience from San Francisco or Oakland
- **June 25:** Summer Sailstice Cruise Adventure – Celebrate Sailing on this Global Sailing Day
- **July 22:** Owner’s Club – Angel Island Picnic
- **July 23:** Lagoon Experience – Seas the Day

**This Summer is going to be great for boating experiences, whether you want to charter a boat, buy your dream boat, or sign up for our events, we have great plans for the season!**

**Latitude 38 Readers: We pay for half your haul out with any brokerage boat purchased in June**

**POWER BROKERAGE**

- OFFSHORE 58 PILOTHOUSE, 1995 ... $745,000
- CAMARGUE 55, 1995 ... $165,000
- PHANTOM 46, 2002 ... $264,000
- GRAN TURISMO 44, 2015 ... $447,000
- GT 44, 2013 ... INQUIRE
- ISLAND GYPSY 44 MY, 1986 ... $97,500
- SEA RAY 410 SUN DANCER, 2001 ... $99,000
- REGAL 3880, '05 ... $166,250
- SEA RAY 340 SUN DANCER, '04 ... $109,000
- HAINES SIGNATURE 31, '06 ... $85,000
- BARRACUDA 9, 2013 ... $132,000
- BARRACUDA 7, 2015 ... $86,241

**SAIL BROKERAGE**

- OCEANIS 55, 2016 ... $768,000
- BENETEAU 48, 2016 ... $475,000
- BENETEAU 473, 2002 ... $189,000
- WAUQUIEZ CENTURION 47, 1985 ... $95,000
- LAGOON 450, 2016 ... $640,000
- HUNTER 450 PASSAGE, 2001 ... $142,900
- BENETEAU 411, 2002 ... $119,500
- BENETEAU 41, 2002 ... $119,000
- WYLIE CUSTOM 39, 1985 ... $72,500
- HUNTER 380, 2000 ... $84,000
- ERICSON 38, 1999 ... $64,000
- OCEANIS 37, 2012 ... $152,000
- BENETEAU 37, 2008 ... $137,000
- OCEANIS 31, 2017 ... INQUIRE
- ISLAND PACKET 31, 1988 ... $54,900
- FIRST 20, 2017 ... $57,000

**POWER & SAIL**

- BENETEAU 331, 2001 ... $64,500
- BENETEAU 331, 2003 ... $64,000
- OCEANIS 31, 2013 ... $715,000
- OCEANIS 31, 2008 ... INQUIRE
- OCEANIS 31, 2001 ... $61,000
- OCEANIS 31, 2000 ... INQUIRE
- S2 36, 1979, 11 METER ... $43,500
- BENETEAU 361, 2001 ... $85,000
- ISLAND GYPSY 44 MY, 1986 ... $97,500
- SEA RAY 410 SUN DANCER, 2001 ... $99,000
- REGAL 3880, '05 ... $156,250
- SEA RAY 340 SUN DANCER, '04 ... $109,000
- HAINES SIGNATURE 31, '06 ... $85,000
- BARRACUDA 9, 2013 ... $132,000
- BARRACUDA 7, 2015 ... $86,241

**NEW BOAT SALES**

- BENETEAU 48, 2016 ... $475,000
- BENETEAU 473, 2002 ... $189,000
- WAUQUIEZ CENTURION 47, 1985 ... $95,000
- LAGOON 450, 2016 ... $640,000
- HUNTER 450 PASSAGE, 2001 ... $142,900
- BENETEAU 411, 2002 ... $119,500
- BENETEAU 41, 2002 ... $119,000
- WYLIE CUSTOM 39, 1985 ... $72,500
- HUNTER 380, 2000 ... $84,000
- ERICSON 38, 1999 ... $64,000
- OCEANIS 37, 2012 ... $152,000
- BENETEAU 37, 2008 ... $137,000
- OCEANIS 31, 2017 ... INQUIRE
- OCEANIS 31, 2013 ... $715,000
- OCEANIS 31, 2008 ... INQUIRE
- OCEANIS 31, 2001 ... $61,000
- OCEANIS 31, 2000 ... INQUIRE
- S2 36, 1979, 11 METER ... $43,500
- BENETEAU 361, 2001 ... $85,000
- HUNTER LEGEND 35.5, 1990 ... $40,000
- FIRST 20, 2017 ... $57,000

**BROKERAGE**

- Offshore 58 Pilothouse, 1995 ... $745,000
- Camargue 55, 1995 ... $165,000
- Phantom 46, 2002 ... $264,000
- Gran Turismo 44, 2015 ... $447,000
- GT 44, 2013 ... INQUIRE
- Island Gypsy 44 My, 1986 ... $97,500
- Sea Ray 410 Sundancer, 2001 ... $99,000
- Regal 3880, '05 ... $156,250
- Sea Ray 340 Sundancer, '04 ... $109,000
- Haines Signature 31, '06 ... $85,000
- Barracuda 9, 2013 ... $132,000
- Barracuda 7, 2015 ... $86,241

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1977-2017 40TH ANNIVERSARY

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Publisher..........................John Arndt..............john@latitude38.com...........ext. 108
Racing Editor......................Christine Weaver...........chris@latitude38.com...........ext. 103
Associate Editor................Tim Henry....................tim@latitude38.com...........ext. 112
Contributing Editors..........Richard Spindler...........richard@latitude38.com
John Riise, Paul Kamen, LaDonna Bubak
Editor-at-Large..............Andy Turpin..............andyturpinatlarge@gmail.com
Roving Reporter...............Donna Andre..............donna@latitude38.com
Advertising Sales..............Mitch Perkins..............mitch@latitude38.com...........ext. 107
General Manager...............Colleen Young...........colleen@latitude38.com...........ext. 102
Production/Photos.............Annie Bates-Winship.....annie@latitude38.com...........ext. 106
Bookkeeping...................Penny Clayton..............penny@latitude38.com...........ext. 101

Directions to our office: press 4
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<table>
<thead>
<tr>
<th>Year</th>
<th>Model</th>
<th>Price</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>Grady White</td>
<td>$14,995</td>
<td></td>
</tr>
<tr>
<td>1985/1991</td>
<td>Sea Ray 42</td>
<td>$185,000</td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>Storebro</td>
<td>$139,900</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>Sabreline</td>
<td>$129,900</td>
<td>Only Sabreline on West Coast. Salmon Trolling Motors, Twin CAT 300s</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>professionally maintained.</td>
</tr>
<tr>
<td>1973</td>
<td>Roughwater</td>
<td>$105,000</td>
<td>Keel-up custom restoration. Single diesel, two cabin. Cleanest Roughwater</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>on market.</td>
</tr>
<tr>
<td>1993</td>
<td>Grand Banks</td>
<td>$169,900</td>
<td>The 36 is how it all began! T-Lehmans, generator, two stateroom, two</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>head.</td>
</tr>
<tr>
<td>1987</td>
<td>MacIntosh</td>
<td>$174,000</td>
<td>Built by Ocean Alexander, center cockpit affords large full beam</td>
</tr>
<tr>
<td></td>
<td>47 Cutter</td>
<td></td>
<td>master cabin.</td>
</tr>
<tr>
<td>2003</td>
<td>Ocean</td>
<td>$949,000</td>
<td>Professionally maintained. Twin Cat 800s, 3 staterooms, tender, more.</td>
</tr>
<tr>
<td></td>
<td>Alexander</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1942/90</td>
<td>Cust.</td>
<td>$1,500,000</td>
<td>Immaculately restored wooden LRC. Hauled yearly. Massive master cabin.</td>
</tr>
<tr>
<td>Blanchard 65</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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CALENDAR

Non-Race

**June 1-4** — Festival of Sail, Coos Bay & North Bend, OR. Info, [www.festofsailcoosbay.com](http://www.festofsailcoosbay.com).

**June 2-4** — Jazz & Wine Festival, Ebony Boat Club, downtown Stockton. Info, [www.ebonyboatclub.com](http://www.ebonyboatclub.com).

**June 3** — Marinship — World’s Most Amazing Shipyard, Bay Model, Sausalito, 1-2 p.m. Info, (415) 332-3871.

**June 3** — Take the Tiller, Half Moon Bay YC, 9 a.m.-6 p.m. Workshop for women in Cal 20s. $130; cocktail reception, $25. Martha, wsmanager@hmbyc.org or [www.hmbyc.org](http://www.hmbyc.org).

**June 3** — Take the Helm Women’s Sailing Conference, Corinthian YC, Marblehead, MA. Keynote speaker will be Sally Barkow. Info, [www.womensailing.org](http://www.womensailing.org).

**June 3, 10, 17** — Ham License Class, Oakland YC, Alameda, 9 a.m.-4:30 p.m. $50. Rich, (510) 522-6868, (510) 565-4706 or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**June 3-24** — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**June 4-25** — Veterans’ Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**June 7-28** — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about $25. All YCs’ members welcome. Info, [www.stfyc.com](http://www.stfyc.com).

**June 7-28** — 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.


**June 8, July 13** — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, [www.singlesailors.org](http://www.singlesailors.org).

**June 9** — Full moon on a Friday.

**June 10** — WWII in the Shadow of Mt. Tam, Bay Model, Sausalito, 10 a.m.-12:30 p.m.; and Navigating S.F. Bay, 3-3:30 p.m. Info, (415) 332-3871.


**June 10** — Summer Boat Show & Sale/Sail, Jack London Square, Oakland, 10 a.m.-5 p.m. Open boats, sea trials, wine & beer tasting. Info/RSPV, [www.passagenautical.com](http://www.passagenautical.com).

**June 10** — Shilshole Boatfest, Port of Seattle, WA, 11 a.m.-4 p.m. Free. Info. [www.portseattle.org](http://www.portseattle.org).

**June 10-11** — Post-Doo Dah Ditch Run activities, Stockton SC. Info, [www.deltadoodah.com](http://www.deltadoodah.com) or [www.stocktonsc.org](http://www.stocktonsc.org).

**June 14** — Volunteer orientation, Bay Model, Sausalito, 10-11 a.m. Ranger Joanne, (415) 289-3027.

**June 14-18** — ISA Gorge Laser Performance Clinic, Columbia River, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**June 15-18** — Festival of Sail, Tacoma, WA. Info, [www.festofsailtacoma.com](http://www.festofsailtacoma.com).


**June 17** — Trekking the Model, a ranger-guided tour of the Bay Model, Sausalito, 3-4 p.m. Info, (415) 332-3871.


**June 17-18** — Classic Weekend, Bell Harbor Marina, Se-
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‘04 Aquapro Raider $79,000

‘89 IACC ITA-1 75’ $325,000

‘09 Kernan Klub 44 $188,000

‘05 J/Boats J/133 $229,000

‘08 Isl. Packet 46s $379,000

‘93 J Boats J/92 $44,900

‘97 J/Boats J/160 $399,900

‘85 Islander 48 C $189,000

‘93 Lagoon 47 Cat $249,000

‘86 Olson 911-S $29,900

‘00 Silverton 392 $124,900

‘12 J/Boats J/111 $219,900

‘07 J/Boats J/124 $224,900

‘11 Beneteau F. 30 - $99,900

SOLD!

‘79 Swan 441 $149,500

‘03 Farr 36 $79,000

‘82 P. Seacraft 37 $99,000

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35’ J/Boats J/105 ‘01 $59K

35’ J/Boats J/105 ‘02 $75K

35’ J/Boats J/105 ‘03 $68K

32’ Columbia 32 ‘07 $59K

23’ J/Boats J/70 ‘13 $40K

26’ Hinkley 26 ‘98 $79K

‘79 Swan 441 $149,500

‘03 Farr 36 $79,000

‘82 P. Seacraft 37 $99,000

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OPEN BOAT WEEKEND JUNE 10 & 11

New Catalina Yachts (base price)
45’* Catalina 445 3-cabin, 2017....................... 302,349
42’* Catalina 425 3-cabin, 2017.......................... 268,211
38’ Catalina 385, 2017................................. 222,808
35’ Catalina 355, 2017................................. 187,375
31’ Catalina 315, 2017................................. 131,142

Pre-Owned Catalina Yachts
47’ Catalina 470 Tall Rig, 2006................................. REDUCED 295,500
44’ Catalina 440, 2007.................................. NEW LISTING 239,900
28’ Catalina 28, 1990..................................... SOLD

Pre-Owned Sailing Yachts
33’ Nauticat, 1983.............................................. 92,000
33’ Hunter 336, 1995........................................ 54,000
32’ Rival 32, 1975.......................................... REDUCED 29,500
25’ Harbor 25, 2008........................................ NEW LISTING 59,000

New Ranger Tugs (base price)
31’ Ranger 31 Command Bridge, 2017.................. 279,937
31’ Ranger 31 Sedan, 2017.................................. 269,937
29’ Ranger Command Bridge, 2017....................... NEW MODEL 224,937
29’ Ranger 29 Sedan, 2017.................................. 209,937
27’ Ranger 27, 2017.......................................... 159,937
25’ Ranger 25SC Tug, 2017................................. 129,937
23’ Ranger 23 Tug, 2017................................. NEW MODEL 94,937/
21’ Ranger 21EC Tug, 2017................................. 49,937

Pre-Owned Ranger Tugs
31’ Ranger Trailerable Tug, 2014, at our docks.............. 285,900
29’ Ranger 29 Classic, 2010.................................. REDUCED 141,990
25’ Ranger Tug Classic, 2009............................... 95,000
21’ Ranger 21, 2008.......................................... COMING SOON 31,900

Pre-Owned Power Yachts
45’ Bayliner 4550 Pilothouse.......................... NEW LISTING 79,900
32’ Carver 3207 Aft Cabin, 1984.......................... REDUCED 41,500

CALANDAR

June 3 - 4 — Go for the Gold, on Scotts Flat Lake near Nevada City. GCYC, www.gyc.net.
June 10, July 8 — South Bay Interclub #3 & #4. Info, www.jibeset.net.

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ALAMEDA MARINA

CALENDAR

June 24 — Sailstice Invitational for small one-design keelboats and centerboard boats. EYC. www.encinal.org.
June 24-25 — Island to Island Race, a “kindlier and gentler version” of the South Tower Race. Brannan Island to Angel Island and back. ACYC, www.andreascoveyc.org.
June 25 — LMSC Mayor’s Cup Independence Day Regatta.
Z Blok is the official sunscreen of PUMA Ocean Racing Team. Z Blok sunscreen’s new non-greasy formula will not burn or irritate your eyes. So you can concentrate on winning the race or just enjoying a great day on the water. Z Blok is also fragrance free.

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**HP SAILING CLUB** — Wednesday night races through October at Stevens Creek Reservoir, Cupertino. Paul, paulz@ ieee.org.


**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 9/20; Fiasco Race 6/7. Info, race@mpyc.org or www.mpyc.org.


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


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


VALLEJO YC — Every Wednesday night through 9/27. Dave, (925) 580-1499 or www.vyc.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.
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FAKE NEWS OR FACTUALLY CORRECT?

I just caught up on the April issue of Latitude. I hate to be the guy, but on page 81 — part of the 40 years In Review feature — there is a picture supposedly from the 1988 Big Boat Series, supposedly of Windward Passage, with “dozens of Aussies serving as rail meat.” I’m sorry to say, but that is not Windward Passage.

I’d been on Windward Passage during the old Clipper/Kenwood Cup era. That is most definitely not Passage. The photo is of a boat with twin helm stations and a centerline grinder station, neither of which Passage had.

Don’t be fake news.

Stephen Balcomb
Moonshadow, Catalina 42
San Diego

BOAT DOCUMENTATION SCAM

I want to alert Latitude readers to a recent scam by an outfit that is trying to sell you a renewal process for federally documented boats.

What this company — usedogdocumentation.us — does is send an email to boatowners timed to arrive just before their official snail mail renewal letter from the Coast Guard. And their website is designed to mimic the official government website. Only in very small print at the bottom of the page does it admit they are not affiliated with the US Coast Guard.

They charge you $75 to renew your document, something you can do yourself for $26 at the real Coast Guard website. It’s actually easier to renew on the official website than use their service, so this is nothing but a scam.

Ray Durkee
Velera, Tartan 37
Alameda
MEET THE SHERMANS!

Bob “Sherm” Sherman and his wife Chris, have been plying the waters of the Bay for five decades. Along the way, they have lovingly restored two boats; a 1946 John Alden Pinke Ketch and Dark Horse, a 1971 Swedish designed Ohlson 38.

After retiring from a long career in the paper products industry, Sherm started a mobile, diesel fuel, filtering service that successfully operated in the Bay Area. Over the years, Sherm and Chris became acquainted with boat yards up and down the coast yet, when it came to the care and maintenance of their own vessels, time-and-again they have relied on Svendsen’s Boat Works.

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Ray — Thanks for the heads-up. It sounds to us like a case of intent to defraud. If that's true, we'd like to see the principals of the website have to refund everyone's money, and be given a year's 'vacation' at Club Fed. — rs

† † LED MASTHEAD LIGHTS AND AIS

I’ve been reading with great interest the discussions about Lunasea masthead lights’ apparently interfering with AIS systems. It puzzled me because a DC circuit such as powers the masthead lights cannot create EMI (electromagnetic interference). However, the little switching power supplies that are part of the LED package can indeed create EMI if they are not built to prevent spurious emissions.

A little research revealed that these emissions are particularly bad at the VHF frequencies used by AIS (~181 MHz). And they particularly interfere with digital FM signals such as used by AIS. Bingo!

The problem is not in the wires running up the mast, but in the LEDs at the masthead. Using higher-quality LEDs, such as those made by Philips or others, might solve the problem. In addition, moving from a masthead VHF antenna to a whip antenna mounted on the stern pulpit would also solve the problem — although the VHF and AIS range would be a bit diminished.

On a related note, I have for years noted interference (EMI) between my Raymarine electronic instruments and my onboard Ham radio. By nasty coincidence, the interference is only noticed on 14.300 MHz and 21.412 MHz — the precise frequencies of the two maritime-mobile Ham networks. Apparently my SeaTalk network wires are too close to my antenna tuner. I don’t talk on the radio while I’m sailing, so it hasn’t been a big issue. But have others noted this problem? Would an RF choke — ferrite bead — around the SeaTalk wires mitigate this problem? That’s a little job. What specific choke? Or should I just reroute the SeaTalk wires, which is a big job?

Bill Rathbun (AI6MB)
Vector, C&C 38
Berkeley

Readers — During last year’s Baja Ha-Ha, a number of entries noticed that they lost a lot of their AIS targets when they turned on their Lunasea masthead light or masthead light with a Lunasea LED bulb.

In mid-May we received the following letter from Allen Burley of Lunasea explaining how they see things. — rs

† † LUNASEA MASTHEAD LIGHTS AND AIS UNITS

In last year’s Baja Ha-Ha it was noted that the number of targets on some AIS units would be lost when one of our Lunasea tricolor masthead lights was turned on. We had our LED light tested in the TUV lab, and it was found to be within the FCC recommended limits.

Nonetheless, in addition to our original 12/24/36-volt light that is undergoing further testing, we have developed a ‘linear’ 12-volt-only version that uses a different type of power supply. The new version has no emissions, which has solved the problem the original
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LETTERS

The base problem is the AIS system’s ability to find all the AIS’s digital signals within the VHF bands when there are often other 12-volt systems on boats, in particular, masthead lights being very close to masthead VHF antennas.

That said, our new 12-volt-only version of the masthead light, which I mentioned has no emissions, has been tested by at least one boat that had problems with their AIS/Lunasea combo in the last Ha-Ha, and it was found to work perfectly.

It’s important to note that AIS systems continue to evolve. The newer AIS systems use updated electronics that are tuned to amplify the AIS signals instead of using a wideband amplifier. These systems have less interference problems with other equipment, including LED lights.

But the bottom line is that Lunasea does have a proven 12-volt-only masthead light that we can guarantee has no interference with AIS units.

Allen Burley
Lunasea Lighting

Readers — About two weeks before we got Allen’s letter, we got a copy of the following letter from Allison Lehman of the Point Richmond-based Sabre 426 Kingfisher. She and her husband Jerry Keefe had had problems with their AIS and Lunasea LED masthead light in the last Ha-Ha. Lunasea’s Allen Burley sent them a beta version of their new 12-volt-only LED light. The following is a copy of the letter from Allison to Allen. — rs

NEW LUNASEA MASTHEAD LIGHT WORKS

The new 12-volt-only masthead light does the trick! We have been testing for three days now, and all has been well. Thank you, thank you, we feel much better going into the shipping lanes knowing we see and can be seen!

Latitude readers can test their masthead light/AIS unit as follows: Turn the AIS on without the masthead light on and wait 20 minutes. Record how many AIS targets come up. Then turn on the masthead light and wait 20 minutes to see how many targets you have then. With our original masthead lights, we would go from something like 30 targets to five targets. Obviously, it doesn’t have to be nighttime to test your combination.

For what it’s worth, we have a Raymarine-brand AIS.

Allison Lehman and Jerry Keefe
Kingfisher, Sabre 426
Point Richmond

Readers — So this is the way we at Latitude understand things to stand:

1) The new Lunasea 12-volt-only masthead light/Raymarine AIS combo on Kingfisher now works perfectly, whereas the original Lunasea 12/24/36-volt version did not work with the Raymarine AIS.

2) Lunasea’s testing indicates that there isn’t a problem with the Lunasea 12-volt version, and there wasn’t with the original one, but perhaps with the 12db splitter on at least one brand AIS unit. At this time Burley declines to mention which AIS.
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LETTERS

brand(s) might have that problem. In any event, they shouldn’t be a problem with the new Lunasea light.

There has been some talk of Lunasea’s offering to replace the original masthead lights with new ones using the different power-supply technology at below-their-cost-deal terms. At this point such talk is premature, pending further testing.

3) At this point it would be helpful if those who had or are having problems with their masthead LED/AIS combination would inform Latitude of what brand masthead light/bulb you have, and what brand AIS. (Send an email to richard@latitude38.com.) We can forward that information to Lunasea.

Latitude considers AIS to be among the premier safety devices on a sailboat. Make sure yours is working perfectly. — rs

⇑⇓

THE MONEY IS ALREADY THERE; WE NEED TO BRING BACK THE BEAUTY

Thanks so much for the Wanderer’s May 12 ‘Lectronic Latitude arguing that the America’s Cup ‘emperor has no clothes’, and that the foiling cats are mud — or composite — ugly. Fast? Yes. Ugly and soulless. Absolutely!

Some years ago I had the great pleasure of doing the Northwest’s annual Swiftsure Race — from Victoria, BC, out the Strait of Juan de Fuca to the Swiftsure Bank at the entrance to the Pacific Ocean, and back — while working foredeck on Weatherly, the magnificent winner of the 1962 America’s Cup. What a soulful boat she is!

Before the race, as we were rafted up in front of the Empress Hotel, with tens of thousands of spectators flocking to the harbor. I was asked to go to the top of Weatherly’s mast to check for sharp edges on the rigging. I packed the bosun’s chair pockets with rigging tape, a knife, some other tools — and two cans of cold beer. Once at the top — hoisted by grinders on two sets of coffee grinders, as even on Weatherly I wanted a backup halyard in case a splice or shackle gave way — I had them tie me off. I sat at the top of the mast, enjoyed my two beers, waved to the crowds, giving them a cheer with my beer, and then earned my keep by checking stuff on the way down.

The next day, riding the westerly back from Swiftsure Bank to Victoria, it was a blast to watch the other boats fight broaches as Weatherly stormed along under its spinnaker as steady as a flatcar racing down railroad tracks. In previous years I’d done Swiftsure on my 26-ft Thunderbird, so the difference was quite extreme.

The 12 Meters were gorgeous. The J Class boats majestic. It was reassuring to hear that I’m not the only one who finds the current Formula 1 on-water contraptions ugly and, despite their speed, quite boring to watch. How did we ever devolve to these silly contraptions that are raced today? Let’s return to 12 Meters or J boats. The money is already there; we just need to bring back the beauty.

Grant Fjermedal

Seascape, Coronado 35
Seattle, WA

Grant — The way the Wanderer sees it, the 12s are too small and slow compared to other monohulls to be viable for

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The Path to a Perfect Finish

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Success or failure can occur long before your pad hits the surface. It starts with choosing the right product for each surface, whether the surface is painted or gelcoat. The choice is crucial because painted and gelcoat surfaces have different chemical compositions. Compounds and polishes that work well for one surface aren’t necessarily the best choice for the other.

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LETTERS

what's supposed to be a pinnacle of sailing. The J Class boats would be an option, but if you've ever seen a 180-ft schooner under full sail side by side with a J Class boat, nobody pays any attention to the smaller J, which flies far fewer sails and has a smaller crew. The Wanderer wants the America's Cup to be between 180-ft gaff-rigged schooners such as Elena of London and Elenora.

The Wanderer's May 12 'Lectronic on the subject of America's Cup boats prompted many letters on the subject, almost all of them in agreement. The text of that 'Lectronic article and a sample of the readers' responses follows. — rs

"By the time the 35th America's Cup Finals, June 24 to June 27, are concluded, the Wanderer predicts that the Cup will have been diminished even more. Not because of ridiculous legal wrangling that besmirched everything leading up to the fantastic Cup Finals in San Francisco, but because the 15-meter foiling cats, the 'brides' as it were, are going to be overshadowed by the 'bridesmaids'. Any wedding planner will tell you that's not a good thing.

The Wanderer thinks Russell Coutts and company will come to rue the day they decided to invite the superyachts to their America's Cup party for a Superyacht Regatta June 13-15, and the J Class boats to have a regatta June 16-20.

"The J boats, two of which formerly raced in the America's Cup, are spectacular. The 15-meter foiling cats, on the other hand, will be tossed aside after this year's Cup is over.

"The superyacht event is between the end of the Louis Vuitton Cup Finals and the start of the America's Cup Finals, while the J Class Regatta is in the three days between the third and fourth races of the Cup Finals on June 18, and the fifth and sixth races on June 24.

"There are just six teams that will be vying for the America's Cup, five Challengers and the Defender from the Golden Gate YC, Oracle Team USA. They'll be sailing in just under 50-ft foiling catamarans capable of nearly 50 knots, an experience that almost no other sailors can relate to.

"The entry list isn't yet complete for the Superyacht Regatta, but so far there are 19 boats that have indicated they'll be racing. We suspect there may be many more, hopefully including the likes of the 218-ft Adix. Among the current entries are the 196-ft Perini Navi Perseus, which carries the largest spinnaker in the world; the 182-ft schooner Adela, which dates back to 1903; the 170-ft Royal Huisman schooner Meteor; the 158-ft Frers sloop Hyperion; the 144-ft R/P sloop Visione; and the 138-ft Frers ketch Rebecca. In addition, at least six J Class yachts, about 135-ft each, which will be later racing in their own regatta, are expected to compete.

"The problem is that the 'brides' are, by comparison, tiny techno machines that only nerds and engineers will find it easy to love. They don't have an iota of the style, soul or romance of the superyachts or the Js.

"We've seen almost all the superyachts and J Class yachts race numerous times in the St. Barth Bucket, and often from vantage points less than 150 feet away. They are so spectacular they take your breath away. Even more impressive, they..."
Save the waters you love

The next time you hop on board your boat, stop by the bathroom first or be prepared to visit a sewage pumpout station later. To find the one nearest your favorite spot visit BoatCalifornia.com
also take your breath away when they're just tied up to the
dock. They don't have the speed of the little America's Cup
cats, but they've got the gravitas.

"By the time the 35th America's Cup is history, the Wan-
derer thinks that most people will have found the superyachts
and J Class boats to be far more lovable and compelling than
the tiny AC cats."

⇑⇓

I couldn't agree with the Wanderer more. The AC foiling
cats are water bugs replete with technology incomprehensible
to average sailors. The J Class sloops are breathtaking and
inspirational for every sailor and non-sailor.

The AC folks have insulated themselves in a sailing tech-
nology bubble that has lost the loyalty and interest of much
of the sailing community. Holding the event at a small, lovely
and hospitable island that is unreachable
by most people, and
making the racing into
NASCAR speed runs
expressly tuned to TV,
has further distanced
the event from sailors.
They've lost their core
audience without creat-
ing a new one.

Beau Vrolyk
Mayan, 74-ft Schooner
Santa Cruz

MIGHT AS WELL WATCH AIRPLANE RACING

The Wanderer's assertion is spot-on. Five hundred, plus
or minus, sailors in the world can directly relate to a foiling
catamaran with a hard wing sail. To every other sailor, it is
so far removed from their experience they might as well be
watching airplane pylon racing.

