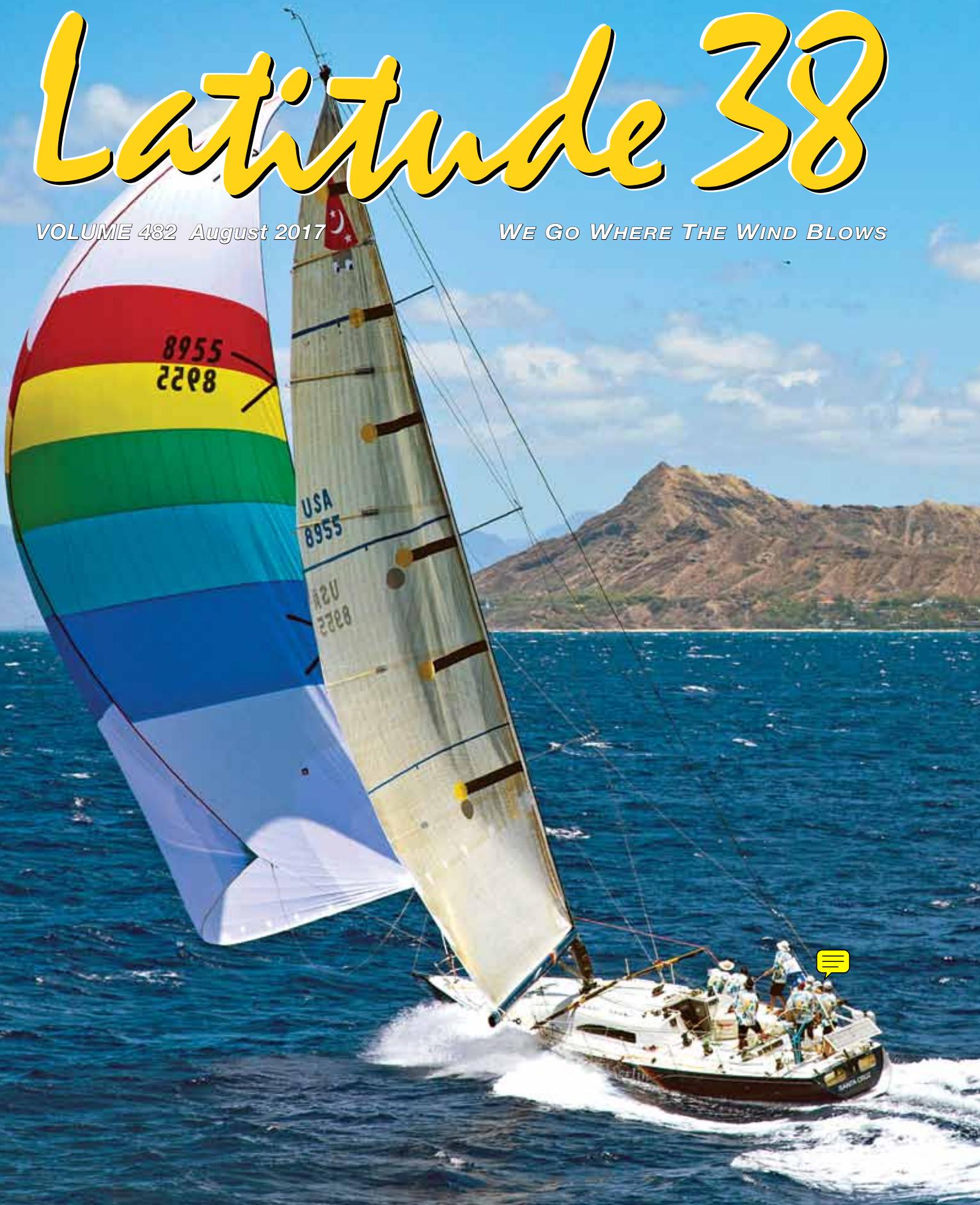


Latitude 38

VOLUME 482 August 2017

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Directory of Grand Marina Tenants

Blue Pelican Marine	143
Boat Yard at Grand Marina, The ...	33
Marchal Sailmakers	39
MarineLube	133
New Era Yachts	144
Pacific Crest Canvas.....	24
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
Mosley's Cafe	
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CONTENTS

subscriptions	6
calendar	12
letters	24
loose lips	58
sightings	60
a record transpac	74
tahiti rendez-vous	82
westpoint regatta	90
age of russia	94
nathalie's solitaire	98
max ebb: back-staffing	102
the racing sheet	106
world of chartering	114
changes in latitudes	120
classy classifieds	134
advertisers' index	143
brokerage	144

Cover: Bill Lee celebrates *Merlin*'s 40th anniversary by racing her to Hawaii in the Transpac.

Photo:Sharon Green / Ultimate Sailing

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1977-2017 – 40TH ANNIVERSARY

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 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.