NASCAR has a similar but less obvious problem. When
NASCAR got away from the 'stock car' format, they left behind
the 'run it on Sunday, drive it to work on Monday' market-
ing concept that captured the attention of so many fans. The
fans could relate because they could own something similar
to the cars being raced. The result of NASCAR's
changing the formula is they've lost lots of fans
in 10 years.

Sailors can own foil-
ing boats, and I think
they have their place. But the hard wing sail places the current crop
of America's Cup boats completely out of most
everyone's realm of
possibility.

However, one of the main reasons people watch NASCAR
races these days is to see the frequent crashes and the not-
quite-as-frequent fights. If Russell Coutts can figure out how
to bring crashes and fights to this year's America's Cup, he
may have a winning combination.

Doug Deaver
Iolani, Outremer 45
Santa Barbara
Alameda Yacht Sales Office
1070 Marina Village Pkwy, #101A
Alameda, CA 94501

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Readers — Doug owns a high-performance Outremer 45 cruising cat. — rs

I couldn’t care less about the cats

The Wanderer is right on the layline with his America’s Cup prediction! Those superyachts are absolutely breathtaking and compellingly magnificent to watch. The classic lines of the J’s are what everyone looks for in a sailboat, and the one-design battle to the finish will definitely be spectacular. I couldn’t care less about those ugly catamaran ‘drones’ on the water, but I will watch the J’s and superyachts battle it out in breathless delight.

Sailing susi
Planet Earth

Sailing will be my poetry

The Wanderer couldn’t be more right. Even though I’m an engineer by training, I have a hard time relating to the foiling cats and tris — as other than high-speed novelties of limited interest. Meaning science, not sport.

Even with the megayachts you are enveloped by nature and multidimensional processes. The foilers are like a drag race, with just speed, no subtlety. I’ll stick with F1 racing for my techno speed fix, and sailing will be my poetry.

Don Keenan
Boulder, CO

Old money versus new money

I understand the Wanderer’s point, but those old boats were around for a long time, and I’m not so sure they ever made the Cup popular — and don’t compare to the thrill of watching super-fast cats. My Gemini cat was jam-packed with new-to-sailing crew when I went to watch the AC72s race on the Bay in the 34th America’s Cup.

The classic monohulls are beautiful to behold, but they also bespeak almost nothing else but Old Money. The cats are obviously expensive, but they talk the language of innovation, which many more people, non-sailors included, can understand and appreciate. So I think having the superyacht and J Class yachts in Bermuda is a great idea, but I don’t think it will return the Cup to the old clubbie culture.

Andy Jones
Belmont

Andy — Thank goodness there is someone to disagree with the Wanderer’s opinion. For what it’s worth, the Wanderer loved the 34th America’s Cup on San Francisco with the 72s, but it was a one-time fling because of the novelty, size and danger of those untried cats.

It was World War II that killed the J Class, as most of them were scrapped for their valuable steel and lead. After the war they were deemed too expensive, which is what brought the
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12 Meters to the America’s Cup.
While the Wanderer can’t back it up with specific facts, he’s of the opinion that almost all big boats, and America’s Cup boats, are funded with New Money, not Old Money. — rs

COMPOSITE CATS HAVE NO SOUL
Yep. Sack the cats and foils. I’ve hated them since day one. No grace. No soul.

Mike Scott
Planet Earth

LOST INTEREST IN PRESENT-DAY CUP
I’ve lost all interest in the present-day versions of the America’s Cup. I think the Wanderer is right.

Klaus Kutz
Sea Otter, Freedom 30
Alameda

CAT OWNERS AGAINST CATS IN THE AMERICA’S CUP
The Wanderer is right on. Who cares about those America’s Cup cats? They are cool, but! And like the Wanderer, I own a catamaran!

Fred Paul
Planet Earth

SUPER-SECRET SUPERYACHT REGATTA
I agree. The superyachts and J Class boats are beautiful to watch. With clouds of sail and lots of crew, anything could happen. Maybe the AC catamarans are super-cool to sail, but the races are so short that they aren’t much fun to watch.

As crew on a Commodore Yachts vessel, I was front row for the 34th America’s Cup on San Francisco Bay. It was amazing racing, but still.

I recall a sort of Superyacht Regatta on the Bay to go along with the America’s Cup, but I could never find any information about which boats would participate and when they would race. Nothing! I happened to catch sight of one as I was driving across the Bay Bridge, but that was it.

Norm Allendorph
Yipe Yipe, Frers 40
Tiburon

Norm — The Wanderer agrees that the 34th America’s Cup races on the Bay were shorter than he would have liked, but the 72-ft cats were so outrageous, so untried and untested, and the comeback so Cinderella-like, that the 34th Cup was magic.

As for the Superyacht Regatta that went with it, there was no publicity whatsoever. We at Latitude didn’t even know about it. As it turns out, it was won by the 180-ft schooner Adela, which is driven and crewed by good friends of ours from the Caribbean. What a botched opportunity. — rs

THANKS — AND YOU’RE WELCOME!
We’ve had — thanks in a large part to Latitude, the Baja Ha-Ha and Ha-Ha participants — three great seasons cruising the Sea of Cortez and the Pacific Coast of Mexico. Thanks so very much from Scarlet Fever!
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Readers — Registration for the Ha-Ha opened at noon on May 9. There were more than 50 paid entries in the first two hours. Sign up now! — rs

CANCEL IT, DON'T LET IT EXPIRE
I don’t know whom to ask, so I hope you can help answer my question. I have a Temporary Import Permit (TIP) for my boat for Mexico that is due to expire in December this year. I’ve been in and out of Mexico a few times since I first got the TIP, most recently in July 2012. I’m not planning on taking my boat back to Mexico until next year’s Baja Ha-Ha — I did my first in 2011. My question is, do I let the TIP expire and get another before I go to Mexico again, or do I have to turn this one in before expiration?

George Johnson
Planet Earth

George — Our understanding is that you are required to cancel your TIP rather than let it expire, even if your boat is no longer in Mexico. You cannot get a new TIP until the other one is canceled. Because so many owners hadn’t canceled their TIPs, Mexico had several occasions where TIPs could be canceled at one of several of their consulates in the States. But that’s over. For an expert opinion on what to do, we’d contact ship’s agent Victor Berreda in Cabo at operations@caboshipagent.com. — rs

THEY KILLED OUR FORWARD PROGRESS
After four years of working on my project boat, my son and I had her out on the Bay for her first real sail. For the previous six years we’d been sailing my Santana 22, a very forgiving learning platform, in the Carquinez Strait. That’s where we taught ourselves how to sail.

So one day we were sailing the Rhodes 41 in The Slot on the Central Bay between Treasure Island and Angel Island. We were pointing as high as we could, learning about our boat, and trying to make the front of Angel Island on one tack. All of a sudden, along came a fast racing boat with full crew, also on port tack. As soon as the racing boat gained right of way, they cut across our bow in order to get their spinnaker up. They killed our forward progress, forcing us to fall off and totally miss our objective.

If someone wants to race, I say find someone who wants to race with you, and leave us meanders alone.

Mike Lee
Sea Frolic, Santana 22
Wind River, Rhodes 41
Martinez

Mike — No matter if it’s surfing, skiing or sailing, there are always going to be unfortunate incidents between experts and beginners. While we empathize with you for what happened, if we’d been at the helm of your boat, we’d have deferred just a bit to the racing boat, given all the time and effort they had put into what they were doing. By doing so efficiently, you would have only lost a boatlength or two. It just would have made
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LETTERS

your challenge a little more interesting. By the way, no doubt they were racing against other boats you didn’t see.

You may not want to hear this, but if you really want to have fun sailing, you should do a few beer can races with your Santana 22. There are two reasons. First, you get to copy what the leaders are doing with sail trim, helping you sail your boat better. Second, you’ll quickly get comfortable in close quarters, be it with other boats, buoys or obstructions.

Even casual racing will make you a better sailor faster than any other method. And if you’re a beginner, rest assured that everybody will be happy to encourage you and give you tips. Before long you’ll really feel comfortable handling your Santana, and you can quickly translate that confidence to your bigger boat. So the next time a racing boat crosses in front of you, you can scare the hell out of them by shoving their transom, knowing you’re in full control and will only miss them by a smidgen.

By the way, trying to sail up the face of Angel Island on one tack was one of the favorite ‘games’ the Wanderer enjoyed with his boats on the Bay. It sure helps when there’s an ebb, doesn’t it? — rs

WE PRIDE OURSELVES ON BEING RESPONSIBLE PET OWNERS

In response to the Wanderer’s citing of our blog post regarding our complaints about restaurants in downtown Cabo not allowing dogs, we have to agree with him. While we were disappointed that the restaurants in Cabo didn’t allow us to have our dog with us if we wanted to eat, like the Wanderer we don’t like barking, licking, crapping or bothersome animals near us either. That’s why we pride ourselves on being responsible pet owners. If our Tessa were to present a problem to anyone, we would remove her from the situation — although I can’t ever remember needing to do this.

We wish parents of children would do the same.

By the way, our dog loves cruising. She’s an avid swimmer, and gets to swim to her heart’s content off the back of the boat on a homemade doggie boarding ladder.

As for our comments on Cabo, I was just surprised by how overrun the downtown area had become. Fortunately, we eventually found plenty of inexpensive but delicious food in and around Cabo, and thus stayed for three weeks. Special mention to the pet-friendly Cabo Cantina. So we did have a good time, but I’m not sure we need to return to downtown Cabo, as it’s not our scene anymore.

We’re absolutely loving La Cruz de Huanacaxtle on the mainland, as everyone has been extremely welcoming. In fact, over-the-top welcoming. And now that we’re berthed for the summer on the same dock as Profligate, we know where to take Tessa for her morning walks!

By the way, I’ve seen the photos of your motorcycle. I need one for the summer. Can you help?

Chris and Monica Glubka, and Tessa
SeaGlub, Hylas 46
La Cruz for the Summer

Chris and Monica — Good one!

We know there are lots of very responsible, good dog owners. The problem is that there are so many irresponsible ones that our guard almost automatically goes up whenever we see a dog.

And unfortunately, there are more than a few dog owners who are just plain hostile to anyone who doesn’t automatically like their dog. For example, a few years ago we were walking along Costa Baja Marina in La Paz when a drunk owner of a fishing boat saw that we wanted to avoid his pit bull — who
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We took offense to the Wanderer’s opinion about dogs. And cats. And

We尊重其他水手的规则，也尊重他们的狗。这对狗和他们的主人都是公平的。我希望Wanderer将重新考虑他的关于狗的观点。我们尊重规则和其他水手，不带狗上船。我们也尊重其他水手。这使得我们在水上更加安全。我认为一百多位其他水手出海时与狗一起会同意我的看法。

听我们的意见吧！

Jessica Heinicke
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Jessica — As we’ve had the pleasure of meeting you and your husband Adam aboard Profligate on two SoCal Ta-Ta’s, we like to think you know we think the world of both of you — and that’s even before taking into account that you both did two tours of duty as helicopter pilots in Middle Eastern war zones.

If all dog owners were as responsible, considerate and in control of their dogs as you two are, we and others wouldn’t have an issue with dogs on boats. The sad truth is, not everyone is as responsible and considerate as you two. Surely you know this from having to pick up poop from other dogs.

We like to think that there’s a significant degree of difference between having an opinion, such as ours, and casting judgment. And our opinion on big dogs on boats was based on experiences such as the folks on Irie had, having to give up cruising after just one day because their dogs were so uncomfortable with their Freeport 36 heeling over. And others admitting that having a big dog on a boat was not ideal.

We were careful to preface our opinions by noting how incredibly important dogs are to some people, and what a huge factor they are to the happiness of many owners. We’re all for that. By the same token, we’re all against dogs who bark all night long every night. And with owners who seem oblivious to the detriment it has on others.

We’re glad to see that you’re open-minded enough to our being open-minded, and thus have signed up for the Ha-Ha. We’ll even let Rocket bite our leg — if he promises to do it softly. And we’re sure we’ll be great friends with the SeaGlub folks when we get a chance to meet them, despite the fact they promise to take their Tessa for a walk around Profligate every evening.

— rs

↑⇓ THE ‘NO DOGS’ SIGNS THAT ARE IGNORED

In my opinion, About Dogs. And Cats. And Cruising is the best ‘Lectronic the Wanderer has ever written. I would gladly patronize every restaurant in Cabo that the SeaGlub folks were upset about because they wouldn’t allow their dog.

That’s why I like Paradise Marina in Nuevo Vallarta. Dick Markie has prominently posted signs saying they won’t tolerate dogs off-leash. Nor their self-righteous and oblivious owners.

Years ago I had several boats at Napa Valley Marina. There was a big sign right at the entrance to the marina, ‘Please Leave Your Pets at Home’. In Sausalito and the rest of Marin County, it’s even worse. The most ardent pet lovers would hate dogs if they came to Schoonmaker Marina. Especially the beach area, which locals now refer to as ‘Dog Beach’. On nice days, dog owners who pretend to be oblivious to new “DOGS ON LEASH ONLY” signs all over the beach and public-access areas let their pets run free on the beach, walkways and docks. Usually the dog owners are on their mobile phones texting, completely ignoring their pets, while their pets poop, pee and race around the beach full of barefoot little kids and their moms. And yes, there are pit bulls among these dogs.

Schoonmaker recently had to buy a half dozen new signs, post them right at the entrance to the beach, and still dog owners claim, “Oh, sorry… I didn’t see your sign.” Harbormaster Mike Rainey recently asked a dog owner, “How many signs do we have to post before you control your dogs?”

“I’m sorry that you feel that way,” she replied, completely ignoring his question.
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I certainly don’t hate dogs, and in the past I have cruised, sometimes for a few weeks, on boats with owners and their dogs. But now dogs seem to be everywhere and out of control. Like bratty, spoiled kids, so many dog owners are oblivious to their pets’ behavior. Or the fact that not everyone likes their precious pet. Then there is the whole rampant misuse of so-called ‘service dogs’.

John ‘Woody’ Skoriak
Marin County

WILL HARBOR SANDS MAKE MY DAD TOSS?

People might think the new upscale Harbor Sands — with cabanas, lounge chairs, plants, and waiter service — at Two Harbors is cool, if they never knew it the way we knew it. For me, it’s a sad transition.

Gone are the days of having to dodge the buffalo after a hike to the back side. Gone are the days when Perry Como was so drunk late one night that he had us drive him back to his boat in his Boston Whaler tender. Alas, my dad wouldn’t let us keep the tender.

My first trip to Catalina was in 1963. My dad had mooring N8 at the Isthmus. His twin brother had one on the inside at Avalon. My grandmother lived in Avalon for a while back in the 1970s. I used to dive for coins when the ol’ steamer would come into Avalon with tourists. Growing up as a boating brat on Catalina was a hell of a good time!

Geez, we buried my dad out off Ship Rock. I wonder if the changes are making him toss around in the deep blue yonder.

R.I.P. Isthmus.

Dave Lewis
Formerly Sweet Lorraine, Ventura
Currently F/V Kellie Ann, Kealakekua, HI

Readers — We didn’t expect that a lot of mariners were going to be thrilled about Harbor Sands, and the response we’ve received bears this out.

We understand why they are doing this, but that doesn’t mean we like it. We suppose just how unpopular it will be with mariners depends on how many of the free activities and areas will no longer be available to them. — rs

NOT ONE OF MY FRIENDS LIKES THE CHANGES

I’ve been going to Two Harbors on Catalina Island for just short of 50 years. As a young teenager, I remember the wonderful feeling of being on an imagined desert island outpost a million miles away from the real world.

As time has marched on, there has been some limited development of housing for staff and other improvements. But until the current upscale Harbor Sands remodel, that desert-island feeling remained. The Two Harbors beach area,
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where once pickup volleyball games, families having BBQs, campers and Scouts running around waiting for the Catalina Express ferry home, were the norm, has now been stolen in the name of profits.

People now have the ‘privilege’ of paying to be on the beach by renting a chair or cabana. The same beach area that had been utilized in the past for all sorts of boating groups and yacht clubs to host events for reasonable fees. New liquor-license restrictions that now extend down to the high-tide line, coupled with the unreasonably high fees to host an event, are making groups and clubs rethink booking events there. I know of several that have canceled previously booked events.

At the east end of the island near Avalon, Descanso Beach has a similar area with cabanas and beach chairs you can rent. People who wanted that kind of experience traditionally went there.

The plan to bring in more people from Avalon on a high-speed boat to rent chairs and cabanas on the beach will further erode that deserted-island feeling.

I have asked a lot of my boating friends what they think of Harbor Sands, and not one of them likes these changes. The thought of Santa Catalina Island Resort Services ‘preserving the present for the future’ does not ring true for us. SCIRS should have kept what was there six months ago as the ‘present’, and that would have preserved the future.

In the movie Field of Dreams, they heard a whisper of, “If you build it, they will come.” I hear a loud voice saying, “If you charge too much for Two Harbors, they won’t.”

Pat McCormick
St. Somewhere, Beneteau 440
Alamitos Bay

↑↓ WISHING THEM FAILURE
I think Harbor Sands will definitely ruin the ambience of Two Harbors. So I hope it fails as a commercial venture.

Lon Bubeck
Flying Cloud Yachts
Long Beach

↑↓ IT WAS A MATTER OF TIME
The changes at Two Harbors are obviously aimed to increase revenues. There are about 18 million people living in Southern California, so I imagine it was only a matter of time before management would make changes to try to attract more of them.

I live at San Pedro South Shores, which is just 19 miles from Two Harbors. But I stopped going there five years ago when ‘revenue enhancement’ took hold.

My game plan is to have a house, which is an appreciating asset, and a boat, which is a depreciating asset, and thus be able to travel wherever I want. But I think it’s the Wanderer who really figured it out.

Marek Nowicki
Raireva, Dreadnought 32
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HONING CRUISING SKILLS IN SOUTHERN CALIFORNIA

Latitude’s response to the Whites asking for advice on cruising in Southern California this summer included some good points, but I’d like to add a few.

It’s true that September/October may offer the best conditions of a given year, but since ‘calendar summer’ ends near mid-September, the Whites could be looking more at fall cruising.

The conditions around Santa Cruz Island can be blustery and cold in July and August, but are not continuously so. What you experience chiefly depends on your whereabouts. The mildest conditions are characteristically along the shores of the eastern third of the island, as Latitude mentioned. The anchorages, spread over a travel distance less than 30 miles, include Pelican Bay, Prisoners Harbor, Scorpion Ranch and Little Scorpion, Smugglers Cove, Yellow Banks, Alberts, and Coches Prietos. There’s plenty of anchoring and shore excursions among those spots to occupy cruisers on a round trip of one month’s duration from Cupertino!

It’s only an 18-mile reach to Ventura Harbor from Little Scorpion if folks wish to come to the mainland. The free Ventura Harbor to Downtown Trolley operates between 11 a.m. and midnight, Wednesday to Sunday, carrying visitors between the harbor and downtown. The latter is a fun destination. Ventura Harbor is very well equipped to service cruising yachts, although there are no grocery stores there.

The chance for an overnight transient berth in Ventura Harbor if folks wish to come to the mainland. The free Ventura Harbor to Downtown Trolley operates between 11 a.m. and midnight, Wednesday to Sunday, carrying visitors between the harbor and downtown. The latter is a fun destination. Ventura Harbor is very well equipped to service cruising yachts, although there are no grocery stores there.

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Conversely, if our cruisers decide to keep to the western portions of Santa Cruz Island, plus visit the outer two islands, Santa Rosa and San Miguel, then summertime could indeed produce challenging conditions. Hailing from the Bay Area, I can easily imagine their being accustomed to cold, windy conditions, and they probably have the gear for meeting them as well.

Finally, it’s minimally 50 to 70 miles to other harbors or islands southeast of the east Santa Barbara Channel. Visiting any of them would represent a lot of traveling to put into a single month, so visiting the areas mentioned here and earlier is the best bet.

Ray Wilson
Ventura

Ray — Thanks for the additional information. Ventura Harbor is a little isolated, so the free downtown trolley sounds terrific. According to the website, the trolley runs every 55 minutes, and, with advance notice, can make special stops along the way. — rs

TO NEW ZEALAND BY CARGO SHIP

I agree with Latitude’s response, as far as it went, to Rochelle Martin, who wanted to sail rather than fly home to New Zealand. But I think you could have been a bit more helpful.
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I quickly Googled “travel by cargo ship to New Zealand,” and found that it’s still possible to book passage on some cargo ships. You’re not looking at warm stone massages on the Lido Deck, but it could be a viable solution for someone with a dislike of flying. And it only takes about 11 days from Long Beach to Auckland.

It would be more expensive than an airline ticket, but less than an actual cruise, and looks to be a better value than taking Amtrak across the United States in a private sleeper compartment. And it’s a cargo ship, so you can take lots of luggage.

Greg Barker
Currently sailing OPBs
(three hulls are better than one or two)
San Luis Obispo

THE IMPORTANCE OF THE KILL SWITCH

A few years ago, while looking west late one afternoon across Colvos Passage from our bluff home on very rural Vashon Island, I spotted some sort of disturbance in the water. Through a telescope, I saw a man in the 40-something-degree water, and his 10-ft aluminum skiff was making rapid circles around him. I called 911 to report it, and was told to call the Coasties. They said they couldn’t get to him for half an hour.

At that point we were watching a man drown in front of us, with no way to help. Unknown to us, some nearby folks had also spotted him — although they could barely see him from their elevation — and rowed their dinghy to their moored 18-ft runabout.

By the time they reached the scene, the man was spitting up and barely able to keep his head above water. His boat was partly swamped, but still going in circles trying to run him down. With much difficulty they managed to get this big guy into their boat and to shore.

By this time some island paramedics had arrived at the neighbors’ house and took over. I don’t remember what we were told the victim’s core temperature was, but they said he wouldn’t have survived if it had been much colder. He was then airlifted by chopper to Harbor View Medical Center, where he made a full recovery. We didn’t see him again, but he did contact the neighbors to thank them for saving his life.

Which brings us to the kill-switch part. He said he left home in a hurry for the south end of the island to tend to some crab traps. He forgot his lunch, but did remember some beer. He spent the day working his traps and was hurrying home when a wake or something knocked him out of his boat. As he went overboard, he pulled the throttle to him, and put the boat into its turn. He said his first problem was avoiding getting run down. That quickly changed to battling hypothermia. He was very thankful to everyone involved, and said he learned some lessons — as we all can from his story. Not the least, that a kill-switch lanyard could save your life.

Richard Lyon and Joan Ouderkirk
Gig Harbor, WA

Richard and Joan — So many people, the Wanderer included, ignore the kill switch. That’s stupid and reckless. We know quite a few cases where people were either injured, killed or nearly injured or killed by runaway outboards.

It happened once with the dinghy from our Ocean 71 Big O while she was anchored in English Harbour. We were in California at the time, but one of our crew got into our dinghy and started the engine. Unfortunately, it was a Yamaha model — either a 15- or 25-hp — that would start even though it was in gear. The woman was thrown out of the dinghy, but was able...
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to scramble to safety on the big boat before the dinghy came back to chew her up.

The dinghy, however, kept roaring around in circles — as all dinghies will — in crowded English Harbour. Nobody knew how to stop it. Thankfully, Richard and Sherri Crowe of the Farr 44 Tabu and Orange Coast College Sailing School arrived on the scene. Expert that Richard is, he threw a floating line into the out-of-control dinghy's path. When the prop fouled in the line, the engine immediately stopped.

Dinghies with outboards seem like fun machines — and they are. But they can kill you if you don't use them safely. — rs

$4 A GALLON HAD SOMETHING TO DO WITH IT

I started boating in my dad's Old Town canoe on the East Coast a long time ago and built my first boat out of pine and canvas, waterproofed with paint and roofing tar, when I was about 10 or 12. My most notable experience was getting busted by the Coast Guard out of Woods Hole with another crazy friend when surfing the canoe on big swells while they had Small Craft Warnings. I graduated to skiffs and motors soon after, then went on a hiatus for about 40 years until I moved to Alaska. With about 30,000 miles of coastline I had to go boating again!

I started with an old Fiberform runabout that I rebuilt and constructed a cabin on. I sold it at a profit, then bought a commercial fishing boat and then another, then built a Bruce Roberts-designed 40-ft steel workboat, and moved on to a 40-ft aluminum longliner. After sailing with some friends out of Emeryville on a Freeport 41, I got the sailing bug, then went home and sold the longliner — $4 a gallon for fuel also had something to do with it. I researched the cruising-boat market and bought a 41-ft Fraser center cockpit sloop in Port Roberts, Washington. I talked the previous owner into helping me get it home to Alaska and ran it 24/7 for 14 days straight to get to Seward, AK, into headwinds the whole way. I sailed around Resurrection Bay and Prince William Sound for a season and then hauled out and started an extensive two-year refit. I left in the winters to do some custom boat work around Emeryville.

My wife and I brought Hoku Iki (“Little Star” in Hawaiian) down the Inside Passage in 2015 and sailed and motored around the San Juans last summer. I never found the weather window I liked for a passage to SoCal (and then the Baja Haha), so I hauled out in Anacortes. We're currently continuing the refit and anticipating poking around here and around Vancouver Island in a month or so, then maybe watching for that weather window southbound again. Last year was a never-ending succession of lows all fall from Juan de Fuca to Mendocino.

John Schroeder
Hoku Iki, Fraser 41
Anacortes, WA

Readers — John was the winner of a Latitude hat when he picked up a copy of the April Latitude 38 at his local West Marine store and found the prize note inside. — ja

DISPATCHES FROM THE PETALUMA RIVER

I read of the successful voyage up the Petaluma River by a boat drawing all of 4-ft 3-in whose skipper had the good sense to schedule with appropriate tides. The facts are:

The river in general and the basin are now very well silted in and provide little water other than at selected parts of the docks. Those of us involved are working vigorously to get the Corps of Engineers to support and execute dredging of...
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this waterway to preserve what has been the very heart of Petaluma’s history and was once an active commercial port. It has been, I think, over ten years since any dredging has been done. We would like to avoid the fate of Port Sonoma and Lakeville Landing.

By tide scheduling, the river appears navigable, at least to a 4-ft-draft boat, but I would guess that is a fairly narrow segment of the Bay Area fleet. Perhaps, if a service to mariners is possible, it might make sense to get some actual draft numbers in key points at mean low tide. The cruising options are not reassuring the way things are now.

John McNeill
Yankee, 1906 53-ft Stone schooner
San Francisco/Petaluma

↑↓ WHEN ‘MOOSHING’ IS A PART OF SEAMANSHIP

My slip at Petaluma Marina is closest to the river and thus subject to the worst silting. However, I walked back to the farthest slips and the boats were all sitting above their lines. May’s minus 1.4 tides should be interesting. I predict the fairway between A and B docks will dry out as well — it only had about an inch of water when I took this photo.

My boat has run aground twice a day for years. Why haven’t I moved to a different, deeper slip? According to my diver, there is a hole in the mud underneath my boat shaped like my boat. If I move to another deeper but still shallow slip, I will have to ‘moosh’ a new hole to match my boat in that one. Depending on the consistency and contents of the mud, that could be more damaging or dangerous than staying in this one. If there is a pre-existing hole that doesn’t match up well, it doesn’t matter where you tie your boat using mooring lines, the boat will move to the center of the hole as the tide goes out. If your lines don’t break or rip off your cleats, they can be stretched beyond their yield points. I wondered for a long time who was loosening my lines each time I snugged them up until I went to the boat at a minus tide several years ago and found the dock hanging from the boat. All the lines were guitar-string tight. Now that the marina has silted in more, the dock runs aground about the same time as the boat so I don’t have to adjust anymore. The deeper slips farther back still have the dock-hanging-from-your-boat problem.

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—Bill Wells, Bay & Delta Yachtsman

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LOOSE LIPS

So . . . What exactly is going on in the photo below? Was this a modern re-enactment of a pirate attack? Did the motor boat driver have a flashback to their sailing days, and thought they were on starboard? Did someone really need a beer?