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Aug. 2-30 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Aug. 4 — Mix and Mingle, Eddon Boatyard, Gig Harbor, WA, 4-7 p.m. Drinks, appetizers, tours of historic purse seiner *Veteran*. \$30 benefits *Veteran*. Info/RSVP, (253) 857-9344.

Aug. 4, 11, 12, 18, 25, Sept. 2, 9 — Afternoon adventure sails aboard the historic scow schooner *Alma*, Hyde St. Pier, S.F. \$20-\$40. David, (415) 447-5000 or www.nps.gov/safr.

Aug. 4-6 — PNW Westsail Owners Rendezvous, Point Hudson Marina, Port Townsend, WA. Info, www.westsail.org.org.

Aug. 5 — Maritime Day, Galilee Harbor, Sausalito. Marine flea market, historic vessels, boat rides, dinghy races, food, boat tours, boatbuilding demo, live music. Raffle tickets \$10; spaces \$30. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 5 — Chaney Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Aug. 5 — Taste of the Delta, Stockton YC, 1-4 p.m. Wine & food tasting, live music, live & silent auctions. \$30/advance; \$35/door. Info, www.tasteofthedelta.com or (916) 777-4041.

Aug. 5-26 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Aug. 6-27 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Aug. 7 — Sail under the full moon on a Monday.

Aug. 10, Sept. 14 — 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.

Aug. 11-12 — Tahoe Concours d'Elegance, Obexer's Boat Company, Homewood. Info, www.laketahoeconcours.com.

Aug. 11-13 — Metal Boat Society Festival, Seafarer's Bldg./Cap Sante Marina, Anacortes, WA. Seminars, tours, BBQ, sunset cruise. \$95-\$125. Info, www.metalboatsociety.wildapricot.org.

Aug. 12 — Home Front Festival & Rosie Rally, WWII Home Front National Historical Park, Richmond, 10 a.m.-4 p.m. Dress as Rosie the Riveter to attempt a Guinness World Record. Food, live '40s music. Info, www.rositheriveter.org.

Aug. 12 — Marine swap meet/yard sale, Point San Pablo Harbor, Richmond, 8 a.m. Spaces \$10. Info, (510) 730-1790 or admin@spbsc.org.

Aug. 12 — Hot Summer Nights, Stockton Sailing Club, 5-10 p.m. Classic car show, burgers, beer, dancing. Free registration. Info, www.stocktonsc.org.

Aug. 19 — Festival of the Sea, Hyde St. Pier, S.F., 9:30 a.m.-5 p.m. Maritime history, technology, demos, crafts, performers. Info, (415) 447-5000 or www.nps.gov/safr.

Aug. 19-21 — Wooden Boat Show, Port of Toledo, OR. Music, food, solar eclipse! Free. Info, www.portoftoledo.org.

Aug. 22-Nov. 14 — Sailing Skills & Seamanship, Sausalito. Tuesdays, 7-9 p.m. \$95. Info, www.auxgoldengate.org.

Aug. 26 — Ida Tyer Flea Market, Vallejo YC, 9 a.m.-1 p.m. Spaces \$20-\$25. Info, (707) 643-1254 or www.vyc.org.

Aug. 27 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Sept. 4 — Go for a Monday sail on Labor Day.

Sept. 6 — Cruising Mexico Seminar, Spaulding Marine Center, Sausalito, 4-6 p.m. Free. Dick, 011 52 (322) 226-6728



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CALENDAR

or Geronimo, 011 52 (669) 916-3468.

Sept. 6 — Latitude 38 Mexico-Only Crew List Party, Spaulding Marine Center, Sausalito, 6:15-9 p.m. \$7 cash. Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html or (415) 383-8200 ext. 0.

Sept. 7-10 — Yacht Fest, Marina Village, Alameda. New & used power & sailboats, boat rides, food, music, vendors. Free. Info, (510) 521-6213.

Sept. 8 — R2AK Blazer Party, Northwest Marine Center, Port Townsend, WA, 6-8 p.m. \$30 includes "a free drink and a handful of food." Racers will be awarded thrift-store blazers. Info, www.r2ak.com.

Sept. 8-10 — Wooden Boat Festival, Port Townsend, WA. Info, (360) 385-9910 or www.nwmaritime.org.

Sept. 9 — Gordie Nash's Fiberglass & Composites Workshop, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 donation requested; RSVP recommended, (415) 332-3179. Info, www.spauldingcenter.org.

Sept. 10-16 — SoCal Ta-Ta V cruising rally, from Santa Barbara to Catalina, with stops at Santa Cruz Island, Channel Islands Harbor and Paradise Cove. Info, www.socaltata.com.

Sept. 14-17 — Boats Afloat Show, Lake Union, Seattle, WA. Info, www.boatsafloatshow.com.

Sept. 23-24 — 25th Women's Sailing Seminar, IYC. Classroom workshops and on-the-water instruction. \$260 before Sept. 2; \$275 thereafter. Info, www.iyc.org/wp/wss.

Oct. 29- Nov. 11 — Baja Ha-Ha XXIV cruising rally, San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Racing

July 29-Aug. 8 — Zhik 29er Worlds, hosted by ABYC in Long Beach. Info, www.29erworlds.org.

July 30-Aug. 5 — Youth World Match Racing Championship hosted by Balboa YC in Corona del Mar. US Sailing, www.sailing.org/events/youthmatchworlds.

Aug. 2 — Dinghy Delta Ditch, Rio Vista to West Sacramento via the Deep Water Channel. LWSC, www.lwsailing.org.

Aug. 2-5 — El Toro Nationals, hosted by RYC. Info, www.eltoroyna.org.

Aug. 2-6 — Finn Nationals. EYC, www.encial.org.

Aug. 2-6 — Hydrofoil Pro Tour. StFYC, www.stfyc.com.

Aug. 2-6 — Windsurfer National Championships. BYC, www.berkeleyyyc.org.

Aug. 5 — YRA Series wraps up. YRA, www.yra.org.

Aug. 5 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

Aug. 5 — Double Damned, 36 miles from Cascade Locks to the Dalles, OR. HRYC, www.hoodriveryachtclub.org.

Aug. 5 — Delta Dinghy Ditch, 30 miles from Rio Vista to West Sacramento. LWSC, www.lwsailing.org.

Aug. 5 — Moseley Regatta in Tiburon for Etchells and local fleet members of CBRA classes. TYC, www.tyc.org.

Aug. 5 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 5-6 — Summer Keel. SFYC, www.sfyyc.org.

Aug. 5-6 — Hobie Mile High Regatta on Huntington Lake. FYC, www.fresnoyachtclub.org.

Aug. 6 — Coronado 15 Races. HMBYC, www.hmbyc.org.

Aug. 6 — Summer 4 & 5 PHRF. MPYC, www.mpyc.org.

Aug. 6 — Commodore's Cup on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 6, 13, Sept. 10 — Port San Luis Small Boat Cup & Avila Cup Series, Avila Beach. San Luis YC, www.slyc.org.

Aug. 6, Sept. 2 — CBRA Races. YRA, www.yra.org.

Aug. 10 — Coronado 15 NAs. HMBYC, www.hmbyc.org.

Aug. 11-13 — 60th Lido 14 Nationals in Corona del Mar. Balboa YC, www.balboayachtclub.com.



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CALENDAR

Aug. 12 — Tri-Island Race. BYC, www.berkeleyyyc.org.

Aug. 12 — Summer Series. ElkYC, www.elkhornnyc.org.

Aug. 12 — Summer #3. SeqYC, www.sequoiayc.org.

Aug. 12 — Steele Cup/Dinghy Weekend on Rancho Seco Lake. FLYC, www.flyc.org.

Aug. 12 — Shaw Island Classic Race, Friday Harbor, WA. San Juan Island YC, www.sjyc.com.

Aug. 12, Sept. 9 — South Bay Interclub races #5 & #6. Info, www.jibeset.net.

Aug. 12, Sept. 9 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Aug. 12, Sept. 9 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.

Aug. 12-13 — OYRA/SSS Drake's Bay Race, run by CYC. YRA, www.yra.org, or SSS, www.sfbaysss.org.

Aug. 12-13 — El Toro Worlds at Pinecrest Lake. Info, www.eltoroyna.org.

Aug. 12-13 — Laser Masters PCCs for ILCA members over 35. RYC, www.richmondyc.org.

Aug. 12-13 — Santanarama in Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 12-13 — BAYS #4 for youth. SFYC, www.sfyc.org.

Aug. 12-13 — US Match Racing Championship Qualifier in Long Beach. LBYC, www.lbyc.org.

Aug. 13 — Big Brothers/Big Sisters Day on the Bay Regatta in Santa Cruz. SCYC, www.scyc.org.

Aug. 13 — Lady's Day Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 13 — San Francisco Pelican Races at HMBYC. Fleet 1, www.sfpelicanfleet1.com.

Aug. 16-19 — Etchells NAs on San Diego's Coronado Roads. SDYC, www.sdyc.org.

Aug. 18-20 — Aldo Alessio & Phyllis Kleinman Swiftsure regattas. StFYC, www.stfycc.com.

Aug. 18-20 — I-14 NAs. RYC, www.richmondyc.com.

Aug. 18-20 — RS Aero PCCs. CGRA, www.cgra.org.

Aug. 19 — Small Boat Races. EYC, www.encinal.org.

Aug. 19 — H.O. Lind 4-6. TYC, www.tyc.org.

Aug. 19 — Singlehanded Regatta. FLYC, www.flyc.org.

Aug. 19 — Championship Series #4. CYC, www.cyc.org.

Aug. 19 — Wosser Cup, Club Series. SFYC, www.sfyc.org.

Aug. 19 — North Bay Series #5. VYC, www.vyc.org.