We asked our readers on 'Lectronic Latitude to submit their quippiest quips for a Caption Contest. We were delighted with the response! A big thanks to everyone who wrote in, and to Art Hartinger for sending this photo our way. The winner will receive some Latitude swag. Please keep the wit and photos coming. Aaand the winner is:

Runners Up:

“Stay clear. I am on an Alternative Tack!” — Carlos Buitrago

“It resulted in a cute little motor sailor called ‘Oops.’” — Dan Baker

“That’s not what I meant by ‘take her stern.’” — Larry Moraes

“In a ‘I think I’m a dog!’ moment, went in for a sniff to see what the sailboat had hanging on its transom!” — Tom Varley

“I am the fender inspector; I have a fender on my starboard quarter. Where’s yours?” — Alice Watts

“We’ve got to stop meeting like this.” — Bill Bohmer

“Excuse me sir, does your head work?” — Rich Brazil

“Sir, could you please remove your nose from my rear end” — Buddy Ludwig

“That’ll be $13.95 for the pizza and $8 for the beer.” — Elan Caspi

Interestingly, “Pardon me, would you happen to have any Grey Poupon?” was a frequent response. We’d like to tip our hats to the Madison Avenue agency that nailed that ad way back in the ‘80s!

The November 2013 issue of The Atlantic asked a group of eminent panelists to list the 50 greatest breakthroughs since the wheel. Among the select list of innovations was the sailboat and some of its accoutrements:

“40. The sailboat, fourth millennium BC. Transformed travel, warfare, and our view of the world.

“23. The sextant. 1757. It made a map of the stars.

“17. The compass, 12th century. Oriented us, even at sea.” That puts sailing in some pretty impressive company of innovation that’s transformed the modern world (by the way, number one was the printing press and number two was electricity). While these lists are subjective and can be endlessly debated, the caliber of The Atlantic’s panelists, and the integrity of their process, produced some valuable judgments.
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Fifty years ago, during the Summer of Love, two Northern California sailors were inducted into the Intercollegiate Sailing Association Hall of Fame when the All-America Sailing Team was inaugurated in 1967. Both Kim Desenberg and Skip Allan have gone on to many winning miles since then!

As foiling continues to be all the rage and creep into unexpected corners of sailing (we’re talking to you, foiling Optimist), we recently came across an old Sightings from the February 2001 issue about a high-tech trimaran. The Catri 27, which was built in Alameda by Russians Mikhail Domnich and Alex Goncharov, was described by us as a “hydrofoil assisted boat.” We wrote: “In addition to small winglets on the rudder and aft end of each ama, the Catri also features angled daggerboards in each ama which serve the dual purpose of preventing leeway and supplying lift.”

Technically, the Catri was not meant to get up and out of the water and ‘fly’ like a Hobie Trifoiler. The Ketterman-designed Trifoiler was introduced in 1992 and set records on foils with Russell Long at the helm.

Anyone know where the Catri 27 is now?

Latitude Platitudes

When we had our booth set up at the Pacific Sail and Power Boat Show in Richmond this past April, we asked the happy masses stopping by to write down a few words about Latitude. We were overwhelmed by the outpouring of platitudes, and for those of us who are new here, we’re humbled at the prominence Latitude holds in sailors’ hearts. So we thought we’d use your words to toot our own horn:

“Great magazine! Over the past 20 years, I sold three boats with Latitude Classy Classifieds. Each one sold in only one issue.” — Lee Sheldon

“My husband reads it like it’s a novel.” — Susan

“Best sailing rag ever! Always waiting for the next month. Keep up the great work.” — Rick Bastian

“I love that it’s all about local sailing. Awesome publication.” — Ryan K

“Latitude 38 is a great magazine. They were more valuable than gold when we were out cruising. Keep up the good work.”

“Thanks for a great magazine. When we switched from cabin cruisers to sailboats in the 80’s, you were our mainstay of info. You still are.”

“You’re a good read. It’s always fun.”

“Latitude is the healthy, economical, free addiction!”

“You are the heart of the Bay.” — Brian

“I bought Richard Spindler’s Cal 20 from him in the 1970’s, when he was just starting Latitude 38.” — Jim Horan

We also got a few suggestions for what people would like to see more of in the magazine. In fact, we published a Reader Survey in the May issue, as well as an online version on Lectronic Latitude.

If you’d like to throw in your two cents worth, go to www.latitude38.com, click the button to fill out the online survey and be automatically entered for the chance to win some swag. And always feel free to contact us at editorial@latitude38.com.
The Rally Committee encourages you to patronize the sponsors who make this event possible – and take advantage of their Baja Ha-Ha Specials! (Turn the page for more.)

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XXIV

SAIL SOUTH: JOIN BAJA HA-HA 2017

The Baja Ha-Ha is a 750-mile cruisers’ rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

The Baja Ha-Ha XXIV entry roster is already closing on 100 boats. Have a look at the event’s website, www.baja-haha.com, and you’ll see that a great variety of boats are entered, and the backgrounds of those who sail them vary greatly also. You may find your friends or a boat like yours on the list. You should join them.

There are many first-timers who’ll be sailing south this year with the Ha-Ha, but also plenty of ‘repeat offenders’ who are eager to replay some of the fun and great sailing that they experienced during previous rallies. The sail from San Diego is one of the finest, most accessible cruising adventures available to West Coast Sailors.

Look for event updates in our Sightings section and our 3x per week blog: ‘Lectronic Latitude.'
CREWING FOR CRUISERS

Among the important dates to note (on next page) is Latitude’s annual Mexico-Only Crew List and Ha-Ha Party to be held September 6 in Sausalito. You are invited to mix and mingle with hundreds of potential crew and Ha-Ha boat owners who are looking to sail South with extra watch-standers.

Whether you are looking for a ride or for crew, you can get a head start on this process at our constantly updated Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the Pacific Puddle Jump, and we report on it heavily in the pages of Latitude 38. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejump.com.
IMPORTANT DATES

September 6, 4-6 p.m. – Free Mexico Cruising Seminar, Sausalito’s Spaulding Marine Center.
September 6, 6-9 p.m. – Latitude 38’s Fall Crew List Party and Baja Ha-Ha Reunion at Spaulding Marine Center.
September 15, Midnight – Entry deadline.
October 21, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.
October 29, 5 p.m. – Pacific Puddle Jump Seminar, Inside West Marine at 1250 Rosecrans St., San Diego.
October 29, 11 a.m. – Skippers’ meeting, West Marine, 1250 Rosecrans.
October 29, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
October 30, 11 a.m. – Start of Leg One to Bahia Tortugas.
November 2, 2 p.m.-Daytime – BHH baseball game at Turtle Bay.
November 3, 11 a.m. – Famous Turtle Bay Beach Picnic Party.
November 4 – Start of Leg Two to Bahia Santa Maria.
November 6 – Bahia Santa Maria Day; a layday for relaxing and exploring.
November 7 – Beach Party at BSM.
November 8 – Start of Leg Three to Cabo.
November 9 – Dance Party at Squid Roe.
November 10 – Cabo Beach Party.
November 11 – Awards presentations hosted by Cabo Marina.
November 30, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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Please Note: Correspondence relating to the event can be emailed to bahają@gmail.com
Please don’t call Latitude 38 with questions. The Ha-Ha is a separate operation.
talking big strides slowly

Elana Connor came to sailing first as a hobby, and then — after being inspired by the travels of pioneering female skippers — as a way to travel the world slowly and thoughtfully, and as a means to immerse herself in faraway cultures. After working in the patriarchal hustle-bustle of Silicon Valley for almost eight years, Connor plans to sail singlehanded to Hawaii in early June.

She bought her Sabre 34 Windfola in October, and imagines she’ll eventually carry on to the South Pacific. Connor hopes to start a business around her travels and interest in culture. Although she’s been sailing for less than four years, Connor has longed for this adventure from the beginning. “It’s been a dream to go sailing. I poured all my savings into the boat and have been doing the work to make this happen,” she said. “And I don’t count my trip as singlehancing. I have a little dog.”

Six years ago, Connor stumbled onto a sailing trip in the Greek islands. “I totally fell in love. I was fascinated by it,” she said. “I spent the first day vomiting, but after that, I was fascinated.” After

another record

Less than two years after the maxi-trimaran Lending Club 2 shocked the world with a 3-day, 18-hour record run to Hawaii, that record has fallen. Lloyd Thornburg’s ultra-quick MOD70 trimaran Phaedo³ has been going after big race victories and world sailing records for years now, and May 16’s L.A.-to-Honolulu record is just the latest in a long line of record-book entries with the boat’s name on it.

After leaving Long Beach on the afternoon of Friday, May 12, at about 1:45 PDT, they came ripping past Hawaii’s iconic volcanic cone at Diamond Head in the wee hours of Tuesday, May 16, to best Lending Club 2’s record run by just over an hour. The new time of 3 days, 16 hours
big strides — continued

and 52 minutes should soon be verified by the World Sailing Speed Record Council, and become the new official benchmark.

After stepping onto the dock at Waikiki Yacht Club, elated owner Lloyd Thornburg said that the record run was "An unbelievable trip! This was the most difficult sail of my life. Everything went our way, and the team put out a super-human effort in order to keep the boat moving at nearly 30 knots through the entire trip."

Similar words had been written by Brian Thompson, who had blogged just a day before: "It’s been full-on here, very hard to type anything since the start... inside the last 500 miles returning to the Bay Area. Connor immediately looked into sailing classes, but was a little put off by the price.

"So I admired sailing from afar," she said. "It seemed like only rich people were doing it, and not people who come from my background. I was a foster kid, and a lot of people who come from where I come from don't get a chance to develop." Connor shelved her newfound and still-fermenting drive to sail for about a year, when she stumbled across a LivingSocial deal offering an intro ASA class for half price. Soon after, she realized that sailing may have been more accessible than she’d thought.

"What I didn’t know at the time is that I could have just gone down to any yacht club’s beer can races. I didn’t even know that was an option. I feel like I wasted a year," she said. But Connor has been making up for lost time. Not long after her introduction class, she took a bareboat charter course through Nautilus Sailing in the Sea of Cortez on a Catalina 42. "It was kind of intense," she said. "We were up at dawn, doing man overboard drills and practicing all day. It was everything you needed to learn. I’m a big fan of immersive learning experiences."

Connor also started crewing on race boats out of South Beach Yacht Club, which gave her a taste of what can go wrong on a sailboat. "One time racing between Alcatraz and the Gate, I was between the toe rail and bottom life line, submerged to my chest and hanging on because we’d rounded up with the spinnaker up."

When asked if she’s nervous at the prospect of (mostly) singlehanding the Pacific, Connor replied: "I’m scared shitless." San Francisco Bay has given her good training. Sailing home in late April, Connor was "running against the current with the wind behind at 25-35 knots and 10-foot wind waves whipping up against the tide," she wrote on Instagram. "Wet, cold, dark and uneasy motion under motor as I hand-steered and surfed it. But I made it, alone." And it’s not just the perils hurled out by Mother Ocean — it’s also figuring out a way to afford and sustain the cruising life. Connor said she doesn’t make the exorbitant salaries often associated with Silicon Valley. "As a lowly non-engineer, living in the Bay Area and living the cruising dream is still a huge stretch!"

Money and fears aside, Connor hopes sailing will afford her the ability to travel in the way that best suits her: Slowly and deliberately, taking her time. Raised in Oregon, Connor has always been an avid hiker. She’s walked most of the 500-mile Camino de Santiago in Spain, and the Kumano Kodo in Japan. She believes sailing will offer some of the benefits of ‘voyaging’ by foot.

"I like moving slowly when I travel, covering less ground, paying attention to the details and getting around in a more connected way, and not just as a consumer." Connor, who originally studied international relations in college ("I ended up in tech by accident"), hopes to immerse herself more deeply into the world, and wants to create a business that facilitates those opportunities for other travelers looking for a cultural and eco-conscious experience.

"I’m hoping for a diverse customer base of ages, budgets and people who might be interested in giving back to places they go," she said. "Ideally I’ll make enough to break even, and give any profits to local charities like schools and cultural preservation groups."

— timmy
all things america's cup

By the time this issue comes out on June 1, Round Robin 2 will be halfway done in the Louis Vuitton America's Cup Qualifiers. The Qualifiers will conclude on Saturday, June 3, and the Challenger Play-Off Semi-Finals will begin on Sunday the 4th, followed by the Challenger Play-Off Finals on June 10-12. The main event, the America's Cup Match between the victorious Challenger and the Defender, Oracle Team USA, is scheduled for June 17-18 and June 24-27 — basically for two weekends plus Monday and Tuesday "if required," in other words, if there isn't a sweep.

But perhaps more interesting for spectators in Bermuda than the actual America's Cup racing itself will be three sideshows. The Superyacht Regatta, open to sailing craft whose LOA is 80 ft or greater, will be held offshore on June 13-15. Twenty yachts are entered, the largest of which is the 289-ft Perini Navi Maltese Falcon. Bay Area sailors may remember her from her visit to San Francisco Bay in 2008, while she was still in the hands of her creator and first owner, the late Tom Perkins of Belvedere. For details — and to ogle photos of the fabulously beautiful yacht-ing eye candy — see www.boatinternational.com/luxury-yacht-events/americas-cup-superyacht-regatta.

The J Class of yachts were the majestic steeds that raced for the Cup in the 1930s. Of the original 10 built, three survive, including Shamrock V and Endeavour, which raced for the America's Cup in 1930 and 1934 respectively. Six replicas have been built, and eight J Class yachts, including Shamrock V, are expected to grace Murray's Anchorage on the north shore of Bermuda for a regatta on June 16, 19 and 20. The J Class yachts Ranger, Hanuman, Lionheart, Topaz, Velsheda and Svea are also entered in the Superyacht Regatta.

Sailing on Bermuda's Great Sound will be the second-ever Red Bull Youth America's Cup. Fleet racing in the qualifiers will take to the official AC racecourse on June 12-16. The qualifying rounds 12 teams of young sailors, ages 18-24, will be split into two groups of six teams. Pool A will include Artemis Youth Racing (Sweden), Team France Jeune, Kaijin Team Japan, Youth Vikings Denmark, Team Tilt (Switzerland) and SVB Team Germany. Pool B consists of Team BDA (Bermuda), NZL Sailing Team, Land Rover BAR Academy (UK), Spanish Impulse Team (Spain), Next Generation USA and Candidate Sailing Team (Austria). The top eight teams will meet in the finals, scheduled for June 20-21. They'll be racing the AC45 foiling cats that were used in the AC World Series. Oracle Team USA has been mentoring both the American RBYAC team and the Bermudian one.

The Red Bull Youth America's Cup will be available to view live on www.americascup.com, on mobile devices via the America's Cup app, or on Red Bull TV. For more info, go to http://red-bull-youth.americascup.com.

Peppering the America's Cup news during the practice racing season in Bermuda have been a series of mishaps that perhaps serve to draw waning attention back to Bermuda. Oracle Team USA had a near-miss capsize and an actual capsize; the wing came down and broke both crossbeams on Artemis Racing's test boat; and crewmembers fell off OTUSA and Team France boats. A collision on May 16 between Land Rover BAR and Emirates Team New Zealand during a practice race took the latter off the water for four days, illustrating that there was no provision for redress in the event of such an occurrence.

Unlike the AC45F foiling one-design catamarans used in the ACWS, the newest America's Cup class boats, the 49.5-

phaedo³ record

and the record is still on if we keep the speed up. It's blowing 25 knots with more in the squalls, and we are tearing downwind towards Honolulu.

"The first night was rough as expected with 30 knots plus on the beam and a big sea state. We had three reefs and the J3, which is our storm jib, up most of the night... We lost some time there, but the second and third day have been keeping up with a racing pace."

Lloyd Thornburg, Pete Cumming, Henry Bomby, Fletcher Kennedy, Dave Swete, Justin Slattery and Brian Thomp-
son were the crew for the record run.

Next up, the team will go after the official Transpac Race record — a comparatively mundane 5 days, 9 hours, 18 minutes — in July. That record has been held for 12 years by Frenchman Olivier de Kersauson’s 90-ft trimaran Geronimo.

Competing against *Phaedo* in the Transpac and vying for the same goal will be the Italian record-setter Giovanni Soldini with another MOD70, *Maserati*. We’ll have a preview of the Transpac Race in the July issue of *Latitude 38*.

— ronnie simpson & chris

**america’s cup — continued**

ft foiling ACC cats, were created by each team’s designers and engineers to a design rule.

After ETNZ debuted their boat, which uses pedal power instead of grinding the usual winches to operate the hydraulics, Oracle Team USA has been experimenting with the cycling option. Tactician/grinder Tom Slingsby has sometimes been seen pedaling during the practice races. It will be interesting to see the role that pedal power plays, for better or for worse, in the actual racing.

For TV viewers in the USA, NBC Sports Network is carrying some of the Challenger Series races, and NBC-TV will air the America’s Cup Match itself.

We’ll have an interim report on the America’s Cup in the next issue of *Latitude 38*.

— chris
summer of love sailboats, man

In June, San Francisco is set to celebrate the 50th anniversary of 1967’s ‘Summer of Love’, an idyllic time when the Baby Boomers were coming of age and everything good really seemed possible. Young people gathered everywhere to share good vibes, smoke some (still illegal) weed, and groove on music that was light years better than anything today. (OK, we were there. We’re biased, but even our younger editors agree!) The bands are still legendary: the Beatles, the Doors, Stones, Creedence, Mamas and Papas, the Who, Moody Blues, Hendrix. Back then, you could even understand Bob Dylan’s lyrics when he sang them. Locally, it was during that summer of ’67, while sitting on a houseboat in Sausalito, that Otis Redding penned *Sittin’ on the Dock of the Bay.*

But there was more happening during the Summer of Love than bell-bottoms, rock ’n’ roll, getting stoned, free love and war protests. It

delta doo dah

*Latitude* 38’s local cruising rally, the Delta Doo Dah, is in full swing during the month of June. On June 10, many Delta Doo Dah sailors will race or cruise in Stockton Sailing Club’s Delta Ditch Run. The DDR takes participants from Richmond Yacht Club to the Delta in one long, 67-mile, mostly downwind day. A post-race BBQ and dance band will follow at SSC’s clubhouse on the San Joaquin River, and June 11 activities include breakfast, the awards ceremony and a lunchtime BBQ. You can register for the Ditch Run at [www.stocktonsc.org](http://www.stocktonsc.org).
underway in june

RYC will make space for DDR entries in their harbor for up to three nights before the start on June 10, and SSC welcomes Doo Dah Cruising Division entries to stay for free in their harbor for the two weeks after the race. (All Doo Dah’ers can take advantage of up to three nights free anytime during the season. Call the harbormaster at 209-951-5600 to arrange for a slip.)

We recommend resting up at SSC, then gunkholing around until Saturday the 17th, when Owl Harbor Marina will host a BBQ starting at 3 p.m. The marina

continued in middle column of next sightings page

summer of love — continued

also marked the emergence of a new era in sailing, and of boats built from this new ‘fiber-glass’ stuff. Who knew you could lay a bunch of shiny cloth inside a mold, slather on gallons of resin and — presto — out pops a boat? By ’67, the shops in Southern California were popping out boats faster than the Beach Boys were popping out #1 hits.

Here in the Bay Area, while bands like the Grateful Dead and Jefferson Airplane rocked Golden Gate Park, the new breed of boats were rockin’ and rollin’ up and down the Cityfront. Unlike in the recent past, you didn’t have to be a captain of industry to own a boat. The new boats were affordable and accessible to the average guy, who could be genuinely competitive on weekends sailing with a bunch of friends, and who wouldn’t go broke with the upkeep needed for a wooden boat. What many people don’t realize is that those very same boats are playing that same role today.

Yes, we still listen to most of the great music from the Summer of Love, but you know what really brings it all back? Sailing on a Cal 40 built the year the Doors debuted Light My Fire. Or a classic Cal or Coronado or Ericson headed to Ensenada with the Fab Four’s Sgt. Pepper or Magical Mystery Tour albums (both released in ’67) blasting on the cassette deck. Or spending an evening at anchor aboard a plastic classic with your sweetie, listening to the strains of Nights in White Satin.

Despite all the good vibrations of those days, we didn’t all end up loving each other. As the ’60s came to a close, the music got edgier, the politics more radical, the protests more violent. 1967 was, in many ways, the end of innocence, at least for us Baby Boomers. Luckily we had sailing.

Our illusions may have been thrown under the bus, but the boats from the Summer of Love are still sailing, and they’re really affordable. Since the early builders weren’t sure how many layers of glass and resin were enough, most of the boats of the ’60s were built like freakin’ battleships, which means they can (in ’60s parlance) take a lickin’ and keep on tickin’.

As such, they are excellent prospects for both new sailors — who tend to occasionally hit things like docks — as well as seasoned sailors taking off for the big cruise. While not generally fast compared to newer craft, their often full (or at least long) keels and protected rudders offer additional safety, and oftentimes a more forgiving motion in a seaway than something newer, faster and twitchier.

Walk through any marina and you’ll still see dozens of these once-prized possessions waiting for new owners to take them sailing. Many of them are in great shape and are actively sailed in events like the Vallejo Race and the upcoming Plastic Classic, or they’re just cruised to Ayala or Clipper Cove.

Do you own a ‘hippie’ boat? In the market and considering one? Have a good story about sailing one, or a good sailing-related story about the Summer of Love? Let us know. We’re busy getting back into the groove for the celebration and for paying homage to that great time when we all believed in magic. Which would indeed be far out. Peace, love and sailing, brothers and sisters.

— Jr
An astounding 150 boats lined up for the 50th anniversary of Antigua Sailing Week — 50% more competitors than last year. Entries ranged from Melges 24s to the 115-ft Farr Sojana. Some 2,000 crew from more than 26 countries raced and partied hard, Antigua-style, for six long days. For many, it was a return to a favorite regatta, and for others, a completely new racing experience. The conditions were perfect every single day, with the trades consistently offering up 16-18 knots and seas rowdy enough to keep competitors challenged.

The year 2017 will be remembered particularly as a tribute to those who have stood behind the regatta for the past 50 years, including those who are still racing in it — and winning — such as Steve Carson, who arrived at the island in 1969 on a wooden boat and has raced in Antigua Sailing Week almost every year since. “The regatta flavor is exactly the same today — it’s still about working hard, great racing and great parties!” Carson laughed. He placed first in CSA 8, racing on Hightide, a Dehler 33.

Likewise, 79-year-old Geoffrey Pidduck has missed only two Antigua Sailing Weeks. This year he took third in CSA 8 on his modified 6-Meter Biwi Magic. His best memory of the event? Meeting his wife, Janie Easton, at the 1982 regatta. “We got married four years ago,” Pidduck smiled impishly, with pina colada in hand.

Astrid Deeth, who resides with her husband and kids in Ross, CA, remembers the beginnings of Antigua Sailing Week — raised there, Deeth is a keen sailor both on San Francisco Bay and on her ‘home’ turf in Antigua, where she recently won her class at the Antigua Classic Yacht Regatta. Astrid’s dad Peter was also involved in the humble beginnings of Sailing Week. In the early ‘60s, Peter built the renowned Inn at English Harbour, while Astrid and her brother Paul now run the Admiral’s Inn at Nelson’s Dockyard. An avid sailor, Peter started informal races for his family in Sailfish dinghies to compete against guests staying at the Inn.

“It was a lot of fun. We’d sail off the dock at the Admiral’s Inn. A box was set up on the dock with ‘supplies’ and a trophy,” Astrid recalls. This casual racing soon grew in popularity. In 1967 — the year that the Antigua Yacht Club was founded by a group including Peter Deeth — the inaugural Antigua Sailing Week was held as a three-day event in June with three classes: racing, cruising and traditional. Seventeen of the 24 entries were charter yachts.

Antigua Sailing Week has changed significantly in the past five years, after a decision was made to do away with the event’s destination racing courses such as the Dickenson Bay Race and the Jolly Harbour Race. Kathy Lammers, chair of the Regatta Organizing Committee since 2010, noted: “We regularly distributed surveys to the sailors asking for feedback, and the vast majority prefer all racing to be from one location. Destination racing is expensive and a logistical nightmare for sailors and organizers alike.” All racing is now conducted off the south coast of Antigua, using any of the 54 courses designed specially for the regatta.

The crew on one storied boat was more than pleased with the racing program in Antigua this year. Kialoa III, the well-known 1974 Sparkman & Stephens design (famously campaigned on the West Coast and beyond by the late Jim Kilroy) graced the race course with a crew of 18 mostly young sailors. The 43-year old maxi has been fully restored by new owner Roland Pieper, a strapping bear of a man who helmed the 78-ft yacht to a first-in-class result, six points ahead of his closest competitor, the Swan 65 Spirit.

“I love sailing this beautiful boat — she’s historic!” Pieper said enthusiastically. “She is, however, a very hard boat to sail. The loads are huge.” Pieper set up the K3 Foundation, based in Portland, OR, which bought Kialoa in 2013, and has been working on restoring her to the style of 1974, which means no new materials or technologies have been added.

One of the Foundation’s goals is to make big-boat sailing accessible...
you’ll be identifiable as a member of our fleet. See www.deltadoodah.com.

But don’t get so relaxed that you forget to take pictures! You’ll want to enjoy them later, perhaps when the winter chill sets in and you need something to help you feel warm. And we hope you’ll share some with us after you return from your Delta idyll. See you upriver!

— chris

antigua sailing week — continued

to young kids. "There is a lot of small-boat sailing, but big-boat sailing . . . well, there’s just not enough big boats," Pieper said. "One of our missions is to take young people along — the average age on board this week was perhaps 23," he laughed.

"It was a tough week, with an initially very inexperienced crew on such a good boat with so much power," Pieper continued. "But it’s amazing how our maneuvering went by the end of the week. I don’t want to say it was child’s play, but it was pretty impressive for these kids to move this boat around.'

— michelle slade

Above: Raised in the Eastern Caribbean, Astrid knows how to have fun on the water. Spread: The irrepressible ‘Kialoa III’ charges upwind at Antigua.
get out and sailstice!

What would it take to start the summer with your sails hoisted on the June 24 Summer Sailstice weekend? With the solstice marking the official start of summer, here in California the sailing season is already well underway (but looking at a full marina on a sunny summer Saturday makes us wonder why some people even own sailboats). There will be plenty of sailors who will make use of the Summer Sailstice weekend to cast off the docklines, loosen the sail ties, and take a sail on the Bay or join one of the many events in the area.

From Elkhorn Yacht Club on Monterey Bay to Stockton Sailing Club and countless places in between, sailors will shake out the wrinkles for racing, cruising and an all-around celebration.

Racers can participate by join the YRA Series #2 races out on the weekend of June 24. Your boat will love you for it.

sail-in

Where do you go to find an ice-cold, locally brewed IPA, a delicious meal or a bottle of fine wine within a short walk from a dock or anchorage? This summer sailing season seems like a good time to find out. A few years ago we made an effort to put together a comprehensive Boat-In Dining list.

This year, and in typical Bay Area fashion, we're building the Boat-In Dining List 2.0, and we need your help.

Many establishments have changed hands, closed for business, or opened.
SIGHTINGS

sailstice — continued

dining

since our last list, published in 2011. The good news is there’s hardly a dock or marina anywhere that doesn’t make a great destination for waterside dining. With Lyft and Uber now prowling the streets, the radius of options has grown.

We’ll be adding more pubs and eateries to our list, but we thought we’d also turn to our readers. What’s your favorite destination for food, drinks and/or entertainment? Please email us at editorial@latitude38.com. Cheers!

— john

the Berkeley Circle, or join Corinthian YC’s Friday Night Beer Can Series. Or, if you’re looking for a new venue with new people, try Cal Sailing Club in Berkeley or Shoreline Sailing in Mountain View, where open houses will introduce new sailors to local, inexpensive instruction and rentals.

For fans of classic wooden boats, an ideal Summer Sailstice destination is the Master Mariners Benevolent Association’s Wooden Boat Show on Sunday, June 25, at CYC. This is a great chance to climb aboard an assemblage of the Bay Area’s finest wooden vessels (be sure to wear deck-friendly shoes — no stilettos!) The event ($20 at the gate) is open to the public.

In the Central Bay, Clipper Cove — one of the Bay’s best anchor-out cruising destinations — will be filled with a loose collaboration of cruisers looking to break last year’s 62-boat Sailstice raft-up record. This circular, sunflower-style raft-up was tons of fun in 2016 and only promises to be better this year.

We typically see blustery conditions on the Bay at the end of June, perfect for putting in a reef, pulling on the foulies, and having a romp up the Slot and under the Golden Gate Bridge. If you’re looking for a calmer post-sail destination after bashing it up, head to the flat waters of the Oakland Estuary and Encinal YC’s Summer Sailstice celebration. Sailors are invited to tie up at EYC’s docks or find a guest slip for the evening at one of the many nearby marinas. EYC will be hosting a full-day festival with boatbuilding, pool games, small-boat racing, seminars, music and entertainment — along with Gosling’s Dark ‘n Stormies.

In the center of downtown Oakland, El Toros, Sunfish and other dinghies will be celebrating Sailstice by racing on Lake Merritt in the Mayor’s Cup, which has been held for more than 60 years. If you don’t have a boat, you can rent one from the Lake Merritt Boating Center for as little as $10/hour.

The Bay Area schooner Freda B will spend June at the Tall Ship Festival in Coos Bay, cruise the San Juans, then head to Tacoma for another Tall Ship Festival before sailing back down the coast during Summer Sailstice weekend.

Club Nautique will be hosting rides at both their Alameda and Sausalito locations. On the Delta, Stockton SC will be registering cruising sailboats from 2 p.m. to 4 p.m. and giving them a ‘poker run’ on the river. For anyone who wants to get high and sail, they can head up to the now-very-full Huntington Lake — located some 6,000 feet above sea level — to join the Weta fleet along with the Multihull Racing Association’s 2017 Commodore’s Classic Open Regatta.

Or you could sit on the couch and watch well-built professional sailors pump hydraulic fluid during the America’s Cup Finals in Bermuda. But don’t just watch: go sailing. There will be countless events around the Bay to connect with sailors around the world as they take advantage of the longest day of the year to celebrate sailing. It’s a day for all sails to be unfurled — no one should be left ashore. We’ll see you out there!

— john

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— john
SIGHTINGS

save aquatic park pier

There’s a saying in government: Infrastructure isn’t sexy.
Roads and bridges might be essential to urban life, but they’re easy
to take for granted, the last things anyone’s in a rush to pay for, and
the last things anyone would romanticize about. But there is one aging
piece of Bay Area infrastructure that might defy those conventions.

“The Aquatic Park Pier is the crown jewel on the San Francisco wa-
terfront, but it’s a little tarnished. We need to polish it up, and give it
the luster that it deserves,” said Keith Breitbach, the project director
and citizens’ representative for the Save Aquatic Park Pier Committee,
which hopes to raise awareness — and a portion of the funds — to
ultimately replace the aging pier with a historically accurate upgrade.

Built in the early 1930s as part of the Depression-era Works Prog-
ress Administration, the 1400-foot-long, 60-foot-wide Aquatic Park
Pier has an arching, curvilinear shape. The pier’s underbelly contains
634 concrete-encased timber pilings and concrete baffles that muffle
wave energy from ocean swells and westerly sea breezes, carving a
calm swath of water into the turbulence of the Bay, and protecting five
National Historic Landmark ships — one of the larger floating collec-
tions of historic vessels in the world. And with its long, graceful curve,
the pier encompasses Aquatic Park Cove, which offers one of the Bay
Area’s most extraordinarily scenic moorings for cruisers on a daysail
or anchoring overnight.

“But the pier is in horrible shape,” said Kevin Hendricks, the super-
intendent of San Francisco Maritime National Historical Park, which
houses Aquatic Park. “The west-facing or outboard side of the pier
has been fenced off because the deck is not able to carry the same
loads as when it was designed.” The pier’s concrete is crumbling at the
edges, exposing rusted rebar and eating away at foundations for the
Victorian-styled light posts, which no longer work. The pier is closed at
night and on weekends, and continues to be shut down in slow, steady
increments. Officials say it’s only a matter of time until the entire pier
will have to be closed permanently.

In 2009, the National Park Service (NPS) said that “complete re-
placement with historic appearance” was the preferred and ultimately
most cost-effective option to “save” or preserve the unique history of
the Aquatic Park Pier. While still a working figure, the cost has been
estimated to exceed $60 million, numbers which far exceed the Park’s
construction budget.

The movement to save the Aquatic Park Pier has grass roots and
is championed by a small, passionate group of locals. Carol Walker, a
volunteer with City Guides and all-around concerned citizen, said the
pier has been in bad shape for decades. In 2014, she contacted state
and federal officials, created a www.change.org petition, and started
a Facebook page. “I began stirring the pot,” Walker said. “It’s amazing
what you can do by writing letters.”

Walker, Breitbach, local business owner Brian Hayes and a hand-
ful of others formed the Save the Aquatic Park Pier Committee, which
joined forces with the San Francisco Maritime National Park Associa-
tion, a nonprofit that works with NPS for education and fundraising
campaigns. According to John Tregenza, the CEO of the Association,
Aquatic Park contains other lesser-known but important Bay Area as-
sets. “The cove is also home to a Sea Scout base and two of its boats,
and Get Out and Learn at SF maritime, a youth boatbuilding program
for at-risk high-school kids in San Francisco. We couldn’t do any of
those things without the protection of the pier,” Tregenza said. The
cove is also home to the Dolphin Swim and Boat Club, and the South
End Rowing Club.

Saving the Aquatic Park Pier not only protects the slice of history
represented by the historic ships, it also conserves the era of the pier
itself, an art deco/Victorian mishmash of architecture built at a time
when the United States was trying to pull itself up by its bootstraps by
employing thousands of unskilled men. The pier is a mix of charming

park considering

SF Maritime Park is proposing an on-
line permitting system for sailboats an-
choring overnight in Aquatic Park Cove,
which would include a $10 per-day an-
choring fee. Permits are currently issued
at no charge using a paper system.

“Even with a $10 fee, Aquatic Park
Cove will remain one of the most afford-
able anchorages in the Bay Area,” a Park
statement said. Space will continue to
be available on a first-come, first-served
new cove system

basis. Permits are not required for boats anchoring during the day.

The Park is also considering a $40 pass, which would offer a year’s worth of anchoring, or 30 days (please see ‘Current Rules’ in the info box on this page), as well as a year’s worth of entry to the historic ships at Hyde Street Pier.

The park strongly urges comments at www.parkplanning.nps.gov/anchoring-system through June 15.

pier — continued

aesthetics, history and pragmatic service as a breakwater. "And even if it weren’t historic, even if it didn’t have iconic beauty, it still has a very functional aspect to it,” Superintendent Hendricks said. "The architects recognized this curving shape of the pier augmented the curve of the shoreline. When you see the views of the Golden Gate Bridge and Alcatraz and look back at the City skyline, it’s a phenomenal space.”

Breitbach of the Aquatic Park Pier Committee said his citizen-led effort to coax public awareness, and the political will to save the pier is not without its urgency. "It took 70 years to get the park built in the first place,” Brietbach said. "Once it’s gone, it will be gone forever.”

—timmy

For more information on the efforts to restore the pier, go to www.SaveAquaticParkPier.com

Do you have good stories or pictures from a stay at Aquatic Park Cove? Please send them to editorial@latitude38.com, and we’ll post them on ‘Lectronic Latitude this month.

Current Rules for Sailboats in Aquatic Park Cove

— Only non-motorized boats and sailboats with auxiliary motors are allowed to enter Aquatic Park Cove.
— No anchoring after sunset or before sunrise except by permit, which is good for five consecutive nights, after which seven days must pass before you can apply to stay overnight again; 30 overnight stays a year are allowed.
— Day use does not require a permit. There are no mooring buoys; space is first come, first served. Because of the large number of swimmers in the Cove, dinghies can’t be powered by more than a 5-hp outboard. Rowing is recommended.
It was really, really huguuge, folks, as we would have tweeted at 4 a.m. on Sunday, May 7, had we not been sleeping off a long day of racing in the sun and a night of partying at Vallejo Yacht Club.

"It" was the Great Vallejo Race, held on the first weekend in May. The two-day event serves as the Yacht Racing Association’s traditional ‘Season Opener’ (although YRA racing actually started in April with the OYRA Lightship). The America’s Cup may be older, but the Vallejo Race has been run 118 times and the Cup is only up to #35. So there.

As for hugeness, we may have exaggerated (gasp!), as the heyday of 500+ boats has passed, and the GVR is surpassed by the Three Bridge Fiasco in terms of the number of entries. This year’s edition drew 156 boats, down slightly from 165 last year. The event continues to evolve with the times, trying to offer sailors with varied preferences what they want, including shorthanded and non-spinnaker divisions and, new this year, a cruising division. A much cheaper price tag than for the racing divisions might have been part of the appeal for seven cruising crews. Another cost-saving measure would be to sign up for Saturday only, though those ‘single race entries’ did not get scored in the overall standings.

The Vallejo Race has two sportboat divisions — in addition to one for ultralights. The biggest one-design class belonged to 14 Express 27s.

So the Great Vallejo Race may no longer be all that ‘huge’, but all the in-
clusiveness adds up to some truly great racing and a great social scene in the post-race raft-up and at VYC on Saturday night.

Upon arriving at the Berkeley Circle starting area on Saturday morning, sailors feel that thrill of anticipation, the excitement of seeing all the boats converging, and the camaraderie of waving to friends on competing boats.

With 25 divisions in 17 starts, the starting sequence was scheduled to begin at 11 a.m. and roll through until 12:25. Looking at such a lengthy sequence, it's understandable that the race committee would want to fire the first gun on time and keep going without pause. Imagine their consternation when a red RIB parked on the startline just minutes before the first warning! A polite call went out on the race channel, VHF 63, for the RIB to clear the line. When that call was ignored, a more insistent call, threatening the team to whom the RIB belonged with disqualification, was broadcast. "That's our boat," replied the racing skipper who happened to own the RIB, "but we loaned it to Latitude 38." Consternation turned to amusement when it was realized that the photographers aboard, monitoring 16 instead of the race channel as the good mariners they are, didn't realize they were in the way. Once they were clued in and moved off, the sequence began — and kept rolling — right on schedule.

The forecast earlier in the week had looked downright frightening, and even among the great moments in the Great Vallejo Race on May 6-7 was this headstay reach around Point San Pablo on the way to Vallejo on Saturday, with enough breeze to keep trimmers and drivers on their toes. — photo latitude/tim
Friday’s preview, provided to Lectronic Latitude by Mike Dvorak of Sail Tactics, showed a big, scary patch of red — fortunately offshore. Big wind and rain were still predicted for the North Bay on Saturday night, which might have added challenge to and put a damper on the raft-up, but that mini-storm never materialized, and the actual weather for the weekend was mostly sunny and pleasant.

Spinnakers blossomed on Saturday shortly after the windward mark, an inflatable set about half a mile west of the starting line. Although the wind did come forward near Point San Pablo, almost all the spinnaker boats kept their chutes up until the entrance to Mare Island Strait, for almost 20 miles of fun spinnaker running and reaching.

The usual puffy conditions during the white-sail-reach up the river gave jib and main trimmers and grinders a workout, and finish places were often sorted out in that last two miles.

In the Express 27 fleet, John Kearney’s Salty Hotel was leading the way to the entrance. "We took the southwest side in massive ebb, then halfway to the finish Matt Krostad’s Tequila Mockingbird bailed out of a back position to win the northeast-side approach," said Mike Bruzzone, who sailed on Salty Hotel. "Ron Kell’s Abigail Morgan followed us, sticking to the southwest approach, but then they bailed too and blew by us on the northeast side handing us a third for a 1-2-3 Corinthian YC member finish."

"There was less ebb and more consistent wind on the northeast side halfway up the Vallejo channel to finish," Bruzzone explained. The hills, building and ships on the south side tend to mess with the breeze.

Kearney moved to the Express 27 from a Newport 30 three years ago. "John’s great to sail with and naturally intuitive on the racecourse," added Bruzzone, who pointed out that Salty took first in division and overall in the YRA Lightship in 2016 and ‘17, and won the Express 27 division in the ‘17 SSS Round the Rocks Race, placing third overall.

Comments in the raft-up on Saturday included: “It was a nice Vallejo.” “It was perfect.” “What a gorgeous day.” And,
"Much better than the forecast."

A Captain Ron-themed, Mount Gay Rum-fueled party followed Saturday's racing at VYC. Despite the reduction in numbers from the days of yore, the harbor still seemed packed and the crowds plentiful at the club. A steel drum band, Shabang, greeted the arrivals, and dancers later said the Darrell Edwards Heavy Weather Band was "great."

Club volunteers served a buffet breakfast on Sunday morning and staffed a 'recovery station' serving Bloody Marys and mimosas, before sending the second-day racers on their way. The starters battled a strong flood to get across the line, then, with wind on the beam, some aired out their spinnakers. A couple of keels found mud before making it to open water.

Although it felt at first that the wind had filled in on San Pablo Bay and there would be a quick beat back to the finish, that was a false hope, and racers found slow going instead. Fortunately, the tide turned and the ebb lent some assistance. The mode switched from light to full-on windy just north of the Richmond-San Rafael Bridge. Because several boats ran aground last year on a new shoal that had formed right at the old finish line, near the entrance to the San Rafael channel, this year the finish was moved to the old, old location east of Paradise Cay, where, as any Tiburon YC racer will tell you, it blows like stink every summer afternoon and square waves pile up to make for uncomfortable sailing. So, the ability to switch gears or tough out the last leg with too much canvas up was as critical to finish places on Sunday as were tactical choices in the light patches.

The option to race on Saturday only, and the ensuing scores that include...
"SRE" for some entries instead of places, lend some confusion to a parsing of the results. Adding to the head-scratching is the curiosity known as 'Down Wind Rat-ings'. Since Saturday's race was mostly downwind, it was scored two ways: with the PHRF ratings everyone's familiar with, and with the mysterious DWRs, over which many racers grumble, perhaps at least in part because they don't understand them.

How to tell if Saturday's race was downwind enough? Wind readings were taken at Station DPXC1 off Davis Point (where the Carquinez Strait meets San Pablo Bay) every half hour for six hours after the first warning. If the average wind direction was between 190° and 300° true, then Down Wind Ratings would be used. This provision was added to the Sailing Instructions after a couple of years when Saturday's race was actually a beat. The powers that be are certainly going to a lot of trouble to run a fair race. It's interesting to compare the two sets of results.

The overall standings for both days appear not to use the DWRs. The top scores we've printed on the next two pages are overall, and they don't tell the whole story. So do check out the complete results online at www.jibeset.net.

— latitude/chris

Below, left: Spinnaker drying is one of the post-race activities in the raft-up on Saturday. Right: the crew of the Express 27 'Salty Hotel' (left to right) Leen Allaert, Marcia Schnapp, skipper John Kearney, Mike Bruzzone and Chris Larose.
Clockwise from top left: Linda and Mike Mannix from ‘Harp’; the skipper of the Flying Tiger ‘Wild 1’, John Lymberg, was visiting his friends Stephen Buckingham and Jennifer McKenna (next photo) from the Black Soo ‘Starbuck’, which is for sale; Steve Katzman and Elton Cassels from the Tahoe-based Express 27 ‘Dianne’ at breakfast on Sunday; the Guardians of the Galaxy; Islander 36 sailors Jay Bruins from ‘Windwalker’ and Sergei Zavarin (left) from ‘Serenity’ met as they climbed across foredecks in the raft-up.

Below, left: the Melges 32 ‘Kuai’ gang (left to right: Auric Horneman, Jen Canestra, Daniel Thielman, Jason Canter, Chelsea Simms and Dan Lee) were celebrating an overall PHRF victory on Saturday night. Right: VYC volunteers Irene O’Brien and Christopher Wagner assist a customer with Sunday morning recovery. The Bloody Mary accoutrements alone make up a serving of veggies.
6. (6 boats)

PHRF 10 — 1) Green Dragon, Cal 20, Marcus Choy, 2. (1 boat)
SF 30 — 1) Rhapsody, J/32, Chris Boome, 3; 2) Heart of Gold, Olson 911S, Joan Byrne, 3. (2 boats)
SPORTBOAT 1 — 1) Rufless, Melges 32, Rufus Sjoberg, 4; 2) Kual, Melges 32, Daniel Thielman, 5; 3) Gentoo, Soto 30, Paul Dorsey, 7. (6 boats)
SPORTBOAT 2 — 1) For Pete’s Sake, Ultimate 24, Peter Cook, 4; 2) JetStream, JS9000, Dan Alvarez, 4; 3) Insolent Minx, Melges 24, Zhenya Krueshin Stepanoff, 4. (5 boats)
ULTRALIGHTS — 1) Hasta Nunca, Moore 24, Eric Ochs, 2; 2) Anna Banana, Moore 24, Joseph Andreisen, 5; 3) Quila, SC27, John Dillow, 7. (3 boats)
CAL 40 — 1) Green Buffalo, Jim Quanci, 3 points; 2) Azure, Rodney Pimentel, 3; 3) Nozomi, Robb Walker/Rowena Carlson, 6. (3 boats)
EXPRESS 37 — 1) Expedition, Bartz Schneider, 4 points; 2) Bullet, Laurence Baskin, 5; 3) Golden Moon, Kame Richards, 5. (7 boats)

Another Sunday morning activity: Reading Saturday’s race results and comparing the Downwind Ratings version to the ordinary PHRF version.

ISLANDER 36 NON-SPINNAKER — 1) Zingara, Steve & Jocelyn Swanson, 8 points. (1 boat)
J/105 — 1) Box of Rain, Charlie Pick, 3; 2) Vuja Star, Chris Kim, 3; 3) Lightwave, John Robinson, 6. (7 boats)
EXPRESS 27 — 1) Tequila Mockingbird, Matt Krogstad, 2 points; 2) Abigail Morgan, Ron Kell, 4; 3) Salty Hotel, John Kearney, 9. (13 boats)

SHORTHANDED — 1) Wildcat of Loch Awe,

S2 7.9, Alan Hebert, 3; 2) Starbuck, Black Soo, Stephen Buckingham, 3; 3) Kynntana, Freedom 38, Carliane Johnson, 7. (4 boats)
PHRF NON-SPINNAKER <201 — 1) Allegro Non Troppo, Alerion Express 28, James Titus, 2; 2) Califia, Islander 36, Tim Bussiek, 4; 3) Akialoa, J/35, Jeff Johnson, 7. (7 boats)
PHRF NON-SPINNAKER >200 — 1) The Mighty Windsong, Marieholm Folkboat, Paul Harris, 2; 2) Passat, North Star 500, Ethan Mobley, 4; 3) Wind Spirit, Ranger 26-1, James Mathies, 10. (3 boats)
Cruising — 1) Lenora, Hunter 33, Joseph Mannion, 8; 2) Erin Elizabeth, Passport 40, Neil Lynch, 9; 3) Honey Moon, Cal 2-29, Bruce Chrisp, 10. (6 boats)
MULTIHULL <0 — 1) Sea Bagging, Nacra 6.0, Aaron Phillips, 2. (1 boat)
MULTIHULL >2 — 1) Cumbia, F-27, Juan Tellez, 3; 2) Lookin Good, Corsair Sprint 750 MkII, Rafi Yahalom, 3; 3) Relentless, Corsair Dash 750 MkII, Ben Eastwood, 6. (3 boats)

Full results at www.jibeset.net

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That's right, it's boatyard season, and after one of the rainiest winters on record, many Bay Area boaters found themselves neck-deep in to-do lists. Sailors have been in a long, deep hibernation, and are eager to get their hands dirty and their boats shiny.

This year, we have seen the full spectrum of boatyard projects and ambitions, from refitting day sailors to preparing for circumnavigations. Randall Reeves, who was featured in May's Sightings, has been in Richmond working on a mile long punch list before he sets sail for the Southern Ocean on his 41-ft aluminum sloop Moli in the fall. Elana Connor, spotlighted in this issue, was in the yard to put a few coats of bottom paint on her Sabre 34 Winifreda, before she sets sail to Hawaii in early June. And Sam Carrick, who we'll feature next month, has also been high and dry in the East Bay working on his converted America's Cup yacht, The Age of Russia.

Boatyard projects can be both empowering and demoralizing, a test of patience and sanity, an attempt to gain some competence in the mysterious intricacies of your vessel and understand systems you never imagined you'd learn, let alone master. Working on your boat can mean dedicating yourself not just to the sport, but to the lifestyle of being a sailor.

And while eventual success stories make for interesting copy, we would also like to tip our hats to everyone out there who's bitten off more than they can chew, who put something back together and has a pile of left over parts, who made a dozen runs to their local chandlery because they kept forgetting something, and only got two hours of work done in a ten hour day.

What follows are excerpts from visits to the yard, and a callout on Lectronic Latitude. Thanks to everyone who wrote in. We salute all of you out there, grinding away.

**Erewhon**

"On March 10th, we moved our new-to-us 1980 Newport 30 to Napa Valley Marina from her home port at Glen Cove Marina in Vallejo," wrote Bill and Kathy Crowley. "Before we purchased Erewhon last April, our Marine Surveyor informed us she would need to be hauled out soon to take care of some 'deferred maintenance' issues, so we enjoyed Bay daysails all last summer, knowing what lay ahead for us.

"The list included blister repair, barrier coat and bottom paint, as well as a new prop and changing out the remaining original seacocks that were plastic gate valves, which (for good reason) have lost favor in the marine industry. No one told us that propellers like ours are made-to-order, with a six-week lead time. We ended up sending the old prop to Bay Propeller in Alameda for reconditioning, which is about one-third the price of a new one and has a turn-around time of 10 days, which was a better fit for our mid-April launch date.

"There was plenty to do while we were waiting: Stripping, sanding, and fiberglass repair work. I didn't bother to count the blisters [on the bottom], but my estimate is north of 100 and south of 200. Curiously, they seemed much more predominate on the starboard side rather than port.

"Blisters are the result of the chemically contaminated fluid that came out after sanding them. Now we're letting the hull dry for about a week (the north wind was helpful) while we attended to our plumbing issues.

"As we're in the north end of Napa Valley Marina — adjacent to trees and a vineyard — we found it 'fruitful' to put a pair of Asian hawks on duty, which reduced the amount of bird droppings we had to clean from the deck every morning."
As the steward of two wooden boats, Jennifer Hinkel is never not doing a boatyard project. "I have two Farallon Clippers, so usually I’m in the yard with something or another!" said Hinkel, who is a board member of the Master Mariners Benevolent Association and staff commodore of the Presidio Yacht Club.

Hinkel did a major refit and rebuild on her 38-ft Clipper Ouessant after being T-boned by a port-tacking boat at Sausalito YC’s annual Women Skipper’s Regatta in 2014. Hinkel said that the collision ended up being a blessing in disguise.

"If she hadn’t been hit like that, I never would have given up two seasons to have her in the yard," Hinkel said, adding that being forced to do serious repairs was incentive to rebuild parts of Ouessant from the ground up, making her stronger and ultimately more seaworthy.

"I couldn’t have taken her to Hawaii the way she was built before, but now I can."

Hinkel also had the chance to add some "cool stuff," including cedar-lined storage under the settees, an AC power system and a modern head complete with hot water.

While making the repairs, Hinkel bought Mistress II — another Clipper — and started what can only be called a two-boat racing program. Mistress is decidedly barer-boned compared to the beautifully finished, cherry Ouessant, but is also in need of more work.

Hinkel is shoring up the original mahogany cockpit coaming and house sides, and adding some beams and knees to support the inside of the cabin. "With two boats, you can share knowledge and parts between them," she said. Hinkel said her pair of Farallon Clippers were likely rushed in their final stages of completion in the 1950s, and weren’t necessarily designed to last 60-plus years (Ouessant was built in 1957. Mistress II in 1955). "There were only 19 Clippers built," Hinkel said, adding that she knows of as many as nine Clippers still sailing, and believes the fleet is seeing something of a revival.

"These boats saved my sanity. Nothing compares to sailing a classic. There’s just something about a wooden boat.”

Jennifer Hinkel and Richard von Ehrenkrook aboard the Farallon Clippers ‘Ouessant’ (center) and ‘Mistress II’, (below). Three years after she was T-boned during a race (inset), ‘Ouessant’ has come a long way.
**Star Passage**

"My hubby and I were discussing what we wanted for Christmas," wrote Janis Gio. "Among the options were new portlights for our Valiant 40 Star Passage, or a new 110 percent headsail. The portlights won. After a good deal of research and sticker shock at some of the prices, we decided to purchase 11 portlights from New Found Metals in Port Townsend.

"The boxes sat in the garage for two months, waiting for the rain to stop. Part of the package included the option to "rent" the template, which we did.

"Much to our surprise, the template for the six large (6" x 20") portlights didn't match the footprint. This is a common problem with products made in China (my experience comes from the furniture industry). We called New Found Metals to advise them that the overall size didn't match, nor did the screw holes (off by an inch).

"They couldn't have been nicer — or more surprised. When they checked their inventory, they didn't have any that matched and would have had to order them from China. My husband was not about to wait any longer, so we dived into the project with vigor.

"First of all he had to "invent" a puller to get the original aluminum port lights out, which were put in with (what we suspected to be) 5200! Then he had to make the cuts by hand using a variety of tools: A palm router, saber saw, Dremel tool, rasp, etc.

"We are still working on this project from hell. But it has made a huge difference on how the boat looks, and how much light has been added to the interior by the extra two inches and clear tempered glass.

"Before, it was like looking through fog. We have installed four of the eleven portlights. The first one took three days to remove the old one, but now we're down to one day!"

"We're now in the process of installing a new Raymarine autopilot that will complete our electronics package. We have an Alpha 3000 which we will keep as backup, as well as the main offshore workhorse, our faithful Monitor windvane.

"The autopilot project has been somewhat challenging. Thank goodness my dear husband understands electronics. But admittedly, he hasn't been sleeping well because his brain's trying to figure it all out — wires are everywhere like spaghetti!"
Evening Star

When we met Peter Byrnes in Berkeley, he told us that we’d just published a photo of his boat, Evening Star, in the May issue. The 51-ft Alden yawl, originally built at the Herreshoff yards in Bristol, Rhode Island, belonged for years to Bill Vaughn, the man responsible for reviving the Master Mariners Regatta in 1965.

Byrnes bought Evening Star in 2010, and has been laboring away at her ever since. When asked why he took on such a large and daunting project, Byrnes shrugged instantly, and said (almost emphatically): “I really don’t know.”

A retired electrical engineer, Byrnes said he’s been working on boats since he was a kid, and — like anyone brave enough to take on a wooden vessel — loves the labor. “In the beginning, my wife and I worked on her during the weekends,” he said. “But for the last few years it’s been mostly me. Since I retired, this has become my new job.”

Because of Star’s condition, Byrnes was forced to replace the entire deck. “I had to take everything off to reframe it,” he said. “I replaced every beam. At one point, I worked on it seven days a week for seven months.”

Byrnes said he was nervous when he pulled the mast: When wooden spars are lowered from vertical to horizontal, they’re known to burst at their seams because the glue points become highly stressed. And he couldn’t be sure what shape such an old spar was in. “But I lucked out. The mast is actually in perfect condition.” He was told by famed boatbuilder Cree Partridge, who Byrnes said encouraged him to finish the restoration, that his rig was straight and true as an arrow.

But varnishing the spars has been a battle. Byrnes has six coats on the mast, which he said is the bare minimum. Once Evening Star is put back together and sailing, Byrnes hopes to work her up to “yacht quality,” something he doesn’t currently have the time or resources to do in earnest.

Because he’s working alone, Byrnes can only coat one section of the mast during the narrow sweet spot of late-morning sun, when varnish cures perfectly. Standing in front of the antique mast and boom, Byrnes shakes his head. “I’m wiped out. It’s just ... so much work.”

Byrnes shrugs again. “I mean, there’s just no practical end to this project.”

Above: Retired electrical engineer Peter Byrnes said there is “no practical end” to his approximate five years of restoration of ‘Evening Star’. Dedicating your time, money and sanity to a boat might seem strange to some, but for sailors, the logic behind these labors of love speaks for itself.
Grendel

"Last year, I bought George Olson’s original [1969] prototype for the Moore 24, Grendel," wrote Glenn Shinn. "I first spotted it at UC Santa Cruz. "She was in sorry shape — not even sail-able, not even close (she’s been sitting in a slip for at least 10 years!). There were soft spots all along the plywood deck, which was totally delaminated, and the main support beam down the middle was broken. I had to cut out big holes in the deck and patch it up.

"I’m totally restoring the whole thing, a complete top-to-bottom, inside-out refit. I even took her to Ron Moore’s shop in Watsonville and had him remove and re-bed the keel. There’s new hardware, new rigging, new spreaders, new winches and new sails.

"About the only thing I haven’t done is the inside of the mast, which is still the original. I might replace it some day, but for now it’s painted and looks brand-new. Everything is painted inside and out, she looks better than she’s looked in a long time.

"I think it’s a pretty cool little boat; it’s a piece of sailing history. George Olson was a Santa Cruz legend, along with Bill Lee back in the hippie days. The boat actually has a white spinnaker with flowers all over it.