Aug. 19 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 19 — Junior Championship. MPYC, www.mpyc.org.

Aug. 19 — Round the Rock. BVBC, www.bvbc.org.

Aug. 19, Sept. 9 — Classic Boat Invitational Regatta. SYC, www.sausalito yachtclub.org.

Aug. 20 — Summer 5 & 6 One Design & Konigshofer. MPYC, www.mpyc.org.

Aug. 20 — Gracie & George for coed doublehanders. Gracie drives. EYC, www.encinal.org.

Aug. 20 — Singlehanded Races on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 20 — Baxter-Judson Series Race #6. PresYC, www.presidiyo yachtclub.org.

Aug. 20 — Spring Lake Summer Series. SRSC, www.santosasailingclub.org.

Aug. 22-27 — J/111 Worlds. STFYC, www.stfycc.com.

Aug. 25-27 — Moore 24 Nationals hosted by RYC. Info, www.richmondyc.org or www.moore24.org.

Aug. 25-27 — Laser NorCal Championships & 505 PCCs. SCYC, www.scyc.org.

Aug. 25-27 — Mercury Nationals at MPYC. Info, www.mercury-sail.com.

Aug. 26 — OYRA RC's Choice Race. YRA, www.yra.org.



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295,000 Contact: San Diego



46' TARTAN 4600 2004
325,000 Contact: Alameda



41' TARTAN 4100 1996
174,000 Contact: Alameda



38' ALERION Express 38 2006
224,950 Contact: San Diego



36' J/BOATS J/111 2012
224,000 Contact: San Diego



32' PACIFIC SEACRAFT 32 1997
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42' SABRE 42 Flybridge 2002
350,000 Contact: Alameda



39' TIARA 3900 Open 2009
379,000 Contact: San Diego



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264,000 Contact: San Diego

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1993 38' EXPRESS 38 Turbo	89.9k
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CALENDAR



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Aug. 26 — Women Skippers' Regatta. Men are welcome to crew but may not touch the helm. Perpetual trophies include one for all-female crew. Pre-race breakfast; post-race BBQ and band. SYC, www.sausalito yachtclub.org.

Aug. 26 — Singlehanded/Doublehanded #4. SeqYC, www.sequoiayc.org.

Aug. 26 — Intraclub #3. RYC, www.richmondyyc.org.

Aug. 26-27 — Opti PCCs. SFYC, www.sfyyc.org.

Aug. 26-27 — Double Angle. ElkYC, www.elkhornnyc.org.

Aug. 26-27 — USA Junior Olympic Sailing Festival in Seattle, WA. Seattle YC, www.seattle yachtclub.org.

Aug. 27 — Fall SCORE #1. SCYC, www.scyc.org.

Aug. 27 — Fall 1 & 2 PHRF. MPYC, www.mpyc.org.

Aug. 27 — Fall 1-2-3 on Lake Elizabeth in Fremont. FSC, www.fremontsailingclub.org.

Aug. 27-Sept. 1 — International Folkboat Regatta hosted by CYC. Info, www.sfbayfolkboats.org.

Aug. 29 — Catalina Regatta. SCYC, www.scyc.org.

Aug. 31 — Ronstan Bridge to Bridge, a dash from the Golden Gate to the Bay Bridge. StFYC, www.stfyyc.com.

Sept. 1-2 — Windjammers Race from San Francisco to Santa Cruz. SCYC, www.scyc.org.

Sept. 1-4 — Labor Day Regatta on Tomales Bay. SRSC, www.santarosasailingclub.org.

Sept. 2 — Jazz Cup from the Central Bay to Benicia. SBYC/BenYC, www.southbeachyachtclub.org.

Sept. 2 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Sept. 2 — CBRA #4. YRA, www.yra.org.

Sept. 2-3 — San Francisco Pelican Races out of Marshall Beach on Tomales Bay. Fleet 1, www.sfpelicanfleet1.com.

Sept. 2-3 — BAYS #5 youth regatta run by EYC at Treasure Island. Info, www.bayarea-youthsailing.com.

Sept. 2-3 — Labor Day Regatta, Stillwater Cove, Pebble Beach. Stillwater YC, www.syccb.org.

Sept. 4 — Laser/Opti Sail-Off. HMBYC, www.hmbyc.org.

Sept. 9 — OYRA Junior Waterhouse, run by RYC. YRA, www.yra.org.

Sept. 9 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 9 — Barth Race/Interclub Challenge. SeqYC, www.sequoiayc.org.

Sept. 9 — Fall Race #1. SSC, www.stocktonsc.org.

Sept. 9 — Cal Cup Windsurfing Race Series. BYC, www.berkeleyyyc.org.

Sept. 9-10 — Millimeter Nationals. EYC, www.encial.org.

Sept. 9-10 — Multihull Regatta. RYC, www.richmondyyc.org.

Sept. 9-10 — West Marine Fun Regatta/Mini-Boat Regatta for juniors. SCYC, www.scyc.org.

Sept. 9-10 — Tahoe Laser Championship on Stampede Reservoir. Tahoe YC, www.tahoeyc.com.

Sept. 9-10 — Perpetual Regatta on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Sept. 10 — El Toro Stampede hosted by RYC. Info, www.eltoroyna.org.

Sept. 10 — Governor's Cup Series #1 on Folsom Lake. FLYC, www.flyc.org.

Sept. 10 — Commodore's Cup. EYC, www.encial.org.

Sept. 10 — Fall 1-3/Luke's Regatta. MPYC, www.mpyc.org.

Sept. 13, 1930 — The first America's Cup match sailed off

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CALENDAR

Newport, RI, got underway between *Enterprise* and *Shamrock V*. Previous America's Cup races were sailed off New York.

Sept. 14-17 — Rolex Big Boat Series, hosted by StFYC. Entry deadline is Sept. 6. Info, www.rolexbigboatseries.com.

Sept. 15-21 — International Six Metre Worlds hosted by Royal Vancouver YC, BC. Info, www.6mvancouver2017.com.

Sept. 23 — First-ever SF to Ensenada Race, timed for racers returning to Southern California who have competed in the Rolex Big Boat Series the week before. Run by RYC and hosted by Marina Coral at the Ensenada end. Del, (510) 237-2821 or www.richmondydc.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 8/11, 8/25, 9/8, 9/22. Info, www.bbbyc.org or (510) 865-2511.

BAY VIEW BC — Fall Monday Night Madness: 8/14, 9/4, 9/18, 9/25 (make-up). Info, www.bvbc.org.

BENICIA YC — Every Thursday night through 9/28. Dan, (707) 319-5706 or www.beniciayachtclub.com.

BERKELEY YC — Every Friday night through 9/29. Info, www.berkeleyyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/25. Info, (415) 435-4771 or www.cyc.org/racing.

COYOTE POINT YC — Every Wednesday night through 10/4. Info, (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday night Summer Twilight Series: 8/4, 8/18, 9/8. Info, www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 8/30. Summer Sunset Series, Friday nights: 8/4. Info, (916) 534-8458, www.flyc.org.

GOLDEN GATE YC — Friday nights. Small Craft Beer Advisory Series: 8/11, 8/25. Ray, (510) 926-2441 or www.ggycc.com.

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

HALF MOON BAY YC — Friday night races: 8/4, 8/18, 9/1, 9/15, 9/29, 10/13, 10/27. Info, www.hmbyc.org.

ISLAND YC — Fridays. Spring Island Nights: 8/11, 8/25, 9/15. Info, www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/11; timed races 8/9-30. Info, www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through 9/28. Steve, (916) 952-4481 or www.lwsailing.org.

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

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/20. Family Fun Dinghy Series, every Friday night, 8/11-9/1. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night through 8/30. Info, www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 8/2, 8/9, 8/16, 8/23, 8/30, 9/6, 9/20, 9/27. Eric, (510) 841-6022 or www.richmondydc.org.

ST. FRANCIS YC — Wednesday Evening Series: every Wednesday night 8/2-8/23. Thursday Night Kite Series: 8/10, 8/24, 9/7, 9/21. Friday Night Windsurfing: 8/11, 9/8, 9/22. Graham, (415) 655-7756, racing@stfyc.com or www.stfyc.com.

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

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CALENDAR

SANTA CRUZ YC — Wet Wednesdays through 11/1. Friday Night Laser Regatta: 8/18. Info, www.scyc.org.

SAUSALITO YC — Tuesday night Summer Sunset Series: 8/8, 8/22, 9/5, 9/19. Info, www.sausalito yachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/4; Hannig Cup 8/9. Jenny, (650) 400-7033 or www.sequoiayc.org.

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

SOUTH BEACH YC — Friday Night Series: 8/4, 8/18, 8/25. Mike, www.southbeachyachtclub.org or (408) 839-4150.

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

TAHOE YC — Lasers: every Monday night through 8/28. Beer Cans: every Wednesday night through 8/30. Info, www.tahoeyc.com.

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

TREASURE ISLAND SAILING CENTER — Vanguard 15 races every Thursday night through 9/7. Team racing every Tuesday night through 10/31. Info, www.vanguard15.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.

August Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
8/05Sat	0458/0.0	1203/4.7	1642/2.8	2243/6.1
8/06Sun	0531/-0.1	1235/4.8	1719/2.7	2322/6.1
	HIGH	LOW	HIGH	LOW
8/12Sat	0258/5.1	0858/0.8	1554/5.6	2146/1.7
8/13Sun	0400/4.6	0944/1.3	1637/5.8	2252/1.4
	LOW	HIGH	LOW	HIGH
8/19Sat	0410/-0.6	1114/5.1	1602/2.4	2215/6.8
8/20Sun	0457/-0.7	1158/5.4	1654/2.1	2308/6.8
	HIGH	LOW	HIGH	LOW
8/26Sat	0319/4.9	0906/1.4	1548/5.6	2200/1.4
8/27Sun	0420/4.5	0952/2.0	1629/5.5	2302/1.4

August Weekend Currents

date/day	slack	max	slack	max
8/05Sat		0230/1.7E	0706	0948/2.6F
	1312	1518/1.1E	1748	2118/2.4F
8/06Sun	0012	0312/1.8E	0736	1024/2.7F
	1342	1600/1.2E	1830	2200/2.5F
8/12Sat	0142/2.7F	0430	0712/1.9E	
	1042	1418/3.2F	1706	1942/1.9E
	2306			
8/13Sun	0242/2.5F	0524	0812/1.6E	
	1124	1500/3.1F	1754	2030/2.0E
8/19Sat	0142/2.3E	0600	0848/3.3F	
	1206	1442/1.5E	1742	2054/3.2F
	2342			
8/20Sun	0242/2.4E	0654	0942/3.5F	
	1254	1536/1.7E	1848	2148/3.4F
8/26Sat	0200/2.8F	0506	0800/1.6E	
	1054	1406/3.0F	1712	2006/1.7E
8/27Sun	0000	0254/2.4F	0612	0854/1.3E
	1124	1454/2.6F	1754	2054/1.5E



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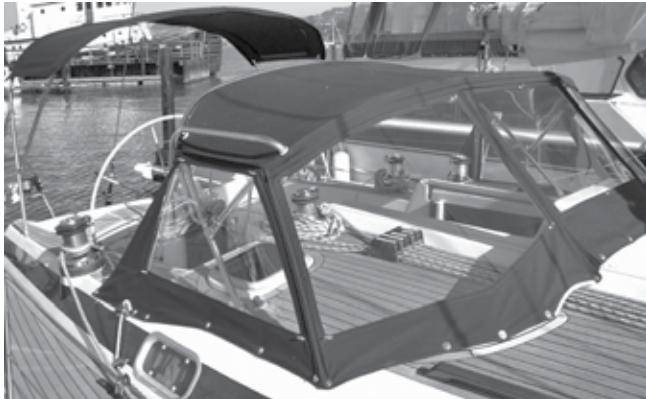
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LETTERS

↑↓ SEARCH FOR RICHARD CARR SUSPENDED

On June 23 the Coast Guard suspended its active search for 71-year-old singlehander Richard Carr on the 36-ft sailing vessel *Celebration* in the area about 1,800 miles southeast of Hilo, Hawaii. Carr was on a voyage from Puerto Vallarta to the Marquesas.

Carr was my neighbor at the Marina Riviera Nayarit in La Cruz until just a short time before his departure. Richard was very friendly, and invited my young son Isaiah and me aboard his boat several times. He spent some time reminiscing about departed family members, and proudly showed us photos of a family member who was a singer.

A couple of weeks before the departure he was very much into installing a mast-top camera linked to the largest flat-screen monitor that I have ever seen on the sailboat. My 9-year-old was very impressed. I asked Richard about the camera, and he explained that it would help him to see coral heads in the atolls of the South Pacific.

He did have a local rigger helping him with some stuff.

Marek Jan Nowicki
Raireva, Cape Vickers 34
San Pedro/Mexico

Readers — To review, on May 28, Carr's spouse notified the Coast Guard that her husband, using a GPS message device, had reported that he was in distress. She suspected that he was suffering from severe sleep deprivation. Weather on scene the day of Carr's last communication was reportedly 11.5-mph winds, seas to 6 feet, with good visibility.

Under the direction of the Coast Guard Joint Rescue Coordination Center in Honolulu, on-scene assets searched a total area of more than 59,598 square miles, an area the size of Oklahoma, over a 24-day period. Involved in the search were HC-130 Hercules airplane crews from Coast Guard Air Station Barbers Point working out of Tahiti; French Falcon Guardian airplane crews out of Tahiti; the 258-ft US-flagged seiner American Enterprise; the 688-ft Panamanian-flagged cargo ship Hokuetsu Ibis; and the 259-ft Mexican-flagged seiner El Duque. A total of 17 air searches were conducted in the region without a sign of the vessel.

What is somewhat puzzling is that Carr had a two-way satellite-based messaging device that he used to communicate with his wife. Almost all such devices have a tracking feature, which would have shown the boat's exact position with frequent updates. It would seem that either that feature wasn't turned on or that the batteries on the device ran out, or else the boat surely would have been found. — rs

↑↓ A FAN OF CRUISERS WHO DO A LOT WITH A LITTLE

I was sorry to read the June 26 'Lectronic about Glenn Tie-man's 38-ft catamaran *Manu Rere* getting T-boned, apparently by a fishing boat, in Malaysia. Like the Wanderer, I'm a big fan of cruisers who do a lot with a little, and I don't know of anybody who has done as much cruising as Glenn with as little. I hope that when he gets back to Malaysia he discovers the damage to his simple cat isn't as bad as it first seemed.