"No, I’m not going to race it — I’m just going to day sail it around Monterey Bay. I don’t want to push her too hard. She’s an old girl ... so by the way, she is 47 years old, and maybe the very first ultra light displacement boat from Santa Cruz ever built."

— latitude/timmy

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May 2017 • Latitude 32 • Page 91
This month we conclude our three-part retrospective on Latitude’s ‘first’ 40 years with the 2000s. The failure of Y2K to make civilization into a Mad Max movie meant it was back to chaos as usual at Latitude.

By 2000, we finally conceded that this Internet thing might really be around for awhile, so in April we put up the first ‘Electronic Latitude. In that year’s America’s Cup, the Kiwis’ Black Magic beat Italy’s Luna Rossa five-zip. Contributor Tom Perkins wrote about inviting Master and Commander author Patrick O’Brian out for a sail, only to discover the old chap had never sailed before! And later in the year, we said ‘hello’ to the newest face on the international sailing scene, a little snippet of a girl with the spirit of a British lioness, Ellen MacArthur.

To our minds, the biggest sailing event of 2001 (and one of our top picks of all time) was called, simply, The Race. It was a crewed, nonstop, round-the-world competition in the biggest, fastest boats. Six giant catamarans started in Barcelona on December 31, 2000. Sixty-two days and 27,000 miles later, the Grant Dalton-led 110-ft cat Club Med won. The second edition of the race never happened. From that highest high to the lowest low of 9/11, where everything took a back seat as the world processed the horrific terrorist attacks. With the Big Boat Series canceled with eight pages to fill Racing Editor Rob
Moore made the show go on with a BBS retrospective that is still one of the best reads ever assembled in these pages.

2002 was a banner year for local hero John Kostecki. He skippered the 60-ft *Illbruck* to victory in the Volvo Ocean Race, set a new 24-hour monohull record (484 miles) and was named Rolex Yachtsman of the Year. Local heroine Liz Baylis made it a two-fer when she got Yachtswoman of the year. Out on the big blue, the maxi *Nicorette* was ‘run down’ by a twister packing 100-knot winds, and here at home, the historic scow schooner *Alma* transported the Olympic torch across the Bay.

In 2003, we finally realized why they wait so long between America’s Cups — to accommodate all the lawsuits! They came hot and heavy after the Swiss *Alinghi* syndicate trounced the Kiwis 5-0. Much more interesting (to us, anyway) was following another Bay Area stalwart, Bruce Schwab, as he competed in the 2002-2003 Around Alone Race. A fleet of 10 Cal 40s emerged out of the time machine to add historic flavor to the Transpac (Stan Honey won with *Illusion*). Another Hawaii trip was that of Bill Teplow on his 19-ft West Wight Potter (don’t try this at home). In November, the 68-boat Melges 24 worlds was won by 14-year-old skipper Samuel ‘Shark’ Khan. And we met Harry Heckel Jr., whose second circumnavigation put him into the record books: at 87, he is the oldest person ever to sail alone around the world.

In 2004 we did a three-part interview with sailing’s own Cinderella Man, Mike Harker, who learned to sail on the 2000
Baja Ha-Ha, went on to test-sail Hunter boats, then sailed around the world in one that the company gave him. We took a look back in time at the rise and fall of the iconic 161-ft schooner Goodwill and her eccentric owner, Ralph Larrabee.

In early 2005, we 'played it again' as Bogie's beloved Santana turned 70. Roy Disney donated the winged-deck Pyewacket to Orange Coast College, then took it back to do the next Transpac. He also put together a really cool sailing movie called Morning Light. Roy passed in 2010, but his passion for sailing elevated the sport for all of us. Another late, great yacht got profiled, the M-Class sloop Windward, which ended the reign of schooners as racing boats with a single close reach across the Bay. We also ran a firsthand account of a cruiser who witnessed a new South Seas island being born as an underwater volcano erupted.

2006 started out with heavy rains that 'sank' our offices when the adjacent creek went over its banks. We did the entire February issue using lawn chairs and picnic tables while everything dried out. The schooner Lord Jim left the Bay for her fifth circumnavigation, only to sink a few months into the voyage. We had features on cruising heroes Lin and Larry Pardey; 'challenged' heroes Scott Duncan and Pam Habek (both legally blind) who made it to New Zealand; and our personal hero of the year, Ernie Rideout who won the Santana 22 nationals at age 88.

With the lawyers needing a rest, they held another Ameri-
ca’s Cup in 2007. Once again, the Swiss beat the Kiwis. Okay, everybody back to the courtroom! Nobody knew it then, but this was the last hurrah for the IACC class. A couple of years later, Larry Ellison’s BMW Oracle challenged the Swiss to a ‘deed of gift’ race, and their 90-ft, bazillion-dollar trimaran beat Alinghi’s 90-ft, bazillion-dollar catamaran. Also in 2007, we interviewed Merle Peterson and Will Petersen (no relation), who were restoring the classic schooner Viveka. And Merle finally set us straight on the legend of the water-skiing elephant of Sausalito. “It was a she,” he said. “And she loved it.”

In 2008 we and ran another piece on another unexpected loss, the abandonment of Skip Allan’s lovely little Wylie sloop Wildflower, caught in gales on its way back from Hawaii. Elsewhere, we went hiking on the Channel Islands, and even we old dogs learned a few new tricks from “25 Things a Sailor Should Know.”

In 2009 we revisited Bay Area harbormasters for some more hilarious tales of life at the top of the gangplank, including the pursuit and eventual capture a fender-stealing otter. In a decidedly less amusing wildlife encounter, the J/120 World sank after colliding with a whale during the Baha Ha-Ha. All aboard were rescued. Speaking of sailing schools, we visited with some participants in the Clipper Race. The schooner Eros (ex-Fair Sarae) emerged prettier than ever from a years-long refit/update, and Latitude’s inaugural Delta Doo Dah kicked off with about 30 boats heading upriver.
In **2010** we interviewed Stan Honey about his amazing contributions to the Bay Area and world, both on and off the water. The Clipper Race blew into San Francisco for the first time, and we ran a two-part article about visiting Cuba, back when it was more fun because it wasn’t quite legal yet.

In **2011**, we ran a dummy’s guide to racing (which we remain eminently qualified to write). There was a cool article on the restoration of the very cool quarter-tonner *Summertime Dream*, the boat that started it all for Alameda naval architect Carl Schumacher.

In **2012**, we lost longtime Racing Editor Rob Moore to cancer, and it still hurts. In April, five more sailors were lost when the Sydney 38 *Low Speed Chase* was driven onto the rocks during the crewed Farallones Race. Elsewhere, we explored options for getting a boat back from Baja, interviewed sailing legend Webb Chiles, and featured the oldies-but-goodies at the Great Schooner Race.

In **2013**, it finally happened: The America’s Cup on San Francisco Bay. It wasn’t your father’s AC either. The series was sailed in wild, foiling catamarans that could hit 40 knots. In one of the greatest comebacks in sporting history — and we’re talking all sports — Oracle Team USA came back from a seven-race deficit to defeat Emirates Team New Zealand.

In **2014** we wished Webb Chiles fair winds as he took off for another solo circumnavigation, this one on a Moore 24. On the other end of the spectrum, we visited with a bunch of Gen ‘Y not?’ cruisers. September marked the 50th Anniversary Rolex Big Boat Series.

In **2015** we visited Whale Tales, summer sailing for kids and mastering mal de mer.

In **2016**, we visited the legacy of Jim Kilroy and his five *Kialoas*, went cruising in the Marquesas, raced to Cuba, and solicited the favorite destinations of our readers. We took an in-depth look at the cost of safe sailing, and had a nice sit-down interview with Jeanne Socrates, the oldest solo circumnavigating woman.

**2017** marks our 40th year of publishing, with stories (so far) about sailing apps, ‘How I Learned to Sail’, 'Cruising Parents, Racing Sons' and a tasty piece about the many volunteers building the tallship *Matthew Turner*, which after almost four years of construction, launched on April 1 — no fooling!

— *latitude/jr*
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"How did you learn to sail?"

That question, posed to Latitude 38 readers a few months ago, yielded a boatload of heartfelt responses. It was obvious to anyone who read the first batch of them in our February issue that this simple question had unlocked troves of precious memories from carefree days spent reveling in the simple yet exhilarating pleasures of raising sail and harnessing the wind.

In the reader reports that are continued here you'll find that many who learned to sail decades ago — when sailing classes were much less prevalent — did so on their own, in many cases learning both what to do and what not to do by trial and error.

Many of the stories you'll read here provide a window into a simpler time when almost every kid's favorite place to be was in the great outdoors — rather than lazing on the couch playing video games. When given an opportunity to try sailing, many of the respondents you'll meet below were delighted to give it a try. Little did they know at the time that — for some, at least — those first few hours spent under sail would be life-changing.

"In the late 1970s I purchased a Lido 14 that my mentor found advertised in the newspaper," writes Randy Giovannoni. "He had been a national champion in Mercurys in the '60s, so I figured he knew what he was doing. As it turned out, the owner of that Lido and I became best friends, and still are today. He was busy the day I decided to go try out the boat myself, so I took my roommate Mary and headed for a nautical adventure. It was a beautiful day and there was no one on the lake but us. After a couple of hours it was time to head for the dock and I realized the only thing that I had forgotten to inquire about before setting sail was how to stop this thing when I got back to shore.

"Now, I know that a Lido is not the fastest boat on the water, but as you approach a dock, there should be some finesse involved. But on that first sail we were thinking, 'Oh crap, where are the brakes?'"

"It was a glorious day in early summer; sunny and with a nice, warm breeze. The 18-ft boat (whose maker is lost in the mists of time) sailed beautifully, and we went to the far side of the lake. We stopped for lunch, swam, and stayed near the far shore until late afternoon. At that point, the wind died — completely. "So there we were, sunburned, getting hungry, and as the sun went down, the air temperature cooled noticeably. There was no paddle on the boat, and sculling with the tiller did little to move us, so we took turns swimming, holding the bowline in our hands. Did I mention it was early summer? The lake had not warmed appreciably, and with sunburns and a cool night, it became more than a little chilly, both in the water and on the boat. "We were roughly five miles or more from the boat launch, so it took several hours to swim/tow the boat back. I got back to the apartment I was sharing at about 2 a.m.

"That experience didn't destroy my lously wrapped itself around a dock cleat and saved my Lido's bottom — and mine. Who says sailors aren't blessed?"

"I was 21 when my boyfriend invited his best friend and me to go sail at a local lake in the Black Hills of South Dakota," recalls Cheryl Laufle, 'aboard a small daysailer that his dad had recently bought. Since sailing had been of interest to me for some time, and since he was my boyfriend, of course I accepted.

"On that first sail we were thinking, 'Oh crap, where are the brakes?'”

"Beau Vrolyk and his family grew up sailing on this splendid European-built gaffer named 'Sol Straale'. He now owns the schooner 'Mayan'."
BOATLOADS OF PRECIOUS MEMORIES

interest in sailing, but it was several decades later when I took the step (with my husband) of taking lessons through a local sailing club. We have each gained US Sailing certificates, which have given us the confidence to charter locally (including in the San Juan Islands), in the British Virgin Islands, and French Polynesia."

Beau Vrolyk writes, 'In 1962, when I was eight, my father took my sister and me sailing on Lake Arrowhead in Southern California. It was a beautiful day with about 10 knots of wind. But suddenly the rudder fell off the stern of the Lido 14 we had rented. Dad steered us back to the dock with the paddle after a lot of laughing, spinning in circles, and giving us a quick lesson in how to steer with the sails. My dad inspired me to sail, as he inspired me to try so many things.

'When I was 12, Dad bought a 23-ft cutter built in Denmark just after World War II. Her name was Sol Straale, which means little sunbeam, and she was a wonderful family boat. Her mainsail was gaff headed. She had three topsails to choose from. With a staysail, jib and flying jib there was always something exciting going on! Our family of five cruised all over Southern California in the Sol Straale. We learned sailing and more importantly seamanship amongst the Channel Islands and along the coast from Point Conception to Mexico.

'I also learned a great lesson. Sol Straale wasn’t a fast boat. Her record speed was 4.2 knots. But when I asked my dad why we didn’t get a faster boat he replied perfectly, ‘If our boat was faster, then we’d choose to sail greater distances. The speed of the boat just makes the ocean smaller, it doesn’t let you get where you’re going any sooner. My kids and I now refer to ‘making the ocean smaller’ when we talk about sailing faster.

In addition to Sol Straale, Dad and I built a sailing rig for our 6-ft pram. I sailed that until we got a Griffith ‘Guppy’ and then a very early Laser when I was 15. By then I was crewing for anyone who would take me along at the Los Angeles Yacht Club.

"As a child there aren’t many times when you can just go wherever you like. There is a wonderful sense of freedom when you sail off on your own. My folks would give me a sandwich and a water bottle and tell me: ‘Be back by sundown.’ I’d sail around Los Angeles Harbor for most of the day, making it back by sundown most days. It was a wonderful vote of confidence from my folks. I did the same thing for my kids when they were about 10. Kids need to be on their own without parents and coaches, they need to feel responsible, they need to learn to be responsible on their own.’

'I lived in Santa Cruz as a child,” explains Ron Landmann, "From my house, halfway to downtown were the Twin Lakes. I was probably about seven when the decision was made to turn the westernmost lake into Santa Cruz Yacht Harbor. "Before the harbor was finished, friends of my parents, Paul and Silvia Overholt, called and asked my father to take a good look at the new harbor and then come over to Monterey to help pilot their new boat, a 57-ft gaff-rigged schooner named Mariposa, into the yet unfinished harbor.

"Walking down the Monterey docks in the dripping fog, I saw the outline of what looked like a pirate ship. I thought to myself, ‘I hope that’s the Mariposa,’ and it was. We cast off and worked our way out of the Monterey harbor. Paul set a compass course and hand-steered the

There are about 10 of us on board and I was the only child. The plan was

Mariposa through the fog toward Santa Cruz. 22 miles away across Monterey Bay. About an hour later, the fog cleared and it turned into a bright sunny day with winds blowing 10 to 15 knots out of the northwest.

"We set the sails by manually hauling on halyards and tying them off on belayng pins — those clubs you see pirates fighting with in movies. I truly was on a pirate ship!

"There were about 10 of us on board and I was the only child. The plan was

that when we got to Santa Cruz my mother would join us for dinner on board. With that in mind we had all afternoon to make the 22-mile passage from Monterey to Santa Cruz.

“I saw my father talking to Paul and they were both looking up. My father called me over and asked if I could climb the mast, shiny out the main gaff and clear its topping lift. I was 10 or 11 at the time and I knew Father wouldn’t have me do anything that was too dangerous, so I said yes.

"The sails were bent on the masts with a series of bamboo rings that went around the mast, and the mainsail was sewn onto the rings. With the mainsail up, there was a ladder of bamboo rings going up about 40 feet to the main gaff. This was long before life jackets and sailing gloves were popular, by the way.

"I climbed up the mast and out onto the main gaff. With the Mariposa heeling to leeward, I was now clear of the deck, but out over Monterey Bay. I got to the end of the main gaff and cleared the topping lift. Looking down at the deck I could see my dad, Paul and the rest of the crew all looking up at me. Then I had to shinny backward to get to the mast. When my butt touched the mast I had to figure out how to turn around without falling so I could climb down the bamboo rings. I eventually worked it out and was soon back on deck. My dad had sweat

Thousands of sailors have started out on Lido 14s which is as ubiquitous in Southern California as El Toros are in the Bay Area.
on his forehead even though it was only about 60”. Paul was laughing like a man possessed.

"After that I climbed down into the netting underneath the bowsprit. I was probably six feet in front of the bow and two feet above the water. The sound of the water hitting the bow was magical. Just when I thought things couldn’t get any better, a school of dolphins appeared and started jumping in front of the bow."

"I was five years old. She was hard on the wind with her leeward rail buried."

just inches from my body in the netting. I was hooked! I knew right then and there that I wanted to sail and keep seeing these wonderful sights and feel the motion the boat on the ocean.”

"Joh"n Cabrall recalls, "My earliest recollection of ‘being introduced’ to sailing is a vivid memory of lying in the top leeward bunk of my grandfather’s schooner, Landfall II, in 1961. I was five years old. She was hard on the wind with her leeward rail buried and I, for some reason, realized that if she rolled over, I would be at the center of that rotation. What a weird memory to have.

"A few years later, after our being enrolled in sailing classes on Lake Merritt, my father built El Toros for my bother and me. We spent many happy Saturdays and Sundays as members of the Lake Merritt Sailing Club Junior Program, racing around the lake with our friends. Later on, I raced aboard Landfall II in the Master Mariners Regatta, but that’s another story.”

S"tephanie Sawyer explains, "My dad, David Sawyer, learned to sail when I was young, and his being a voracious outdoorsman and family man, that meant that every weekend when I was between age five and 18 was spent on the water either in San Francisco Bay or in the Delta.

"I cut my teeth on my dad’s Capri 22. Then, when our family grew too large for those 22 feet, I learned the waterways on his 32-ft Ericson, Tuzman. When I was in college, we would meet on Sundays for a daysail and catch up on life’s everyday happenings. A move to Boston came next with the bathtub boats at Community Boating, followed by a move back to California perfectly timed with the 2011 Delta Doo Dah — I was hooked on the cruising life.

"Since then, OCSC has provided me with my formal training and friendships that I hope will be lifelong. This past summer, I completed my bareboat certification and I look forward to my first charter to the British Virgin Islands soon, followed by many more adventures. I consider myself lucky to have grown up in a close family, made closer by the wind and water.”

"I grew up in San Francisco in a non-sailing family,” writes Paul Kaplan. "After attending a birthday party for another 11-year-old, my mother and I noticed a group of small boats sailing on Lake Merced. We stopped to check them out and found a group of kids sailing El Toros and other small boats.

I struck up a conversation with Richard Nagy, a complete stranger who was a few years older than I. He asked if I’d ever been on a sailboat, to which I said no, and without any hesitation he asked me if I’d like to go out for a short sail. Thankfully my mother approved and off we went.

"Rich was sailing a 13-ft OK dinghy. He put me up toward the bow and I recall like it was yesterday hearing the water slap against the hull as we sped along. Completely mesmerized by the experience. I was impressed that someone my age was not only capable of sailing the boat himself but how magical it was to be on the water with such independence... it was unlike anything I’d ever experienced. The hook was set!

"From there I became the primary instigator of getting our family involved with sailing. Rather than buying an eight-ft El Toro, which was the boat all the other kids were sailing, our family bought a king-sized version called a Melody, which is 10 feet long, so it had enough room for me and my younger sister and me to sail aboard it comfortably, and on occasion, even room for one of our parents.

From there I joined the San Francisco Yacht Club as a junior member where I eventually became proficient enough to sail on the Bay, at age 15. By this time, I’d saved enough money to buy a car, even though I wasn’t old enough to drive. I suggested to my parents that rather than waiting to buy a car with the money saved, I’d rather buy a boat to sail on the Bay. Much to my surprise and delight they agreed — with a few conditions. We sat down at the dinner table and hammered out the first ‘agreement’ I ever signed so that I could buy the boat of my adolescent dreams, Cal 20 Zapato Verde.

"I grew up in Southern California close to the ocean,” says Steve Hersey, so as a kid I watched sailboats out sailing and found them enticing. Not knowing anyone with a boat, I used the local library to learn more about them. After reading a couple of how-to books I thought I knew how to sail. I talked a friend into splitting the cost of a rental in Newport Harbor and we both found out how little I knew.

"A few years later with much more reading and practice on rentals I was finally able to get the boat to go where I wanted.

"As the years passed I went through a number of boats sailing to Catalina and the Channel Islands. I got my feet wet in the realm of cruis-
Sailing is in Stephanie Sawyer's (center) blood. These days she takes pleasure in introducing friends to the joys of play under sail.

ing by crewing for Ernie Copp aboard his Cheoy Lee Offshore 50 Orient Star when he took it to Mexico. I since have sailed two boats to Mexico, and at present I am preparing my boat, SeaScape, to sail back to San Diego this spring.

“Sailing has been with me since my early teen years, and other than the experience I got while sailing with Ernie, books and getting out on the water were my teachers.”

"B"ack in the 1940s and even earlier, the San Diego Yacht Club had an outstanding program for members and nonmembers that taught them how to sail and race,” recalls Jim Hill.

“IT Used Starlets, a 14-ft version of the Star, built by the Kettenburg Boat Works. What made this experience particularly unique is that during the extended sailing season — which is nice and long on San Diego Bay — races were held nearly every Saturday and Sunday. Starlet owners typically sailed in the Skipper Series and their crews, quite often younger brothers, took over the tillers in the Crew Series.

“My mother played bridge regularly and more interested in sailboat racing.

"A"bout 1965 my dad took us up to Huntington Lake, east of Fresno, to watch the High Sierra Regatta,” says Murray McLeod. “It looked like everyone was having so much fun out there in that beautiful setting and I knew I had to try it. About the same time I started to read about the America’s Cup races in Life Magazine, and that got me even more interested in sailboat racing.

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David Cohan’s sailing career began at age 4! He shared this vintage shot of him sailing his El Toro ‘Pequeno’.

from the SDYC fleet before WW II. I lined up a crew from my Grossmont Union HS class who, like me, had never been on a sailboat. We both did okay in the beginning and, in the fall, I won the Season’s Championship. The fleet at that time was competitive, but the top sailors (brother teams named Driscoll and Burnham and Scripps) had moved up to the Star Class.

“In 1946 my dad went searching again and came up with a Star, #2070, that he (and I) bought for $1,700. Lowell North [founder of North Sails], who had moved down from Balboa where he’d raced a Lark (I think), was in the 1947 Star fleet along with Malin Burnham, Gerald Driscoll, Tommy Scripps, Ash Bown and a few other top-notch sailors. Lowell had #2068 and Bill Ficker, up in Newport, had #2069. Our boats had all been built in garages by men who worked at Douglas Aircraft, and they were identical. We were young and fearless. We once sailed to Catalina in the fog without a compass or any instrumentation. I guess you could say we learned the non-recommended way.

“We then bought separate boats and worked our way up. My brother now has a Columbia 52, which he occasionally singlehands, and is currently in the Marshall Islands. I’m in Panama on my Irwin 52 and will do the Pacific Puddle Jump this year.”

"T"he few times I had been given a chance to view sailing, it looked like a lot of fun,” recalls P.J. Landresse. My first experiences were on a lake — in a sailing canoe! I was 10 years old. Those early days took place on a 5,000-foot-high lake in the Sierras, and I loved it. Along with the typical wonderful things about sailing, the most valuable was learning to balance and to feel the canoe’s motion. That sensibility has paid dividends ever since — especially when I’m at the helm.

"G"L. Jones writes, “After we were released from the army in 1969, my brother and I decided to learn to sail. We went to Marina del Rey and rented a daysailer several times and sailed around inside the marina until we thought we had the hang of it. We then bought a used Columbia 22, which we sailed to Catalina or elsewhere every weekend without fail. We were young and fearless. We once sailed to Catalina in the fog without a compass or any instrumentation. I guess you could say we learned the non-recommended way.

“Our boat was a 1964 Irwin 22 and had just finished the Transpac race in the 1964 Season’s Championship. The fleet at that time was competitive, but the top sailors (brother teams named Driscoll and Burnham and Scripps) had moved on to the Star Class.

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Rich Morse writes, “I know you are probably looking for stories of people who learned to sail at an early age, but my sailing story starts at the other end of the spectrum. “Although I grew up water-skiing in the Delta behind old wooden Chris-Crafts, and sailed a handful of times when I was young, I didn’t take up sailing until 2012 when, at the age of 62, I joined Club Nautique. Since that time — aided by retirement — I have been able to complete US Sailing certifications through Ocean Passage Making and have logged about 6,000 ocean miles crewing on deliveries and the 2016 Baja Ha-Ha. “My sailing is exclusively on ‘OPBs’ (other people’s boats). I am currently a first mate aboard the 51-ft wooden ketch Pegasus, based at Berkeley Marina, and owned by a nonprofit that takes kids and veterans out on the Bay. I crew on deliveries, charter boats from the Club Nautique fleet, and rarely pass up a ride. “When I was a little kid, more than 50+ years ago, we lived in San Jose,” explains Al Silva, “and I rarely got very close to the water. My dad was into airplanes and we spent a lot of our free family time at various airports and air shows. This was all fine, but I was always the loner who wanted to go get into the water and especially to go out on a sailboat. When dad and my brothers were making model airplanes, I was building boat kits — and later fixing the leaks. Those things never changed but I just loved boats and sailing. “I didn’t get going on sailing until my late 20s. A business associate had gotten the bug and bought an S & S 38 sloop in San Francisco. He told me to learn how to sail and then I could crew for him. “I signed up for sailing lessons from a shoestring operator in Pier 39 and that was all I needed. On my maiden sailing lesson I sat next to a gal on her first date with what would be her future husband. While he was on the helm driving like crazy she got seasick and threw up on me. I loaned her my handkerchief and she hung onto the rail for the rest of the afternoon. That was the beginning of a friendship and I got very close to the water. My dad was getting into a good business after others. Other than meeting my wife and getting into a good business after college, it was probably the best thing that ever happened in my life. “Now recently retired and twenty-some boats later, we are sitting on our Newport 30 in Santa Barbara Harbor. Sailing has been a part of my life since that first day. It’s been great!”
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"Aloha on board!" hailed Lee Helm. "Inspection time! And, like, where’s the e-rudder?"

It was Lee Helm, who by some unfortunate coincidence had drawn my friend’s boat as one of her inspection victims. She had been assigned to inspect us for required safety equipment for this year’s race to Hawaii.

"Give us a break, Lee," I shouted back from my inverted position in the engine compartment, where I had been tying the required wooden plugs to the required thru-hull valves. "Staging a boat for inspection day takes a lot longer than you’d think."

Everything else was ready for her. The storm jib and storm trysail were set, the anchors and rode were laid out on the dock, and there was water in the bilge for the manual pump tests. But the emergency rudder was still in its stowed position, where it doubled as a bunk board, separating a big double berth into two singles.

"That’s cool, Max," she answered. "It gives me an excuse to see how you install it while we’re underway. That’s usually the hard part."

I finished tying the last wooden thru-hull plug to a thru-hull and extracted myself from the bilge, while Lee was checking off the easy items on her checklist:


I arrived on deck in time for Lee to ask me to move the lines holding up the fenders from the lifeline wires to the stanchions.

"So I can check lifeline tension," she explained. And, like, you should never tie fenders to lifelines anyway. It can put bending stress on the threads of the turnbuckles, and threads are sensitive to stress concentration and cracks.

"It’s not my boat," I reminded Lee. "You know that I would never tie up fenders this way on my own boat."

"Oh, for sure, of course not," she said apologetically. In a couple of minutes we had the fenders moved to the more structurally robust stanchion bases, and I took some extra time to show off my favorite fender knot — a cleat hitch formed around two adjacent toe-rail openings.

"That’s very salty," admitted Lee. "But now the fun part. Almost everyone fails this test." She had a small fish scale and a ruler. Pulling the lifeline wire sideways with the fish scale till it read nine pounds of force, she used the ruler to measure about three and a half inches of deflection at the point where the scale was hooked around the wire.

"Sorry Max, only two inches allowed. And that’s, like, even after they reduced the transverse force spec from eleven pounds to nine." She wrote: "Lifelines too loose" on her checklist.

"Easy fix," said Lee, as she made another big red mark on her checklist. "The good news is that you no longer have to have one of those fancy hatch locks that you can lock or unlock from inside or outside any more. They also eliminated fuel tank shut-off valves from the required equipment list."

"Seems like a strange place to relax the rules," I said. "I guess they just didn’t find any examples of disasters that those features would have prevented."

"The engine installation still has to comply with ABYC or ISO guidelines," Lee added. "But, like, who carries those around? You can’t even see what’s in those standards without buying a copy."

We went below and ran down the list of required electronics and navigation instruments; no problems there.

"Now let’s do your anchors," Lee announced.

We moved off the boat and onto the dock, where the anchors and rodes were ready. Lee’s next tool was a measuring tape. The dock was not long enough for all 200 feet of rode, so I had folded it into four equal sections, each 50 feet long. Lee checked off anchor rode and rode diameter on her list. She checked a table for the required chain diameter, and it was barely in compliance because we had bought the more expensive stainless steel chain, allowing us to go down a size in diameter. The chain-length measure-
ment also checked, at exactly half the LOA of the boat.

Then the fish scale came out again, and she measured the actual weight of the anchor — which was a much smaller number than the anchor’s model number.

“That’s what the manufacturer recommends for this size boat,” I said. “Look, here’s the selection guide.”

Lee studied the table. “It says: ‘30 knots of wind, average bottom conditions, and moderate protection from open seas.’ Do you think you’ll only have to anchor where there’s ‘moderate protection from open seas’ if you lose the rudder or the rig off a lee shore?”

“Well, I agree that it’s a lot less anchor than I’d use for cruising” I responded, “but, like, people have died because they had anchors selected from this table, instead of something that might possibly, you know, actually keep them from dragging right through a kelp bed and into the surf zone.”

“But Lee, this is racing. You once calculated how many seconds we’d lose in this race for every extra pound on board. I think our chances of having to hold off a lee shore are pretty small.”

“For sure, Max. But with that reasoning, every boat would be racing without any ground tackle at all.”

“Okay, we do need to have rules about safety gear,” Lee answered. “But, no,” she added. “We’re not going back to racing furniture boats. But in the interest of fair racing, the anchor spec should be something a little less fuzzy. I’m for having a total required weight of anchors and chain, based on boat size.”

“You’d do away with the anchor manufacturer’s recommendations?” I asked.

“They’re, like, totally bogus,” Lee stated. “If you look around you can probably find a manufacturer’s recommendation for an anchor that’s so light it floats. And then spend more bucks and save a few more pounds by getting the lighter high-test chain. Thing is, weight is so critical on modern light boats that everyone pretty much has to go bare minimum on anchor and chain weight.”

“So how would a minimum-weight spec help?”

“It solves three problems,” explained Lee. “First, it’s easy for the inspector to check. Just bring a bathroom scale and weigh the anchors and chain. Compare to a table of required weight as a function of boat length, and you have an objective pass-or-fail criterion. No arguing about whether the manufacturer’s recommendation for daysailing in protected water should be valid documentation for that floating anchor. Second, it brings back the level playing field, because every boat of similar length carries anchoring gear that weighs the same. Third, it removes the incentive to push the rules or do little cheats on the chain length, because it all gets weighed by the inspector. And fourth, it will result in much safer ground tackle, because the skippers are free to assemble a set of tackle that has a better chance of working in the expected conditions.”

“Wait, you said it only solves three problems,” I protested. “And fifth,” Lee continued despite my procedural objection, “it eliminates the incentive to spend money on fancy chain. A slightly shorter piece of galvanized chain works just as well as the same weight of longer but thinner high-test stainless steel chain, if the weight is the

Exponential functions can replace vague ‘manufacturer’s recommendations’ with something definitive and easy to verify. It reduces cost, levels the playing field, and allows skippers to make better choices about ground tackle.

give it a pass, but, like, people have died because they had anchors selected from this table, instead of something that might possibly, you know, actually keep them from dragging right through a kelp bed and into the surf zone.”

“Okay,” she shrugged. “I guess I gotta

creature-comfort stuff than safety gear. The only safety equipment required was the overboard pole and life ring; that was about it. Maybe some life jackets too. Everything else in the equipment rules was to keep some hyper-obsessed racer from stripping out all the cabin amenities to get a weight advantage.”

“All racers are hyper-obsessed these days,” I said, “and cabin amenities are mostly a thing of the past. Do you want to go back to solid-oak cabin tables and teak-and-holly cabin soles?”

“Okay, we do need to have rules about safety gear,” I agreed. “How do we apply them fairly and reasonably?”

“Trouble is,” said Lee, “the new Sailing Equipment Rules have lost sight of the original intent of having required equipment.”

“Isn’t the purpose of these rules to keep the sport safe?” I said.

“That’s only part of it,” said Lee. “Originally, I think equipment rules were, like, more about a level playing field than about safety alone. For example, way back when, you had to have a head, a stove, permanent bunks and more

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same. Money saved with no effect on safety or performance.’

‘What would this weight specification look like?’ I asked. ‘How would this number vary with size, and would the gear on this boat pass?’

‘I had a feeling you’d want to know that,’ Lee said as she took a large sheet of graph paper out of her toolbox and handed it to me. It was a graph of anchor and chain weight versus boat length.

‘The data points for ‘minimum anchor weight’ are based on the Fortress and Guardian tables,’ she explained. ‘Those are about the lightest recommendations that have any credibility, although I really think they’re, like, still kind of light. The minimum chain weight is from the Pacific Cup guidelines, for pricey high-tensile chain equal to half the boat’s LOA. Add them up, and you get a very pretty exponential curve, and, like, any plotting program will fit a simple exponential formula to those points. I goosed it up by 30% for my recommended weight specification so it’s not too radical a change. 50% increase would be better.’

‘Get serious, Lee,’ I said. ‘Inspectors aren’t going to crank through an exponential formula to figure out how much the anchor has to weigh.’

‘For sure, inspectors and owners would work from a simple look-up table. The formula can stay under the hood. Just look for the boat’s length in the table, and it tells you how much the anchor and chain together have to weigh to be in compliance. Simplicity on a stick.’

‘Okay, that’s something we can all understand,’ I said. ‘But what about when the Notice of Race requires two anchors?’

‘I’d let the owners and skippers decide how to allocate the required weight,’ Lee answered. ‘Maybe they have some preferences, like for example a single spade type with a sharp point for penetrating kelp, and not much chain. Or a good mud anchor if they’re more concerned about the anchorage at the finish.’

‘You mean, let them apply some old-fashioned seamanship?’ I surmised.

‘Like, now you’ve got it,’ said Lee.

— max ebb

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If you don’t like to deal with exponential functions, here’s a simple look-up table that even the foredeck crew can understand.

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Antigua Classics Regatta

It’s one thing to race in the Antigua Classic Yacht Regatta aboard a gorgeous old wooden boat. It’s another thing to hold your own and hit the start line strong beside the likes of Adix, a 218-ft Holgate three-masted gaff schooner, Columbia, a 141-ft production of W. Starling Burgess/John W. Gilbert & Sons, and the 138-ft Herreshoff gaff-rigged schooner Mariette of 1915.

Making her Caribbean classics racing debut on April 18-24 was former San Francisco Bay resident Eros, a 103-ft 1935 staysail schooner from William McKeek. She was helmed by one of her new owners, Cameron Riddell of Manhattan Beach, and joined by crewmembers from Southern California, the Bay Area and the Pacific Northwest.

“What a way to start off our plans to compete in the classics circuit within the Caribbean and New England!” said Riddell. “Of the four days racing, day two was definitely electric — one of those once-in-a-lifetime experiences that I and everyone onboard will not forget. It’s a privilege to compete beside such talent. It’s amazing to be close enough to catch that rush of race energy.”

To recap, Riddell shares that roughly two minutes before the gun Eros was on approach to the line on port tack. Adix, Columbia and Mariette were upwind; Mary Rose was to starboard with overlap toward the bow. Eros tactician Oliver Heer held firm in a stare-off as the Mariette bowman initiated overlap at Eros’s starboard stern, eventually forcing Mariette to luff up. I sail off hard to starboard, then tuck under Eros’s stern. Adds Riddell, “Meanwhile, Mary Rose continued to sail closely on Eros’s lee side, at one point within 30 feet, which seemed incredibly close in those circumstances.” In Vintage Class A, Eros placed third.

Joining Eros in that class was the 1925 Nathaniel G. Herreshoff Mary Rose, which spent more than 30 years on the West Coast and lists as owners a holding company based in Portland, OR. This 64.5-ft Herreshoff sailed to 1-1-2 after a first-day DNS — a mere two points behind Mariette of 1915, which started all four days. Shares skipper Gerald Rainer: “While practicing right before the race, we had a serious rig failure. The team pulled together and worked hard for 28 hours nonstop. The local craftspeople worked all night to produce the right replacement parts. We missed the first day of racing, but were on course day two, just five minutes before the official starting time with all yachts blowing their horns and crews clapping.” Mary Rose will return to race again next year — her tenth year to participate.

Not racing but docked alongside competitors was the 1949 Bermuda yawl Bolero. A sleek contender, among her many accomplishments Bolero set a Newport-Bermuda Race record that lasted for 18 years, crossing first in 1950, 1954 and 1956. We caught sight of onboard guest and St. Francis Yacht Club member Nick Raggio. Nick and family were spending a week in Antiqua, then Nick assisted with the boat’s journey to Tortola. In 2010, this Sparkman & Stephens-designed racing yawl received finishing touches on an 18-month restoration completed at Rockport Marine in Maine.

The Antigua Classics, 30 years in the running, attracted more than 45 Vintage, Classic and Spirit of Tradition yachts ranging in length from the 30-ft John Alden 30 Calypso to Adix. The oldest yacht was Anne Marie, a classic Edwardian gaff cutter built and launched in 1911 by the Harris Brothers Boat Yard. Purchased recently in Canada by Simon and Katie Allan, she journeyed down the West Coast, past Mexico and through the Panama Canal. She will next sail across the Atlantic for a complete restoration.

See www.antiguaclassics.com for results and more.

— martha Blanchfield

Pac52 Rumble in San Diego

Four boats in a fleet race generally don’t garner much attention, unless they’re the first four boats built in an

The 1925 Nathaniel G. Herreshoff ‘Mary Rose’ on the heels of ‘Wild Horses’ moments after the start of racing on Day 2.
Invisible Hand are also entered in this year’s Transpac. For more, see www.pac52class.com.

SFYC Resin Regatta
San Francisco YC’s Resin Regatta started in 1977 or ’78, right about the time that Latitude 38 cut its teeth as an infant local sailing rag. “The idea came from a group of member racers, including Tad Lacey, Jim Davies and David Walker,” wrote Anne McCormack, who worked in the race office at SFYC. “They raced mainly in the YRA races and felt that the individual clubs should host invitational races as well. Tad named it the Resin Regatta, and the first year the four or five invited fleets were boats made of fiberglass, including the Cal 20, Rhodes 19, Santana 22 and Ranger 23.

With much anticipation, Tom Holthus’ BadPak (San Diego), Manouch Moshayedi’s Rio (Newport Beach), Frank Slootman’s Invisible Hand (San Francisco) and Victor Wild’s Fox (San Diego) hit the starting line on Friday, May 4, in typically light San Diego conditions. BadPak won the first race, with the others in hot pursuit. Rio went on to win the day’s next two races, and at the end of the day the point standings were Rio, 4; BadPak, 7; Invisible Hand, 9; Fox, 10. Rio’s performance was especially impressive since she was launched only days before the first race.

Saturday brought conditions more like San Francisco than San Diego, with wind in the 15-20+ knot range, and 3- to 5-foot lumpy swells. The rough day proved to be a true shakedown for all the boats. Rio started the day with another bullet, but Fox, the first boat launched, in 2016, finished the day with two wins to finish second to Rio. Unfortunately, at the end of the day BadPak and Invisible Hand reported problems with their keels and both withdrew from Sunday’s races.

In a show of class camaraderie, Fox and Rio raced on Sunday, each taking three crew from the non-racing boats. The final scores for the Yachting Cup were: Rio, 11 points; Fox, 17; BadPak, 18; Invisible Hand, 23. (See full results for the regatta at www.yachtingcup.com.)

The results don’t really tell the story of how close the racing was for the Pac52s. It’s a tribute to these owners that they’re sailing with crews who have mostly been together for many years on previous boats. It’s clear that the class racing is off to a great start and will only get closer and more exciting.

The next stops for the class are the One Design Offshore Championship (NYHC) and Long Beach Race Week (LBYC and ABYC). Bay Area spectators can expect a good show when these boats, plus Hong Kong-based Beau Geste, compete in this year’s Rolex Big Boat Series and the Pac52 Cup in San Francisco. BadPak and Invisible Hand are also entered in this year’s Transpac. For more, see www.pac52class.com.

For more racing news, subscribe to ‘Lectronic Latitude online at www.latitude38.com

May’s racing stories included:

• Newport to Ensenada Race
• Great Vallejo Race Forecast & Recap
• A Rookie in the (NALSA) America’s Cup
• Antigua Bermuda Race
• USMRC Qualifier
• Previews of the Transpac, the America’s Cup and Superyacht Regatta, the Pac52 Class, the Lido 14 Nationals, June races, and more.
The Resin Regatta became an annual event, with the list of invited fleets changing from year to year. The Cal 20s raced every year for the Jerry Leth Trophy, which had been donated by Staff Commodore Jerry Leth and his wife Betsy. By 2005 the Bay Area Cal 20 fleet had lost so many members that there weren’t enough boats to race and the trophy was returned to the Leths. Several other fleets have come and gone during the history of the regatta.

By the late ‘90s, the number of invited fleets had increased to as many as 12. “Two race committees were organized to run the event in two separate venues. This was a big challenge on the water, and it soon became obvious that race management suffered when so many resources were required, and when it took so much time just to get six fleets started. By 2001 the number of fleets in each venue was decreased, and by 2006, it was decided to drop the second venue.”

Fast forward to 2017, and the invited one designs for the regatta on April 29-30 were J/105, Melges 24, Etchells, Express 27, J/24, Knarr, Folkboat and the Cal 20 class, which has been more cohesive in recent years. The Cal 20s sat this one out, but all the other seven classes fielded divisions.

PRO Jeff Zarwell reported that 78 boats sailed in four races per fleet in beautiful weather on the Berkeley Circle. Apparently, any waves on the course were created by the boats themselves rather than the usual combo of wind and current.

Peter Vessella of Mahalaga commented that “Winning the small but competitive Etchells fleet was challenging enough, but it was made all the more difficult by the other boat classes racing on the same circle. Thankfully, our tactician, Tracy Usher, and strategist, John Callahan, made some great calls to weave our way through the traffic and not get bounced around like some of our not-so-fortunate competitors. The Etchells fleet is gearing up for the 2017 Worlds hosted by SFYC this September 22-30, so expect the level of competition to rise dramatically.”

“The conditions were great!” writes John Rivlin, whose Peaches won the Express 27 division. “We started out on Saturday in moderate conditions and thought we were going to be sailing the first race with the #1 jib up, but just before our start the wind freshened and we downgraded to the #3. That turned out to be the right decision, and most of the fleet went with us. We ended up on the left side of the course for both races on Saturday. There was a building flood that had a fair amount of right to left in it, so getting off to the left side of the course worked well. It did leave one coming in on a port layline, fighting through a wall of downwind J/105s, but it was worth it. We had the sailmaker, Dave Hodges, on the boat Saturday too, which helped us a lot with overall boatspeed. Sunday ended up being fairly similar; however we did get to put the #1 up a bit at the beginning.”

Speaking of the J/105s, they had the biggest division, with 21 boats. Bruce Stone, Nicole Breault and their Arbitrage crew posted their third regatta win of this year’s S.F. Bay season. “The race committee waited out the light early northerlies for the westerlies that kicked in almost on schedule around noon, providing great racing on flat water,” reports Stone. “Competitors enjoyed warm winds generally in the 13- to 16-knot range each day with gusts to 27 knots late Saturday and 18 knots on Sunday.”
Starting Sunday in third place, *Arbitrage* posted two bullets to wrest the lead away from *Donkey Jack*.

Stone added that a few teams coming out of the San Francisco Marina had some major drama on Saturday. "The tides were at record lows. *Arbitrage* was fully stuck in the mud at its slip, while *Jam Session* ran aground at the exit to the harbor. Along with *Perseverance*, they waited for the water to rise and were then able to leave, just making it to the starting area across the Bay."

"The Resin delivered!" writes Doug Wilhelm, skipper of the winning Melges 24. "The *Wilco* crew — Orlando Montalvan, John Cianciarulo and Tyler Baeder — came together to edge out a well-sailed *Posse* team. The Melges 24 fleet was doing 13-14 knots down the breeze and trading punches, with tight racing the whole regatta." Wilhelm is looking forward to getting more people involved in the fleet in advance of the Melges 24 Nationals, to be hosted by SFYC in 2018.

**SFYC RESIN REGATTA, 4/29-30 (4r, 0t)**

| ETCHELLS — 1 | *Mahalaga*, Peter Vessella, 6 points; 2) *Capricorn*, Ethan Doyle, 8; 3) *Mr. Natural*, Chris Kostanecki, 10. |
| Big Wind, Seas at DRYC Berger/Stein | All the wind that was absent for the first two 2017 Berger/Stein races showed up with a vengeance on May 6 for Race #3, 22-32 miles from Marina del Rey to Point Dume and return. 

The day started out innocently enough, overcast with a moderate sea-way and winds in the 5- to 8-knot range. Several of the permanent Olympic Circle marks were missing, and this was a precursor of things to come. After a five-minute delay, the two big AA boats were off, and 15 minutes later, after the pin end of the line was re-set numerous times, the remaining seven classes started in sequence.

The moderate winds had built to 18+ by 12:30, the seas decided to join the fun, and conditions kept worsening. The typical light-air Santa Monica Bay day deteriorated from ideal sailing to full gale-like conditions. It kept blowing harder, and many boats dropped out, one capsized (the crew was rescued with minor injuries), and all of the inflatable marks had dragged or disappeared. By 5 p.m. winds were steady in the Marina at 30, and gusts of 55 knots had been reported at Malibu, accompanied by 8- to 10-foot combined seas.

When all of the vessels, race crews
A firehose reach on Jim Quanci’s Cal 40 ‘Green Buffalo’ on the return leg of the blustery OYRA Duxship on May 13.

and floating detritus were sorted out, it was discovered that the inflatable buoys had drifted ashore and the Point Dume mark had buried itself in the sand at Venice’s Muscle Beach, some 15-odd miles east of its station. The race committee received numerous calls from local lifeguards to “Please pick up your buoy.” Several permanent lifeguard buoys also washed up on the shore.

Despite the conditions, 22 boats finished out of 27 starters.

andy kopetzky

THE BOX SCORES

Zimmerman. (7 boats)

PHRO 2 — 1) Bullet, Express 37, Laurence Baskin; 2) Elan, Express 37, Jack Peurach; 3) Ohana, Beneteau 45/50, Steve Hocking. (7 boats)


PHRO 3B — 1) Salty Hotel, John Kearney, Express 27; 2) Bombara, Express 27, Rebecca Hinden; 3) Magic, Express 27, Jeff Phillips. (6 boats)


SHS 2 — 1) Slight Disorder, Moore 24, Carmen Maio/Andrew Lacenere; 2) The Pork Chop Express, Express 27, Chris & Charlotte Jordan; 3) Hang 20, Express 27, Lori Tewksbury/Eric Ochs. (8 boats)

MULTIHULL — 1) Trident, Corsair 31R, Damien Campbell. (2 boats)

Full results at www.jibeset.net

KBSC KONOCTI CUP, 4/29

FULL CUP — 1) Kwazy, Wylie Wabbitt, Colin Moore; 2) Blew by You, Capri 25, Barry Danieli; 3) Tranquility Base, Capri 25, Bob Robinson. (13 boats)

HALF CUP — 1) Presto!, Santana 20, John Todd; 2) Lil Bit, Ranger 23, Chet Britz; 3) Showtime, Cal 25-2, Don Ford. (5 boats)

HALF CUP NON-SPINNAKER — 1) Santé, Capri 26, Jim Westman; 2) Sunshine, Santana 525, Larry Kubo. (7 boats)

Full results at www.kbsail.org

TYC BEHRENS REGATTA, 5/6 (3r, 0t)

ULTIMATE 20 — 1) Uhoo!, Mike Josselyn, 3 boats.
Left: Al Germain’s Wyilecat 30 ‘Bandicoot’ corrected out to first monohull overall in the foggy, slowing Singlehanded Farallones on May 20. Right: Buzz Blackett pulled off an ironman biathlon on April 22 when he finished fourth in the Bullship then hopped off his El Toro and onto his Antrim Class 40 ‘California Condor’ in time for the start of the OYRA Lightship.

PHRF — 1) Bill Symes, 12; 2) Walt Speck, 5 points; 3) Peter Vessella, 15. (12 boats)

LASER — 1) Paul Didham, 8 points; 2) Mike Menninger/Reeve Dunne, 14; 3) Howard Mooregas. (14 boards)

505 — 1) Charlie Mooregas, 10; 2) Michael Miller, 8; 3) Max Mayol, 6 points; 2) Joey Pasquali, 10; 3) Riccardo Andrea Leccese, 15. (14 boards)

Full results at www.sfyc.org

SSS SINGLEHANDED FARALLONES, 5/20
PHRF <109 — 1) Envoleée, Figaro 2, Nathan Bossett; 2) Saetta, J/120, Ludovic Milin. (7 boats)
PHRF 111-159 — 1) Bandicoot, Wyilecat 30,

THE BOX SCORES

& Max Mayol, 11; 3) Helen Horangic/Charlotte Versavel, 20. (4 boats)

HYDROFOIL KITE — 1) Johnny Heineken, 5 points; 2) Joey Pasquali, 10; 3) Riccardo Andrea Leccese, 15. (14 boards)

Full results at www.sfyc.com

J/FLEET STOP, SFYCY, 5/13-14 (Br, Ot)

Full results at www.sfyc.com

SF YC’ BAY REGATTA, 5/20-21 (Sr, Ot)
MELGES 24 — 1) Looper, Duane Yoslov, 0 points; 2) Wilco, Doug Wilhelm, 9; 3) Personal Puff, Dan Hauerman, 16. (4 boats)

ETCHELLS — 1) Lifted, Jim Cunningham, 8 points; 2) Viva, Don Jesberg, 10; 3) I Love My Wife, Craig Healy, 13. (8 boats)

J/70 — 1) Christine Robin, Tracy Usher, 8 points; 2) Prime Number, Peter Cameron, 13; 3) 1FA, Scott Sellers, 17. (8 boats)

Full results at www.sfyc.org
THE RACING

Al Germain; 2) Crinan II, Wyliecat 30, Don Martin. (11 boats)

SPORTBOAT <129— 1) Six Brothers, Columbia C32, Chris Kramer. (4 boats)
SPORTBOAT >128— 1) Archimedes, Express 27, Joe Balderrama. (5 boats)
MONOHULL OVERALL — 1) Bandicoot; 2) Crinan II; 3) Six Brothers. (36 boats)

OYRA Duxship

OYRA President Andy Newell described the 2017 Duxship Race as “Mr. Toad’s wild ride.” The Disneyland version ends in a Hellish Courtroom where ride patrons are threatened with a fiery end. This year’s Duxship provided a wetter version, with crewmembers soaked from high winds and the proverbial ‘raging seas’ instead of nearly burning to a crisp.

The day didn’t begin that wet, with many boats including Newell’s Santana 35 Ahi, breaking out spinnakers shortly after crossing the St. Francis YC start line. Beyond the Golden Gate Bridge, however, spinnakers were doused and headails changed down from #1 to #3. Jim Quanci’s Cal 40 Green Buffalo found things “a bit messy getting to Point Bonita, as the current was changing and winds were up and down from 8 to 12 knots.”

The major wind change came just beyond Point Bonita where winds speeds climbed into the low- mid-20s with gusts into the low 30s. Nicolas Schmidt, sailing his Express 37 Escapade, reported that the “breeze was switched on at Bonita with 20+ knot gusts.” Depowering the main was the name of the game.

On the way north to Duxbury, Rich Pipkin’s J/125 Can’t Touch This port-tack-axed across the Potato Patch going “slam, slam, slam seemingly every 10 feet, which really gives your abs a workout.” Green Buffalo reported experiencing “a bit of banging off the back sides of a few waves,” as did others. Quanci’s understated “bit of banging” was “falling off the back side of square waves, time after time” on several other boats.

Weight on the rail was critical, according to Schmidt. Pipkin’s Can’t Touch This sailed with her Transpac crew minus one instead of the regular OYRA heavy weather number and suffered from that weight loss.

Slower boats arriving later experienced even larger swells. Ahi changed down from ‘kite to #1, #1 to #3, reef the main. #3 to #4.” A lot of bare mast was showing on most boats.

After the Duxbury Reef buoy, the 8-mile reach down to the Lightship proved too tight for most boats to set chutes, so a parade of white sails close-reached its way through confused seas. Green Buffalo carried its jib top on a blasting reach, while Ahi went back to the #3 jib and stayed with the reefed main, “only sticking the boom in the water a couple of times.”

The jibe around the Lightship was variously described as “white knuckle,” “awesome,” and “ #%&@#.” A few boats hoisted chutes after the jibe but quickly opted to douse instead of sailing to Half Moon Bay. A Can’t Touch This crewmember who helmed the Lightship-to-finish leg reported they waited until about a third of the way back before setting and “still had to fight for height under the spinnaker to make it over the South Tower” of the Golden Gate Bridge. Quanci’s Green Buffalo played it conservative, staying with white sails in the 28- to 32-knot gusts. Schmidt’s Escapade waited for the wind to back before hoisting and experiencing “a few round-ups that were decidedly not fast.” But they couldn’t clear the South Tower, so, with their foredeck completely awash, opted to douse in the companionway.

The South Tower jibe and final short leg to the StFYC finish line completed a windy, wet, gear-busting edition of the classic Duxship. Several boats retired with equipment failure, including the large Antrim Class 40 California Condor and the small Moore 24 Slight Disorder. Everyone made it home safely.

— pat broderick

OYRA DUXSHIP 5/13

PHRO 1 — 1) Velvet Hammer, Schock 40, Zach Anderson; 2) Blue, Swan 53, Ray Paul; 3) Lucky Duck, SC52, Dave MacEwen. (8 boats)

Cal Maritime’s TS ‘Golden Bear’ steams through the Sausalito YC Sunset race on April 25.

PHRO 2 — 1) Junkyard Dog, J/109, James Goldberg; 2) Escapade, Express 37, Nick Schmidt; 3) Elan, Express 37, Jack Peurach/John Duncan. (5 boats)

PHRO 3 — 1) Green Buffalo, Cal 40, Jim Quanci; 2) Friction Loss, J/30, Jenny Thompson; 3) Yeti, Express 27, Adam Mazurkiewicz. (9 boats)

SHS — 1) Six Brothers, Columbia C32, Chris Kramer/Dirk Hesselman; 2) Oscar, SC33, Joshua Rothe; 3) Ventus, J/88, Chris Cartwright/Wayne Zittel. (10 boats)

MULTIHULL — 1) Round Midnight, Explorer 44 trt, Rick Waltonsmith. (1 boat)

Full results at www.jibeset.net

J/24 Nationals

Of the nine races completed by 32 teams at the J/24 US National Championship, Keith Whittmore’s Tundra Rose won five of them. Four races were completed on Sunday, but after tallying a 1, 2, 1 in the first three, Whittmore and crew of Shelby Milne, Brian Thomas, Kevin Downey and Mark Rodgers could head for shore as champions at their local Corinthian YC of Seattle. Reigning national champion Will Welles launched up the standings with two bullets on Sunday to claim second place in a

Held on the scenic waters of Shilshole Bay west of downtown Seattle, the 2017 J/24 Nationals fielded 32 teams from four states plus Japan.
We were surprised, though not shocked, to see that no teams made the trek north from California to compete. Almost all of the entries were from Washington, with the exception of Welles, who came from Portsmouth, RI, to defend his title, plus a couple of teams each from Idaho and Montana — and the third-place boat from Japan.

— latitude/chris

**Race Notes**

In the May issue of *Latitude 38*, we featured San Francisco resident Nathalie Criou and her campaign to compete in La Solitaire Urgo le Figaro, a French singlehanded race in multiple legs that starts on June 4 from Pauillac, near Bordeaux. Nathalie's second qualifier was accepted by the race organizers. Her excursion to Monterey by way of Drake's Bay, the Farallones and Santa Cruz was cut a bit short during the return leg after her mainsail blew up. That last weekend in April was really nuking, and it's not surprising she suffered damage to her Figaro 2, *Envolée*. She left the Bay Area for France and her chartered Figaro, *Tetraktys*, on May 20.


Guided by the tactical calls of Marinite John Kostecki, Harm Müller-Spreer's German-flagged *Platoon* crew got the better of the five-time title-holders Quantum Racing during a final-day showdown to win the Rolex TP52 World Championship title for the first time. Though they didn't win even one race during the regatta, held in Scarlino, Italy, on May 16-20, only once in eight races did *Platoon* finish out of the top three. See www.52superseries.com.

— latitude/chris

**30th Annual Jazz Cup Race**

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**Friday, September 1**  
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contact: rearcommodore@southbeachyachtclub.org
Make It Happen: How to Turn Your Chartering Dreams into Reality

Judging by comments we’ve heard lately from sailors who’ve never experienced a ‘destination’ yacht charter, we get the impression that although it looks like great fun, they feel that a yacht vacation is simply not in the cards for them.