ALICIA TROXELL

'Celebration' as seen during Leg One of the 2016 Baja Ha-Ha.



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LETTERS

I wonder if he'd be interested in a GoFund Me page if he needs money to help fix his boat.

Jeff Foster
Boatless for Now
Foster City

Readers — For those who missed the June 26 'Lectronic Latitude item, we'll republish it here:

"Oh God, my life is destroyed!"

"That was the reaction of Glenn Tieman, perhaps the world's thirstiest long-term cruiser, upon hearing the news that his beloved cruising catamaran Manu Rere had been T-boned and severely damaged. The boat had been at anchor off Terengganu, a sultanate and constituent state of federal Malaysia.

"There are thrifty cruisers and then there is Tieman, who is originally from Modesto. His first cruise, from California to Thailand, was on a 26-ft cat he'd built for \$3,000. She didn't have a cabin per se, and naturally didn't have an engine or

any such luxuries. Mind you, this was a 10-year cruise, the first seven years of which he lived on an average of \$1 day, everything included. He splurged during the last three years of the cruise, blowing \$3 a day.

"Glenn is an unusual guy. He likes to sail to primitive communities and become part of those communities for months at a time. Local chiefs have encouraged him to take the hand of one of the local girls. After 10 years, family and friends convinced Glenn that he was missing out on life. So he came

back to Los Angeles and taught school for a year or two. He soon reached the conclusion that he was missing out on life by not being out cruising. So he built another cat.

"Manu Rere is a 38-ft replica of a Polynesian cat from more than 100 years ago, made with materials — other than epoxy — available back then. The beams, for example, are attached to

the hulls with lashings, as are the rudders. When Glenn wanted to sail, he would raise the masts by hand. As we recall, Manu Rere cost him something like \$14,000 to build. As you can see from the accompanying photo, she has no house. All the accommodations are in the hulls.

We last saw Tieman in October 2008. We were on a Baja Ha-Ha rest stop at Turtle Bay, and he'd just begun his cruise with his new boat.

"To be honest, we have no idea what Glenn's been up to since then. He's not the kind of guy to write a lot. But we suspect he's been out cruising most or all of the time. Based on today's email from him, we know that he was back in the States taking care of his ill father when his catamaran was damaged. Glenn



MARU RERE

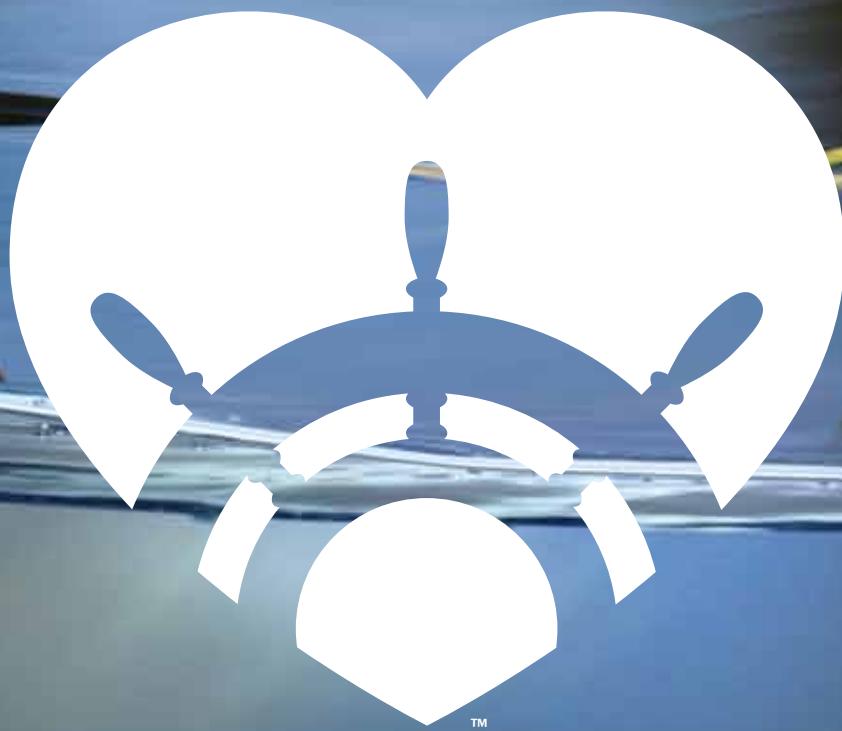


LATITUDE / RICHARD



BILL BARKER

'Manu Rere' in San Diego shortly after being launched in 2008.



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LETTERS

won't be able to get back to his cat until July 5 at the earliest, and it's not clear if the cat can realistically be saved.

"We wish Glenn all the best, for he's one interesting and unique individual. Based on his incredible cruising accomplishments, he's a member of the Wanderer's Sailing Hall of Fame."