Why? Some think chartering is well beyond their vacation budget. Some assume they don’t have the credentials to qualify as a skipper. And some think they wouldn’t have the technical knowledge to run a big, fancy boat with all its complicated system. But having been chartering addicts for decades, we’ve got a rebuttal for each of those contentions, as well as some additional tips to offer.

First of all, let us say that we believe vacationing — anywhere and by any means — is one of the healthiest things you can do for your soul and psyche, as it not only takes you away from the droning sameness of your usual routine, but it exposes you to new people, places and perhaps challenges, leaving you feeling more energized and ‘alive’ than you’ve felt for months, if not years.

Most styles of vacationing are a bit of a splurge for typical wage slaves, but if you run the numbers, you’ll often find that splitting the cost of a three- or four-cabin bareboat is less than the cost of a hotel-based vacation — especially if you prepare most meals aboard in your boat’s fully stocked galley. And if your budget is particularly tight, you can substantially reduce your provisioning costs by bringing along an extra duffle bag check-full of snacks and staples such as breakfast cereal, chips, nuts, and your favorite cooking spices.

Do you need to show graduation certificates from a whole battery of sailing courses in order to rent a boat? Rarely, if ever — although the experience gained by such instruction will undoubtedly make you more confident and competent. Let’s face it, charter outfits want to book as many boats as they can in any given week, so the default standard with most firms is that your sailing resume has to show ample experience on a similar-sized or somewhat-smaller vessel. That is, if you can show ample time skippering a 36-footer, you can probably rent a 50-footer. Likewise, if you have no experience running a catamaran, that’s not necessarily a deal-breaker. Worst case, the charter operator will ask you to take along a professional skipper for a day or two until you feel confident.

And the maintenance issue? Pfft. No charter outfit will let you leave the dock without giving you a thorough briefing on both the boat’s system and local navigation issues. The company’s maintenance staff is always merely a phone call away, and in popular destinations such as the San Juan Islands, the Leeward Islands of the Caribbean, and Tahiti a technician will usually come out in a speedboat to help within an hour or two. Or, they’ll put you in touch with a subcontractor close to your location. (The last thing they want is for you to get down in the engine compartment and start wrenching.)

We won’t say that running a typical bareboat successfully is a no-brainer, but most boats are designed and equipped for the utmost ease of operation. Now that we’ve cleared up those common misconceptions, the three biggest questions are: What dreamy destination should you choose, what dates work best for you, and what lucky sailors will get an invite to join you?

— Andy

Chartering to Compete in Antigua Sailing Week

American crews who chartered boats for Antigua Sailing Week’s 50th Anniversary encountered chartering experiences that ran the gamut from top-notch programs, where it was a simple matter of stepping onto and off the boat each day, to boats that required constant maintenance.

Given that typical Sailing Week conditions prevailed — 16-18 knots in ocean-racing conditions — a boat that didn’t require attention at day’s end translated into more time for crews to enjoy the epic parties synonymous with Sailing Week.

 Winners of CSA Bareboat Overall, Mike Cannon and Neil Harvey’s team KHS&S Contractors from Florida, raced on a chartered Jeanneau SO 44i, from St. Martin Yacht Charters.

This year’s regatta was Harvey’s 18th Antigua Sailing week, his first being in 1979. His team chartered a nine-year-old boat in very good condition and with sails just over a year old, albeit with quite a
few charters already on them, at a cost of about $10K.

“We knew the particular boat for our aging crew; 44- to 45-ft boats work for us,” explained Harvey, who is sales manager for Harken Southeast USA. “We really enjoyed the regatta and wouldn’t have changed anything.” The prize for winning Bareboat Overall is a week’s charter, so it looks as if Harvey and crew will be returning next year to defend their title.

Doug Ayres of Paso Robles, CA, raced Sailing Week for the first time with friends from the Newport Harbor Yacht Club, California. A long-time racer, it was Ayres’ first experience ever chartering a boat for a regatta. Looking for something high-performance and knowing that the J/122 El Ocaso program was well-reputed, he didn’t hesitate to jump in — depending on the event, this boat charters for $18-$25K race-ready.

“It was a great experience,” Ayres said. “We knew the boat had a good reputation and we knew the people who run it. The racing was a blast and I wouldn’t hesitate to think about doing it again.” Racing as Team Skylark in the very-competitive, 14-strong CSA-4 fleet, Ayres placed 4th overall.

Julie and Lowell Potiker chartered a Jeanneau 53 for their first Antigua Sailing Week, along with friends from the San Diego Yacht Club. “First off, we are absolutely doing this again next year,” said Lowell. “The only thing I would do differently would be to allow a couple more days to practice together.” Chartering from Dream Yacht Charters out of Antigua, the boat ran about $7,500 plus costs for a regatta package and the race week.

“The boat was typical for a charter boat with several years’ usage. It had its issues but probably no more than any other 3- to 4-year-old charter boat,” Potiker said. The highlight of the week for his crew was the great camaraderie that developed between the teams. “In particular, we made friends with the German team that took first in our Bareboat 2 class — we took second and were on their heels the entire week.”

For sailors from New York’s Polish Sailing Club, daily maintenance on the pair of Dufour 500 GLs that they chartered from Med Caribbean out of Tortola, BVI (for about $6K per boat), was essential to be able to race at all. Crew Rad Kurik noted that getting from the BVI to Antigua in time for the start of the first race of Sailing Week was a race unto itself. It took 32 hours for the identical charter boats to make the 185-mile trip, losing a life raft in high wind along the way. Kurik’s team on Alba ultimately placed third in CSA Bareboat 2. “We wished we’d had another week, as our racing skills really improved. But Did the Polish contingent have fun racing at Antigua? It’s a pretty safe bet that they did — and that they will be back next year.
I don’t think the boat would have lasted,” Kurik laughed. “Every day there was a list of items to repair so we got very good at fixing stuff.”

Alice Martin, from Chicago, was back for her fourth Antigua Race Week, chartering once again from Sunsail. She particularly likes that their insurance is all-inclusive. “Getting insurance can be a problem,” Martin stated. The charter cost for the Sun Odyssey 509 Martin and her crew raced was about $15K for the boat and related regatta costs, and they were thrilled to get a new boat. In fact, the entire fleet of 18 in CSA Bareboat 1 were almost-new SO 509s. “It was pretty much a one-design fleet and so wonderful, as we love one-design racing,” Martin enthused. Painkiller 3 placed sixth overall in class. “Conditions were challenging, more waves and breeze than I recall from previous years, so it was exciting but manageable.”

— michelle slade

Few boats we’ve ever seen are more soulful than a hand-built island sloop, such as those raced in the Grenadines.

Michelle — BVI Spring Regatta last month, now Antigua Sailing Week? Some people know how to live. But thanks. We enjoyed traveling with you vicariously. Readers — If this and last month’s BVI report have got you itchin’ to sample the thrills and camaraderie of racing in the tropical latitudes of the Eastern Caribbean, allow us to offer a few tips:

As we often mention, the three most popular bareboat-friendly regattas are:
- St. Maarten Heineken Regatta; March 2–4 next year
- BVI Spring Regatta & Sailing Festival; March 26 – April 1
- Antigua Sailing Week; April 28 – May 4

Needless to say, all of them offer a rollicking good time and keen competition.

For a more laid-back, ‘old Caribbean’ flavor, though, consider showing up to compete and party at either the Bequia Easter Regatta, March 30 – April 2, or Grenada Sailing Week, January 29 – February 3. You probably won’t find million-dollar yachts at either of them, and the parties won’t be quite as wild, but you’ll be racing in the company of splendid, hand-hewn island sloops, and you’ll have more casual opportunities to get to know local sailors, many of whom are very colorful characters. For a full list of Carib regattas see https://caribbean-sailing.com.

— andy
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The humble but much-traveled ‘Angel Louise’, Ed and Sue Kelly
Our Favorite Stop in 48 Countries
(Des Moines, Iowa)

It’s always the sailors who count, not the boat. For the last 9½ years, the Catalac 41 catamaran Angel Louise has been the only home of former federal and Iowa state prosecutor Ed Kelly and his wife Sue, a nurse practitioner. After all these years they’re “still loving the (ocean) road less traveled.”

Designed and built in the 1970s, the Catalac 12 Meter is not the fastest, sleekest, roomiest or most sophisticated catamaran around. Yet the humble cat has taken the couple, who are originally from Des Moines, to 48 countries on five continents. Among other things, they’ve wintered over at St. Katherine Docks in central London, circumnavigated Western Europe via the Rhine and Danube rivers, the Black Sea and the Med, crossed the Atlantic twice, and made trips to the Caribbean. Very impressive.

Given all the couple has seen of the cruising world, what’s been their favorite place so far? It’s Hope Town in the Abacos, which is just 200 miles east of West Palm Beach and 100 miles north of funky Nassau in the Bahamas.

“We recently spent a month in Hope Town, which has to be one of the most beautiful harbors and places we have enjoyed in the 48 countries we’ve been to,” says Ed. “It’s peaceful and laid-back, but with cruising destinations in the beautiful Abacos all around. We rented a mooring for $350 for the month, and cruised from Hope Town on day trips. Hope Town has many resort restaurants in some of the most beautiful settings you can imagine. And the resorts send their van to pick you up for lunch.

“Hope Town is upscale, with no down-at-the-heels areas in the vicinity,” Ed continues. “The resorts welcome cruisers from moorings other than their own, and even take you around the harbor on their launch for free. They welcome you in their restaurants, and make their pools available to cruisers who aren’t even staying with them.

“The beauty of the Atlantic on the outside and the calm Abacos on the inside make it a cruiser’s dream. Conch fritters, diving, snorkeling and fun folks make it a wonderful place. We had come through some of the Abacos two years ago on our way back from our European adventure, after landing at San Salvador, where Columbus supposedly made the first landfall in the New World, so we knew it a bit already.”

The Kellys are not the only veteran cruisers who like Hope Town. They have coffee there with ‘sailing heroes’ Scott and Kitty Kuhner, Evans Starzinger and Beth Leonard, all of whom have done multiple circumnavigations.

While in Hope Town, the Kellys also ran into US Senator Tom Harkin from Iowa, who has done some blue-water sailing as well. Kelly notes that Harkin was first elected senator in a blowout win in 1990, when Kelly was the Republican nominee for attorney general of Iowa.

“I suspect Tom’s candidacy brought out many Democrats in Iowa that year,” says Ed, “resulting in my being defeated in a cliffhanger election. I didn’t know my future wife Sue at the time, but she voted for my opponent. As she later pointed out, had I won, we probably never would have met and married.”

We’re currently five miles off the Georgia coast bound for Charleston. Our next adventure is doing the Great American Loop. Having already done the Great European Loop, we think our boat will be the first to have done them both!”

— latitude/rs 04/15/2017

La Mischief — Lagoon 421
Steve Tull and DeAnne Trigg
Fireball Full Moon Party in BVI (Perth, Oz, and Huntington Beach)

One of the bucket-list items a lot of cruisers in the Caribbean have is attending one of the numerous and famous full moon parties. DeAnne and I, who have been cruising for three years after meeting up in Greece thanks to an Internet site, are among them.

The British Virgins seemed like a good spot to do it, with the choices being parties at Bomba Shack or Trellis Bay. Bomba Shack involves a taxi ride from the nearest anchorage, and some cruisers told us, “It can get a bit weird.” Trellis Bay, on the other hand, has a great anchorage/mooring field right there, so...
IN LATITUDES

Pirate Black Sam Bellamy, in more modern times Trellis Bay became a hangout for artists and craftsmen, and still has that artsy ambience. The beach is lined with cool restaurants, and there’s an art center, a small market, and that rarity in the Caribbean, a good and inexpensive launderette. The Last Resort Bar and Restaurant are on their own little island in the middle of the bay.

Trellis Bay is right next to the Tortola airport, so it’s a great place to pick up guests.

Matt and Christine Mitchell of the Austin-based Catana 47 Sugar Shack, our friends from racing the Voiles de St. Barth on the SC70 Hotel

IN LATITUDES

California, Too, rolled up to the bay in the afternoon and managed to anchor outside — well, mostly outside — the airport exclusion zone. So we soon had them aboard La Mischief for some pre-party drinks.

Shortly after making our way ashore at 7 p.m., we hooked up with Justin Time — his real name — whom we’d met on Saba a few months ago when he was part of the team working to salvage the 156-ft motoryacht Elsa that had gone on the beach. As always, Dee canvassed all the food spots for the best deal. We settled on a huge feed of ribs and jerked pork for just $10/person. One of the better food bargains in the Caribbean.

Next we stopped to watch the fire show put on by a group of local performance artists. They delighted the crowd by twirling fire sticks far too close — at least for me — to their sensitive body parts. Quite spectacular!

There were also four bands that played, each one in front of a different restaurant. We had a great time checking each one out and dancing.

Somewhere around 10 p.m. — my mind was getting a little foggy by then — organizers started to light up the various log-filled metal statues placed on the beach and in the water. The highlight was the towering ‘Burning Man’ in the water just off the beach. He was lit down by his ankles, but soon the flames made their way up to his arms and face. The band closest to him was going off, so we alternated between dancing and enjoying the flaming pyre.

By about 11:30, more than two hours after ‘cruiser midnight’, the crowd started to thin, either returning to their boats or making their way to the Last Resort for even more dancing and music. We managed to do our Cinderella impersonation and get back to La Mischief just in time.

‘They need to have Full Moon Parties like this at my old stomping grounds of Two Harbors,’ said DeAnne of Huntington Beach.

When we got to Trellis Bay at 9 a.m., most of the good anchoring spots had already been taken, so we were lucky to secure the last of the orange mooring buoys at $30/night. The alternative was a $130/night mooring buoy from the Last Resort restaurant, which includes a $70 credit at their restaurant. That’s not the greatest value when you can pick up a great meal ashore for $10.

The bay was soon jam-packed, with boats anchored wherever skippers could find a drop or two of water beneath their keels. As the day went on, it was fascinating to watch the procession of mostly charter boats come into the bay looking for a spot to anchor. Boats kept anchoring farther out — or retreated across to Marina Quay, a short dinghy ride away. But in Trellis Bay, everybody was already moving into party mode.

Once the hideaway of for the likes of
before midnight. We thoroughly enjoyed our first Caribbean full moon party. We are already checking next year’s calendar to plan to enjoy a second one.

— steve 05/10/2017

Taiga — Catana 44
Jack and Sherri Hayden
Retirement Cruising in Caribbean
(Alaska)

[In Part One, we reported on Jack and Sherri’s buying and cruising their Catana 44 Taiga from the East Coast to the Bahamas for three years, and making a last stop in Cuba.]

After retiring from the construction business in Alaska in late 2013, Jack and Sherri left Georgetown, aka ‘Chickens town’, in the Bahamas heading for the Eastern Caribbean. They started by sailing down through the Turks and Caicos to Luperon in the Dominican Republic.

“Luperon, what a shithole!” says Jack.

This is a significant comment, as he and Sherri have really enjoyed and been complimentary about almost everywhere they’ve been. They continued on, following the method outlined in Bruce van Sant’s The Thornless Path.

“Van Sant’s strategy really works,” says Jack. “I say that even though Bruce — I didn’t know who he was — threatened to bloody my nose once after he completely misunderstood a comment I made about something he took to be political.”

After crossing the Mona Passage to Puerto Rico, the couple anchored at little Bahia Puerto Real on the southwest coast instead of the much more popular Boquerón. They continued on to Ponce and Salinas on the south coast of Puerto Rico.

“There sure are a lot of expats anchored long-term at Salinas,” says Sherri.

“Despite the macho culture, we liked Puerto Rico and spent a lot of time there,” says Jack. “Vieques in the Spanish Virgins, to the east of Puerto Rico, was good, too. There is a lovely bay at the old missile range. Signs warn you not to come ashore because of the possibility of unexploded ordnance. But we saw wild horses running all over, so we figured it was safe for humans, too. There was a lot of ordnance on the bottom of the bay. But lobster, too.”

The couple breezed through Culebra, another part of the Spanish Virgins, and both the US and British Virgins, on their way to St. Martin, and ultimately their end-of-season haulout destination of Trinidad far to the south.

“We ended up at Don Stollmeyer’s Power Boats,” says Sherri.

“Don is the man, a great guy,” says Jack of Stollmeyer, a friend of the Wanderer’s from way back. “We also want to put in a plug for Jessie James, the Seven Seas cruising guide in Trinidad. We guided for 25 years in Alaska, and he’s the best guide we’ve ever come across. He helped us get our dog in and out of Trinidad — although it cost us about $1,500.”

Jack and Sherri have spent the last couple of years in the Eastern Caribbean, much of it in the Windward Islands to the south. Grenada and parts of Martinique were big favorites. One aspect they like about the Caribbean is that unlike Mexico, where almost every cruiser is American or Canadian, they met a much more international group of cruisers. Most are from Europe, but they come from other parts of the world, too.

“When you cruise,” says Jack, “you hang out with people that you’re compatible with. Then you do things together. For example, a wonderful Portuguese family on Oceanus, the first Catana catamaran ever built, introduced themselves just after they crossed the Atlantic. They’d actually seen our boat — which can be identified from being the only Catana with an inside steering station — being built at the Catana factory. They had an engine problem, and I’m a mechanic who was able to fix it, so we immediately became best friends.

“They are excellent professional divers who use their boat as a diving platform for scientific expeditions,” continues Sherri, “and they guided us on some terrific dives. The owners were our age, the kids were in their 30s, and they had their seven-year-old granddaughter with them. Every time we crossed paths, the girl would jump in the water, swim over, and take our dog to the beach. They were so much fun.”

One Christmas at Sainte-Anne in Martinique, Jack and Sherri were in-
invited aboard a boat to join two other couples who had just completed their circumnavigations. The cruising world is friendly like that.

After storing their boat in Trinidad for one off-season, there were two reasons they left her in Grenada the next two summers, even though Grenada has far fewer craftsmen. One reason was the threat of being attacked getting to and coming back from Trinidad. Three boats had been attacked in that area a short time before. Jack and Sherri had one big scare, but it was a false alarm.

“They were fishermen,” says Sherri. “Of course, they could have also been the pirates who attacked the other boats.”

The other reason was that Trinidad instituted a 14% VAT tax on marine goods.

“After that happened Don Stollmeyer told us that the business at his and other yards was off 50%, even though the yards reduced their rates,” says Jack. “Trinidad has oil, so the government couldn’t care less about yachtie tourism. They claim cruisers bitch all the time. To a certain extent they are right. We had a lot of trouble with officials because of our dog. It turned out that the dog-owning cruisers just before us had made a huge scene. We got punished for their misbehavior.”

Stollmeyer and others were able to get the tax overturned for this off-season, but the damage may have been done.

One thing that’s slowed the couple from moving on to new areas such as the Western Caribbean and maybe the Med is that they keep having such a great time in the Eastern Caribbean.

“Last year we thought we might move on to the Western Caribbean,” says Sherri, “but then we had a great time in Dominica, and then spent a month in Antigua and Barbuda, where we’d never been before.”

“Each time we visit a place again, it’s like we’re peeling off another layer,” says Jack. “And we become better friends with people at places we return to. That’s a real attraction.”

— latitude/rs 04/30/2017

**Esprit — Peterson 46**

Chay and Katie McWilliam

**Resuming Our Circumnavigation**

*(Henderson, Nevada)*

It was 90+ degrees and the humidity was 100 percent when, after two years, we returned to *Esprit* in Trinidad at Easter. Our goal is to complete, by June, the circumnavigation we started with the Baja Ha-Ha back in 2003. Our plan is to visit the Windward and Leeward islands up to St. Maarten, where our son Jamie will join us, and then continue on to the Virgin Islands. Perhaps we’ll be able to stop at Jamaica on our way to Panama, where a transit of the Canal will complete our circle of the globe.

Our first week was busy with the usual preparations for launching *Esprit*. On a positive note, the boat was pretty darn clean for having sat on the hard for almost two years. The diesel started, the dinghy engine started, the staysail and genoa sails went back up easily, as did the dodger and bimini.

How do we start engines while on the hard? Katie uses the hose to run fresh water through the thru-hull, getting thoroughly drenched — and cooled off — in the process. Meanwhile Chay starts the engine from topside — while cooking up in the tropical heat. We only let the engine run for a few seconds, but it lets
us know if it will start when we launch her, which is critical.

Unfortunately, our ProSine charger/inverter for the batteries died after 14 years of reliable service. In the ensuing years, one would expect new electronics with the same capabilities to be smaller. But nooo! So we had to settle for a replacement with less capabilities.

A second problem is that the generator wouldn’t start. Chay checked, repaired, and/or replaced just about everything, but to no avail. Needless to say, this left Chay extremely frustrated! If we can’t get it started, we won’t have much refrigeration to keep the food cold in the tropics, and will have to be power misers to conserve our batteries. Even the new charger/inverter needs to have the extra oompf from the generator to keep the batteries adequately charged.

Yo, ho, ho, is it the cruising life for us? We departed Trinidad at 4:30 a.m. on April 25, with a forecast calling for 10-15 knots from the east for the next 48 hours. We had those conditions for the first 80 miles to Grenada. We had planned to stop there if the weather was bad, or if we were tired. Since the trip had been so smooth, Katie said she wanted to continue on. So we did.

Big mistake. For the next 300 miles the winds got stronger and came farther forward, and the seas got bigger and more confused. We both suffered from the sea queasies, and for the first time Katie was close to becoming seasick.

When Chay and Katie made it to Antigua, they liked historic English Harbour, foreground, and the calm of Falmouth Harbour, background.

We had another fallback stop at the top end of Guadaloupe, but we approached it at dawn after a quieter night in the lee when we were both able to catch some much-needed sleep. So with 40 or so miles to go to Antigua, we continued on. We had 24 to 28 knots of wind on the beam, but smoother seas.

Thirty miles from Antigua’s famed English Harbour, the 150% genoa we call our Whomper blew out. We furled it as best we could and put up the staysail, but we had to listen to the flapping sound the genoa’s tattered pieces made for the next four hours.

Considering that it was Antigua Sailing Week, one of the biggest sailing events in the Caribbean, the anchorage at Falmouth Harbour wasn’t too crowded. And aaah, it was calm! We’d done 400 miles in 55 hours — almost 7.3 knots. Not too bad for the old girl!

Our first task was to untangle and unfurl the genoa, which was quite the mess. Chay went up the mast twice in 24 knots of wind to try to cut off some of the tangled loose pieces, but wisely decided to stop when he realized the flapping genoa pieces could knock him out or kill him!

Two cruisers in the anchorage offered their assistance. Marcus on the German-flagged Skook brilliantly assisted in untangling and unfurling the genoa so we could drop it on deck. The second, Andrew on the British-flagged Hanse Sailor, brought over a spare genoa. Unfortunately, it was a bit too big for us.

We took our 150% genoa in to the A&F sail loft. After inspection, we were informed that it would be cheaper to buy a new sail. We’d suspected that would be the case. This was the same genoa that blew out in Ouvea, New Caledonia, ages ago. We’d had it repaired by a Kiwi in Bundaberg, Australia, 25,000 miles before. He did a great job! So with sail ties in hand, after 17 years and over 50,000 miles of use, we left our large genoa behind.

Fortunately, we have a smaller 120% genoa on board, original to Esprit, which we will put on. Hopefully, it will last the 1,200 miles to Panama.

There is a silver lining in this story. When Chay started the engine under-way to charge the batteries and run the refrigeration, he also gave the generator one last chance to start — and it did, just as it should have when we were on land. It has continued to run every day since. The batteries seem to be doing better each day, too.

English and Falmouth harbours in Antigua are beautiful bays. The buildings in English Harbour are a step back in time to the 1700s. It could be a set for Pirates of the Caribbean. They have done a beautiful job of restoring and updating the old buildings rather than letting them just sit and deteriorate.

Antigua is definitely the sailing mecca it is reported to be. There were lots of megayachts, such as the 289-ft Maltese Falcon — which we’d anchored next to in the Med — gorgeous classic sailing yachts, modern racing boats, and of course your everyday cruising boats such as ours. What a collection!

Because it was Antigua Sailing Week, the town and marinas buzzed with ac-
IN LATITUDES

easterly to make our trip from Fanning to Niue/Tonga/Samoa — we weren’t sure where we would land — more pleasant. We ended up departing from Fanning on June 19.

On our sail down we talked about the three possible countries we might land at in 10 days to two weeks’ time. Did Niue have a hospital or just a clinic? I thought I’d read American Samoa’s maternity ward was under construction, but wasn’t sure. Would Vava’u’s pharmacy have an ultrasound machine? The answers to most of our questions were mere speculation, since the cruising guides do not address those who need prenatal care.

I was sick pretty much every day of the passage. For someone who had already logged 13,000 ocean miles sailing from California to Hawaii to New Zealand to French Polynesia and back to Hawaii, and had never been seasick, I was pretty sure I had morning sickness. All the many forms of ginger I had onboard were no match for my daily nausea.

It didn’t help that we had to cross the Intertropical Convergence Zone, which featured days of squalls. After crossing the equator to the South Pacific, we were greeted by the South Pacific Convergence Zone. We again had squalls for days, and when we weren’t dodging squalls, we had either no wind or 30 knots.

It seemed like one of the longest passages of our lives, although we had done some that were twice as long. We arrived in Neiafu, Tonga, on the morning of the Fourth of July — only to find it was a national holiday. No, they weren’t celebrating America’s Independence Day, but rather the Prince’s birthday. Everything was closed.

We returned to the pharmacy on the 5th to buy a pregnancy test. We went to the nearby Mango Café to use the Internet and drink soda until I had to pee. Soon the time came for me to go.

It was in Tonga that Lila was able to finally find a pregnancy test. She administered it at the Mango Café at Neiafu in the Vava’u Group.
“So this is it!” Chris said, looking around the Mango Café and at the boats moored in the water just in front of us. “This is where we find out if we will be parents!”

After three minutes in the bathroom, I ran out waving the indicator stick. “We’re having a baby!” I hugged Chris.

We returned to the pharmacy to make an appointment with the doctor who, because of a lack of government funds, only works three days a week. We met Kiwi Dr. Julie, last name unknown, who was to be the general practitioner for the town for the next few months. Luckily she was an OB-GYN, so she was able to answer all of our questions.

Our main concerns were Zika, and what I could eat. We learned that Zika hadn’t really been present in Vava’u, but nonetheless decided it would be best for me to cover up for the first 18 weeks of pregnancy just to be safe.

We also learned that I couldn’t eat a lot of foods — lunch meats and soft cheeses among them — due to Listeria bacteria. Since we were on an island that got its food from a bigger island, which in turn got its food from New Zealand, the doc told us to be extra, extra careful with any meat and cheeses we bought. Most of the meat is frozen when it leaves New Zealand, defrosts en route to Tongatapu, is refrozen to be shipped to Vava’u, and then is more likely defrosted and refrozen once again. Perhaps you have enjoyed the well-known Tongan delicacy known as ‘Square Chicken’.

So we had to skip purchasing all meat and cheese while in Tonga. Anyone who has been pregnant can understand how hard this was for me. Luckily Chris is great at spearfishing, so he was able to provide protein in the form of goatfish, parrot fish, grouper and other local fish.

The highlight of our visit with Julie was when she rolled out the ultrasound. “I think this thing works!” she said.

Since she had only been in Tonga a few days, I was her first patient who needed the machine. I plugged it in for her, she booted the system, and then scanned my belly. After 3½ weeks of wondering, we finally had certainty. Julie showed us an ultrasound of a tiny — about the size of a grape seed — future sailor. We could see the tiny heart beating. It finally felt real.

Julie told us the next milestone in prenatal care was the 18th-week anatomy scan. This is a more in-depth ultrasound that will show us the baby’s vital organs and make sure everything is forming as it should. But Julie was not sure if there was a doctor in Vava’u that could perform the scan. Our other options were flying to Tongatapu or Fiji.

While at the hospital, we inquired about this scan, and we were told to find Dr. Atomi, again last name unknown. We were led to another room with a sign that said ‘X-ray’ on it. We knocked and waited. The same woman in a coat from before walked by. “Just knock and go in,” she said. Things are different in Tonga.

We entered and found the doc sitting at a desk looking at an X-ray. We introduced ourselves, explained that I was expecting, and wanted to know if she could do the anatomy scan.

“Sure!” she said happily. “I have the machine right here. It can show me everything. Just come back any day in October after 1:30 p.m. I will remember you.” We were sure she would remember us, as she couldn’t be seeing many palangi couples.

So far our journey in pre-natal care in Vava’u had been quite adventurous. While on the surface the pharmacy and hospital may have seemed less organized than in the States, we were able to speak directly to the doctors and nurses. As everyone knows, this is something that is nearly impossible to do in the average health care system in America.

In the States, we typically would have had to sit in urgent care or an emergency room for hours, and then pay a huge co-pay to be able to get seen. And then possibly receive a bill for what our insurance didn’t cover. It might have even taken weeks to get an appointment with an OB-GYN in our insurance network. The access to professionals in Tonga to answer our questions was refreshing.

At this point we had spent 80 pa’anga on our first pharmacy visit, 142 on blood tests, and 30 for prenatal daily supplements. That’s a total of $175 US dollars. Considering we didn’t have health insurance in Tonga, this was a bargain.

It was about this time that we hauled our boat out at the boatyard in Vava’u. We needed to redo the bottom paint and put in some new bronze thru-hulls. Due to my pregnancy, we decided I should stay away from sanding, painting, and anything that involved harsh chemicals. So I kept Chris fed and did what small projects I could. Unfortunately, deep cleaning the head and holding tank were tasks that I was allowed to do.

Fortunately, I was offered a job back in the States for four weeks, so I left Chris to finish the bottom while I flew home to make some money. Chris painted a surprise message for me on the bottom on the hull. Upon my return to Tonga, we went snorkeling. While inspecting Chris’ handiwork on the bottom paint, I found the surprise message — his marriage proposal! Being six months pregnant with his child, I decided to say ‘yes’.

[Part Two next month.]
IN LATITUDES

the Netherlands, and three months visiting
with friends while your boat partner
uses the canal boat for three months.
We’re talking terrific changes of pace
and scenery, and the best of all worlds.
Insurance, berthing, and maintenance
are much lower on a canal boat than on
a boat in saltwater.

The interesting thing is that while in
the Arsenal Marina and on the canals
you see US-based sailboats — their
masts either on deck or having been
shipped to the Atlantic or Med coast —
on their way between the Med and the
Atlantic or vice versa. You also stumble
across interesting people. The Wanderer
went out for a bike ride one afternoon
and found himself not 15 feet from new
French President Macron.

Don’t tropical storms read calendars?
After spending a season in the tropical
South Pacific, most cruisers head to
chilly New Zealand for the South Pacific
tropical cyclone season. Once the season
is over, they are eager to head north to
warm up again and play in the warm,
clear water. The tropical cyclone season
is officially from November 1 through
April 30. But you can’t trust tropical
storms to follow the calendar, can you?

As you’ve read earlier in Changes,
Lewis Allen and Alyssa Alexopolous of
the Redwood City-based Voyager 43 cat
Quixotic left New Zealand for Fiji right
after the South Pacific tropical cyclone
season was officially over. Who could
blame them? The 2016-2017 cyclone
season was the least active in four years,
with only four tropical cyclones occurring
in the South Pacific Ocean to the east
of 160°E. So what happened right after
Lewis and Alyssa, who’d bought their
hurricane-damaged cat as salvage, and
spent a year totally restoring her, arrived
in Fiji? Why two ‘post-season systems’
whipped up.

The first was Donna, a Category 4
storm with winds to 115 knots. She
Having not gotten hit by either Donna or Ella,
Lewis Allen and Alyssa Alexopolous would
like to take you to Vanua Balavu on a charter.

Cruise Notes:
With the arrival of summer, the Wan-
derer and Doña de Mallorca are aboard
the 42-ft motoryacht Majestic Dalat at
the Arsenal Marina in Paris until the end
of July, seeking to confirm the suspicion
that a canal boat in Europe is not only a
viable option for ‘six month on, six month
off’ cruisers to spend their off months,
but that it’s also inexpensive. Evidence
suggests that it is viable; inexpensive —
and a hell of a lot of fun.

Paris, the core of which is compact
enough to easily be covered with a bike
in less than half an hour, and is explod-
ing with life, is naturally considerably
more expensive than everywhere else.
The Wanderer pays about $47/night in
the Arsenal Marina, while in the rest of
France it’s more like $10/night — if not
free — even with water and electricity.

Food in the stores and open markets
in Paris is usually considerably less
expensive than in the States, and res-
taurant meals, even at tourist spots, are
often 35 to 50% less than at non-tourist
restaurants in the States. Food is even
less expensive outside of Paris.

It’s possible to buy a perfectly ade-
quate canal boat in the Netherlands —
forget France — for $20,000 to $30,000.
The one fly in the ointment is the Schen-
gen limitation of just 90 days
in Schengen Area countries —
most of Europe — before
Americans have to leave for 90
days. Canal-boat people have
been breaking this rule for
years without problems, but
you never know when authori-
ties may crack down.

One solution would be to go
partners in the canal boat with
another cruiser. So you spend
six months cruising the trop-
ics, three months cruising the
canals of France, Belgium and

In the Arsenal Marina. Top inset; Jean-François and Diane Summerfield of Florida bought their
Northshore 48, spread, in Italy 13 years ago, intending to whisk her straight home. So far they've
made it to France. George and Susan Lamb of Pennsylvania, lower inset, just bought this Allure 39.
was an erratic storm that initially was headed to the Solomon Islands, then backtracked 180 degrees before hanging a 90-degree right turn toward Fiji. Fortunately, she fizzled out before getting there. Then there was Ella.

"Luckily Ella has been downgraded from Cat 3 to a Cat 1 storm," Lewis told Latitude, "and is now forecast to track north of Vanua Levu. That's where we are, tucked up a river. But our hearts sank when Ella originally turned toward us, for after a year of getting our cat 95% restored, the last thing we want to do is spend another season on the beach making fiberglass repairs!"

The young couple, who fell in love at first sight on the docks in Redwood City, are hoping to make a go of a charter business in Fiji. Details on their charters, and some nice photos, can be found at www.quixoticcharters.com.

Leopard, the Atlantic 57 catamaran that flipped 400 miles north of the Dominican Republic on the evening of November 15 while on a passage from Annapolis to St. Martin, was found on May 3 and has been recovered. The cat was spotted five months after she flipped, by a fisherman 25 miles off Cape Lookout, North Carolina, and eventually brought to Beaufort. Note that this is a Chris White design that was built in Bristol, Rhode Island, in 2008, and completely different from the Leopard brand catamarans built in South Africa and ubiquitous in the Caribbean charter trade.

Leopard is the second Chris White-designed Atlantic 57 to have capsized. The 57 Anna capsized in the South Pacific in 2010. Both crew were rescued in good health in that case, and the three crew from Leopard were also rescued in good shape.

The crew on Leopard consisted of captain Charles Nethersole and crewmembers Carolyn Bailey and Bert Jono Lewis. According to Nethersole and the crewmembers, Leopard was significantly undercanvassed at the time she flipped, with just a double-reefed main and partially reefed staysail. The conditions had been variable, where at times they had to motorsail for lack of wind, and times when it was gusting in the high 20s.

"There was almost no warning," Nethersole wrote in a widely disseminated statement, "not even enough time for me to hit standby on the autopilot control right next to me. Just an almighty roar, then suddenly the boat was lifted up and went over. It seemed it was the sudden pressure drop more than the wind that..."
did it, as there was no acceleration of the boat. It was bizarre, as nothing like that had ever happened to me before.”

The crew had two immersion suits and one survival suit to wear while waiting to be rescued. They spent 10 hours at night on the overturned hull before being saved by a Coast Guard C-130 search plane and M/V Aloe.

It has since been speculated that Leopard may have been hit by a waterspout. The incident reminds us of the time about 12 years ago when the very heavy 135-ft luxury ketch Sayirah, captained by our friend Timothy Laughridge, was suddenly knocked down in the same general area, to the extent that the top of her mizzen was put into the water.

For what it’s worth, the Atlantic 57 has a design displacement of 26,500 pounds, just 1,000 pounds less than a Gunboat 55. Both are high-performance cruising cats.

Before anyone leaps to the conclusion that monohulls are much safer than multihulls, we have to report that the Farr 56 Monterey sank last month after hitting something during the Antigua to Bermuda Race. Fortunately all the crew were rescued a short time later by fellow competitor Esprit de Corps IV, which was only four miles away.

Monterey’s owner Les Crane said that he’d owned the boat for 14 years and had cruised her more than 40,000 miles.

The Wanderer fancied himself as something of an expert on dinghy lights, as he and de Mallorca do at least 90 night miles a year of riding in the dinghy from the crowded Gustavia anchorage to the dinghy dock. There is a lot of traffic on the two-mile round trip.

Before we even get to the subject of lights, there are two huge problems with those in dinghies in St. Barth. First, the operators of the big tenders to the megayachts anchored the farthestmost
CHANGES

among the most popular ‘solutions’ are the solar-powered LED tricolors that are placed on the top of the outboard. These are great in theory, but in our experience don’t work because they are blocked to oncoming traffic by the dinghy operator and/or passengers. The result is that these well-intentioned folks think they are being seen, but often aren’t.

One manufacturer — we regret to say we didn’t get the brand — came up with a brilliant solution: port, starboard and forward lights in the fiberglass part of the RIB hull. There is no obstruction of these lights. Combined with a white stern light on the outboard, it is the best solution we’ve seen. Short of having one of these dinghies, make sure you wave a brilliant white light all around to make sure you are seen by the ‘enemy’.

It could be a race to see who is first to do both ‘Loops’. In this month’s first Changes, Ed and Sue Kelly report they are about to do the Great American Loop. Having already done the ‘Loop’ of Western Europe via the Danube River, the Black Sea, and the Med, they are under the impression that they will be the first to do both Loops.

But wait! One of the very few other sailors who has done the Western Europe ‘Loop’ is Jack van Ommen of the Gig Harbor, Washington-based Nadja 30 Fleetwood. Guess what he’s about to do. Yeah, the Great American Loop! Jack wants to add to the total of 565 locks he’s already been through.

While Jack will be starting from Florida, Ed and Sue are beginning their 6,000-mile trip from New Bern, North Carolina. They’ll then go to the Chesapeake, up the Hudson River to the canals of Canada, west to Lakes Huron and Michigan, then down through Chicago and Illinois, to the Mississippi and down to the Gulf of Mexico. Bon voyage!

Unlike Angel Louise and Fleetwood, cruising boats are getting bigger and less humble than they used to be. Based on entries in the Baja Ha-Ha, the average cruising boat is now about 43 feet and displaces about 25,000 pounds.

But think of ‘220 tons’ as being the evidence of a bigger cruising boat. 220 tons — that’s 440,000 pounds! — is a lot more than the displacement of the average cruising boat. But here’s the kicker: The 220 tons we’re referring to is the weight of just the lifting keel of the 278-ft Aquijo, designed by Bill Tripp, built by Vitters of the Netherlands, and now cruising the Med.

Aquijo has 218-foot masts, which means her sticks are more than 70 feet

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taller than the roadway of the Golden Gate Bridge, and more than 100 feet too tall for her to fit beneath the Bridge of the Americas in the Panama Canal.

But don’t assume that megayachts are any more fun than smaller boats. Or any safer. Last month one person was killed and two others injured when a helicopter attempted to land on the sun-deck of the 196-ft superyacht Bacarella in the Norwegian fjords near Bergen. A loose tarp, presumably on the deck of the $30 million yacht, got sucked into the rotors. The helicopter flipped over and into the water. Pilot Quentin ‘Captain Q’ Smith, a Brit, the first person to fly a helicopter to both poles and the two-time World Helicopter Acrobatic Champion, managed to inflate the emergency floats, which kept the helicopter from sinking. He and another man were rescued in satisfactory condition, while a third man, 57, was taken to the hospital in critical condition.

Meanwhile, on the other side of the world, longtime cruisers Gene and Sheri Seybold of the once Honolulu- and Stockton-based Esprit 37 Reflections made a 266-mile passage from Langkawi, Malaysia, to Banda Aceh, Indonesia, for the Third Sabang Marine Festival. The Festival is a free wildly colorful five-day event consisting of tours, traditional dancing and music. Everybody gets a nice bag of swag — and three free meals each day!

“We’ve all been treated like dignitaries, and the Festival has been both an amazing and humbling experience,” writes Sheri. “The generosity of the organizers and local people has touched all our hearts! We will not forget our time here.”

The troubling thing is that while the officials and people at Banda Aceh are extremely kind and welcoming, they are also very intolerant. Banda Aceh is the only part of Indonesia were sharia law is allowed to be in effect. This was only permitted to stop a seemingly never-ending civil war with that part of the country.

After watching two young Indonesian men have sex for three hours, Muslim vigilantes arrested them. On International Day Against Homophobia, the sharia court sentenced the men to 85 lashes in public. They were given leniency from the 100 lashes they could have received because they’d been polite in court. Two years ago, two women were accused of being lesbians because they gave each other a hug in public. Oh boy.

The people of Banda Aceh and the organizers of the Sabang Marine Festival are incredibly nice and generous. There’s just one thing . . .
If it’s been a little quiet on the Pacific Coast of Southern California and Mexico, it’s probably because Bill Lilly of the Newport Beach-based Lagoon 47 Moontide is still in the Caribbean. He was recently seen in Martinique inspecting a ‘man-eating fern’. He’s one of many expected to take his cat up to Bermuda for the America’s Cup events.

Eric Witt and Annie Gardner of the Point Loma-based Catana 47 El Gato, on the other hand, are planning on heading to the Southern Caribbean for a few months before putting their cat away for the summer.

Mike and Robin Stout of the Redondo Beach-based Aleutian 51 Mermaid were also going to take their boat south for hurricane season — until they got a reasonable insurance quote for leaving their boat on the hard at Jolly Harbour, Antigua. They are now headed to Italy for a little canal-boat fun.

We had a great time in the Caribbean with all these folks last season, and all of us are going to do it again next season.

The Grand Poobah is humbled by the fact that over 50 people signed up for this fall’s Baja Ha-Ha in the first two hours after registration opened on May 9. “I’m going to do my best to try and make this the safest and most fun of the 24 Ha-Has so far,” he says.

Among the new safety features for the event is the requirement that all boats be capable of long distance two-way communication at all times. Two of the best devices for this purpose are the Garmin InReach and the Iridium Go! You can sign up for the Ha-Ha at www.baja-haha.com.

The Poobah realizes that not everyone has time to do a Ha-Ha at this point in their life. That’s why he created the weeklong SoCal Ta-Ta from Santa Barbara to Catalina, which is modeled after the Ha-Ha. This year’s version will be the fifth, and they’ve all been a blast — which is why so many sailors do it year after year. You can sign up at www.socaltata.com.

By the time you get this issue, we’ll be well into the Eastern Pacific hurricane season. If you’ve left your boat in Mexico, make sure somebody responsible is looking after her.

The summer cruising season is full on, so whether you’re in the South Pacific, the Sea of Cortez, the Med, or the Baltic, we’d love to hear from you.

MIKE AND ROBIN STOUT OF ‘MERMAID’, ON THE LEFT, WITH BILL LILLY OF ‘MOONTIDE’, ENJOY CHICKEN ROTIS AT THE LITTLE SHACK AT JOLLY HARBOUR.

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### Deadline

It is ALWAYS the 15th at 5pm for ad to appear in the next issue.

Due to our short lead time, deadlines are very strict and include weekends & holidays.

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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.

### Dinghies, Liferafts and Rowboats

11-FT WALKER BAY GENESIS, 2008. Santa Rosa. $5,500. 11-R Walker Bay Genesis runabout with 18hp Nissan OB motor with less than 100 hours on it. Center console, remote start. Complete with SeaVise manual davit system and trailer. (408) 781-0253 or (707) 588-1564 or leeritchey@earthlink.net.

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28-FT BRISTOL CHANNEL CUTTER. By Morse. 1983. San Francisco. $70,000. Voyaging boat FHP hull, 38’ overall, 14,000 displacement, 673 sq. ft sail. Max-Prop, 32gal fuel, teak exterior, Lavac head, bronze hardware, f-unuro radar, 4 Lifeline batteries. Contact (415) 305-8997 or natofsf@gmail.com.


25-FT NORDIC FOLKBOAT, 1987. SF Marina. $9,000/obo. Well maintained, race-ready and very fast boot. Raced competitively with great success for last 10 years. Haul 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.

27-FT NEWPORT, 1976. Stockton Sailing Club, $9,000. Well cared for “Classic Plastic”. New jib and cruising spinaker. Replaced or added within last 4 years: Haymarine 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 macko2@sbcglobal.net.

26-FT COLGATE, 2001. Santa Cruz. $26,000. All new sails, new engine, updates all around, clean and dry boat, no maintenance. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. More at www.myitus.com or email yvrkix@gmail.com.


26-FT MCGREGOR 26X, 2001. Toll-house. $11,500. 50hp Mercury Big Foot, water ballast motorsailer. Freshwater only, annually covered storage 9 mos./water 3 mos. Trailer, furler, mast raising system, cockpit cushions, sunshade, dual batteries w/switch, cockpit table, bottom paint, 2 gal fuel tanks, instrument package. Original owner. MUST SELL. Please call (562) 312-5550 or (562) 855-8277.

25-FT LANCER, 1989. Bay Point. $3,000. Great little starter boat, has autopilot, lacy jacks, anchor and Porta-Potti. Has a 10hp Honda 4-cylinder motor. (925) 766-0055 or G0HND12@gmail.com.

27-FT YAMAHA, 1987. Redwood City. $8,000. Fun little daysailer in good condition, inboard 1gm Yanmar, depth and speed, compass, GPS, weather radio, TV, reefing lines, tiller, head, new upholstery. Contact letserclaimthiswood@gmail.com or (650) 465-1735.

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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.

30-FT S2 9.2C, 1979. Treasure Island. $9,000. Center cockpit sloop. Walk through to rear cabin. 4-year-old roller furling, standing rigging, completely re-built Yammar, 2 jibs, Midlife sails. Electric head. Email for more pics. (415) 497-5892 or peterfirmth2@gmail.com.


32-FT STEEL SAILBOAT. Santa Cruz. $29,500/obo. Well running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacled mast, diesel heater, water-tight bulkhead with navy door, stainless steel roller windlass, Monitor steering vane, Sonar Ranger, VHF radio. Email sol998911@gmail.com.


34-FT SHELTER ISLAND, 1985. San Diego. $20,500. Great boat! Beneteau 33.5. Full time liveaboard. Call or email. (619) 744-9501 or savellghc@aol.com.


33-FT WESTERLY STORM, 1987. Glen Cove. $34,900. This is a British offshore sailboat in good condition. Built for heavy weather and has Lloyds Registry of Construction certificate. She has nice sail inventory and very crisp. This vessel is very dry inside, no leaks top or bottom. Well designed teak interior with forward and aft cabins. Only electronics is Garmin chartplotter, but a great foundation to build on. Contact (707) 372-8860 or bfererv@gmail.com.

32-FT COLUMBIA 5.5. Calaveras County. $6,500/oil. Hull #17, located in Calaveras County. Sails, all complete. Some interior work needed. Contact (209) 772-9695 or bonitamarine@gmail.com.


35-FT HUNTER 365, 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) 347-2369 or cordero@wcc.net.

33-FT CUSTOM LESTER STONE. Sloop, 1958. Berkeley Marina. $29,000/oio. 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 dickwfl@gmail.com.


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37-FT CHERUBINI CUTTER, 1980. Sausalito. $36,500/obo. Best 37 in its class. Currently 37 years Ha-Ha but wife decided she wanted a 38. Contact (415) 713-6876 or eceearthycht@yahoo.com.

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 svlsvaughter@opt.com.


39-FT YORKTON, 2006. Moss Landing. $39,000. Yorkton 39, 2006 launch, 1976 model. Price reduced, ocean-cruise ready or great liveaboard, custom, center cockpit, classic sloop. Barely used, everything overdesigned, too many extras to list. Some are: two auto steering, two refrigeration, 150 gallons water tanks, two alcohol and one diesel room heaters, two heads, 3 anchors, 5 sails, spinnaker never hoisted, 3 props (one variable-pitch), spare diesel parts, 4 solar panels, wind generator, radar, GPS, two alternators, amazing woodwork, upholstery, electrical and plumbing. 250 hours on 70hp diesel, 50 gal fuel tank. Hard dodger, sails like a dream. Contact (408) 288-4573 or (831) 234-9778 or paul52@comcast.net.


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46-FT CAL 2-46 KETCH, 1972. Monterey. $55,000. Center cockpit bluewater motor sailor, Lapworth design. Perkins Sabre 80hp diesel engine, low feet, sails and rigging good condition, 2 strms, engine/ work room, large light salon and much more. Email sail2boat@icloud.com.


56-FT JOHN ALDEN PILOTHOUSE. Cutter, 1964. Vancouver, BC. $159,000 CAN. Built as a charter boat by Camper & Nicholsons, GPR. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. Contact (604) 358-8968, (604) 354-5665 or westbynorth@gmail.com.

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40-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.


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34-FT ATKIN ERIC, 1964. West Sacramento, CA. $42,000/o. Double-ended Marconi ketch. A modified Eric w/pilot-house, 34’x11’6”x8’6”, 43’ft overall, 12 tons, white oak and Western red cedar over oak, Sitka spruce spars, monel fastened, strong rebuit Unimite four, traditional decor w/cast-iron Shipmate, brass, etc. Singlehands well, family-built at their Wisconsin tree farm, keel laid 1961. Second owner now 76 seeks new family with a wood shop to keep up her stunning beauty. (916) 524-7055.

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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.

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<tr>
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<th>Model</th>
<th>Year</th>
<th>Price</th>
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<tr>
<td>Sail</td>
<td>1979 Perry 41</td>
<td></td>
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<tr>
<td>Sail</td>
<td>2015 Island Packet 485</td>
<td>$895,000</td>
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<td>2009 Island Packet 485</td>
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<td>2005 Island Packet 485</td>
<td>$499,000</td>
<td></td>
</tr>
<tr>
<td>Sail</td>
<td>2005 Island Packet 445</td>
<td>$359,000</td>
<td></td>
</tr>
<tr>
<td>Sail</td>
<td>1977 Kelly Peterson 44</td>
<td>$79,000</td>
<td></td>
</tr>
<tr>
<td>Sail</td>
<td>2001 Island Packet 420</td>
<td>$265,000</td>
<td></td>
</tr>
<tr>
<td>Sail</td>
<td>2009 Hunter 41 DS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sail</td>
<td>1971 GB Alaskan 55</td>
<td></td>
<td>$129,000</td>
</tr>
<tr>
<td>Power</td>
<td>2002 Grand Banks 42 MY</td>
<td>$389,000</td>
<td></td>
</tr>
</tbody>
</table>

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43’ C&C CUSTOM, 1973 • TOTALLY updated stem to stern incl. 2008 Yanmar and totally new custom interior. Vessel literally looks NEW and must be seen! Potential Sausalito YH boardwalk slip. $149,000

44’ NORSEMAN CENTER COCKPIT CUTTER, 1984 • One of Bob Perry’s best designs. This particular example was just detailed and shows nicely, realistically priced by motivated owner. $129,000

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43’ DUFOR GIB’SEA, 2003 • This four stateroom, dual helm sloop was just detailed, is lying in transferable Sausalito YH slip and is VERY competitively priced. $109,000

35’ HINCKLEY PILOT 35, 1975 • Hull #125; the LAST Pilot 35 to be built & has been TOTALLY restored (incl. new Yanmar diesel) & shows Bristol. Possibly transferable Sausalito YH slip. $79,000

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32’ WESTSAIL CUTTER • The nicest Westsail we’ve ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised; very low time on machinery. $59,000

35’ MAXI 105, 1983 • High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. $39,000

See at: www.marottayachts.com

33’ NEWPORT, 1982 • Gary Mull-designed classic that’s been TOTALLY updated inside & out, from stem to stern, over the past 5 years, this is THE nicest boat from this era that we’ve seen in some time. $34,000

30’ CATALINA MKII, 1989 • Very nice Catalina with new dodger, mainsail and bottom paint. Low time on just-serviced Universal diesel. $33,000

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30’ CAPE DORY, 1980 • Beautiful little pocket cruiser (or day sailer!) constructed to highest standards, shows very nicely inside and out. $26,000

29’ C&C, 1985 • Another very clean classic plastic with much updated gear, boat’s well priced and will make an ideal first boat! $24,500

See at: www.marottayachts.com

33’ TARTAN 10, 1980 • Sparkman & Stephens-designed daysailer that has been extensively updated, including repower in 2012 and a TON of new sails. $19,500

See at: www.marottayachts.com

30’ NONSUCH, 1981 • Professionally maintained example shows Bristol inside and out. WAY newer than actual age. Potentially transferable Sausalito YH slip. $38,000

37’ GULFSTAR, 1979 • Heavily built and well constructed cruiser with BEAUTIFUL lines! Very Well priced and lying downtown Sausalito potentially transferable slip. $29,000

See at: www.marottayachts.com

41’ C&C, 1987 • More than $125k spent since ’07, incl. being Awlgripped. Real clean example of one of the most popular racer/cruisers ever built. Potentially transferable Sausalito YH slip. $74,500

See at: www.marottayachts.com

43’ DUFOUR GIB’SEA, 2003 • This four stateroom, dual helm sloop was just detailed, is lying in transferable Sausalito YH slip and is VERY competitively priced. $109,000

35’ HINCKLEY PILOT 35, 1975 • Hull #125; the LAST Pilot 35 to be built & has been TOTALLY restored (incl. new Yanmar diesel) & shows Bristol. Possibly transferable Sausalito YH slip. $79,000

See at: www.marottayachts.com

30’ CATALINA MKII, 1989 • Very nice Catalina with new dodger, mainsail and bottom paint. Low time on just-serviced Universal diesel. $33,000

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33’ TARTAN 10, 1980 • Sparkman & Stephens-designed daysailer that has been extensively updated, including repower in 2012 and a TON of new sails. $19,500

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REDUCED
36' ROUGHWATER w/170 hp on new Torrent 1 1/2 bilge. Stern thruster, F/020 HP Yanmar, integrated radar, GPS, DErive Team VHF. Swedish AD design. Snorkel, windlass, shower screen, head, heater, BBQ, full galley w/refrigeration & range w/oven & MORE! This is a wonderful boat for Bay & coastal cruising. Asking $24,950

27' TARTAN Sloop in very nice shape. Diesel, roller furling, in-berth quarter berth, bow thruster, forward steeringstation, enclosed marine head with shower, head interior, good performer, navigation, radar, autopilot, & MORE! Reduced to $24,950

37' ROUGHWATER w/150 hrs on new Torrent 1 1/2 bilge. Stern thruster, F/020 HP Yanmar, integrated radar, GPS, DErive Team VHF. Swedish AD design. Snorkel, windlass, shower, sleep 6, cabin heater, BBQ, full galley w/refrigeration & range w/oven & MORE! This is a wonderful boat for Bay & coastal cruising. Asking $24,950

38' ROUGHWATER w/170 hp on new Torrent 1 1/2 bilge. Stern thruster, F/020 HP Yanmar, integrated radar, GPS, DErive Team VHF. Swedish AD design. Snorkel, windlass, shower, sleep 6, cabin heater, BBQ, full galley w/refrigeration & range w/oven & MORE! This is a wonderful boat for Bay & coastal cruising. Asking $24,950

34' BRUCE ROBERTS Ketch. Bluewater cruiser. 120hp gen, dodger + full enclosure. 80hp dsl, center cockpit, wheel, all sails selffurling. Sleeps 6 in bunks, aft dsl stateroom w/head & shower, 2 heads, full galley incl. freezer, nav station, MORE! Asking $59,950


46' ALASKAN Trawler by Grand Banks / American Marine. Defender design, one of the greatest in this size class of all times. Portuguese bridge, pilot house, good seakeeper, comfortable, modern, economy of operation. 500hp inboards, 135 hp x 4-cyl diesels. Asking $42,000

38' ISLANDER NEW ENGLANDER, Dsl, wheel, autopilot, GPS, radar, teak decks. Beautiful, traditional, seaworthy bluewater windjammer. All good & awaiting your pleasure. Asking $46,400

40' ISLANDER FREEPORT. New engine! Well-loved design in excellent condition. Furling main & jib, windlass. Many recent upgrades incl. elect. panels & wiring. Protek, rol furling, autopilot, GPS, radar, 15hp gen. 150hr on new Yanmar dsl, teak interior, good performer, moderate price. Asking $33,950

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