We sent a message to Tieman's old email address and were somewhat surprised to get a response. That appears in the next letter. — rs

↑↓ I STOPPED IN POHNPEI FOR THREE YEARS

Thanks to the Wanderer for his kind thoughts. Yes, I stopped moving for three years at Pohnpei to, with permission, cut mahogany trees out of the forest to replace *Manu Rere*'s crossbeams. It took a while to cure the green wood. The last few years I've been cruising to and fro with the alternating monsoons in Southeast Asia. But now it looks as if I'll be stopped for a while to make repairs.

Glenn Tieman

Mane Rere, authentic 38-ft Polynesian catamaran
Terengganu, Malaysia

↑↓ ABANDONED ON CATALINA FOR 18 YEARS?

Last summer I was having drinks at the bar at Two Harbors, Catalina, and this somewhat inebriated old guy with a bushy beard and a sun-faded hat started telling me, in a most authoritative tone of voice, that a woman had once been abandoned on Catalina Island and wasn't found for 18 years. I called B.S. on him, but he insisted that it was a true story. Can you clear this up?

Herbert Wilson
Static, Islander 36
Seattle, WA

Herbert — The guy was mostly right, although the woman in question had been left at San Nicolas Island, which is about 45 miles to the west of Catalina, not Catalina. It was a long time ago, so she didn't have a Garmin InReach to call for help.

For reasons not clear to us, in November 1835 the schooner *Peores Nada*, under the command of Charles Hubbard, was sent to remove all the remaining Indians from San Nicolas Island. At 60 miles from the mainland, San Nicolas is the most offshore of the eight Channel Islands. The Indians — they were Nicoleño not the Chumash — were assembled on the beach and then brought aboard the schooner. Somehow one woman was left behind. Apparently Hubbard's men didn't wait too long to look for her, as a strong blow was coming up and they didn't want to be shipwrecked.

The woman — who would come to be known as Juana Maria, and who would be the last surviving member of the Nicoleño tribe — would live alone on San Nicolas from 1835 until she was discovered in 1853. Why she wasn't immediately reported missing is not clear. Perhaps because there was a language problem.

Fifteen long years after Juana was left behind, Father José González Rubio of Mission Santa Barbara paid a man \$200, big bucks in those days, to try to find her. We don't know why the Father did this, but she wasn't found. Nonetheless, Santa



Barren San Nicolas is a little more than 60 miles off the mainland coast.



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LETTERS

Barbara fur trapper George Nidever was intrigued about the search for the missing woman and launched several expeditions of his own to find Juana. On his third attempt one of his men discovered human footprints on the beach, and pieces of seal blubber which had been left out to dry. Juana was soon discovered living in a crude hut made of whale bones. She was dressed in a skirt made of cormorant feathers.

Juana Maria was taken to Mission Santa Barbara but was



UNKNOWN
Juana Maria.

unable to communicate with anyone. The local Chumash Indians could not understand her, nor could a group of Indians who had lived on Catalina. Nonetheless, Juana was said to be ecstatic to be among people again, and enjoyed singing and dancing for the crowds that came to see her. She loved horses, European clothes, and — tragically — European food.

Having existed almost entirely on shellfish and seal fat, she loved green corn, vegetables and fresh fruit. Alas,

apparently the sudden change to a nutrient-rich diet made her sick and killed her. She died a mere seven weeks after she'd been brought back to civilization.

Juana became known as the Lone Woman of San Nicolas, and her story was the basis of Scott O'Dell's book Island of the Blue Dolphins and the movie of the same name.

There's all kinds of interesting history to the Channel Islands. If you are headed south this fall, make sure at least Santa Cruz Island — the only one of the eight to ever have had its own winery and to have been used extensively to raise sheep and beef — is on your itinerary. — rs

↑↓ THERE'S NO SUBSTITUTE FOR A GENUINE EPIRB

I disagree with the Wanderer's claim that devices such as the Garmin InReach and the Iridium Go! are better EPIRBs than EPIRBs or that they eliminate the need for an EPIRB.

The InReach and Go! are great communication devices, and are great backup SOS devices, but everyone who goes offshore should have a real 406 GPSR.

According to an article I read, the main difference between an EPIRB and satellite messaging devices is that an EPIRB uses the government SARSAT system to monitor distress calls



Dedicated EPIRBs have gotten better and less expensive over the years.

while the others use a private commercial system. With an EPIRB, the monitoring is paid for by taxes, while with the satellite messengers, the monitoring is paid for as part of a monthly service fee.

According to the article, the "real significance is in the response when one of the beacons is activated." The

SARSAT-based systems begin spinning up the rescue process as they seek to verify that it is indeed an emergency. The SARSAT folks contact emergency responders in the distress signal's location directly, and they begin the SAR process without delay. If verified as not being an emergency, they will stand down; otherwise they are already on the way. As such, the commercial system works like your home security system in that authorities aren't notified and activating SAR



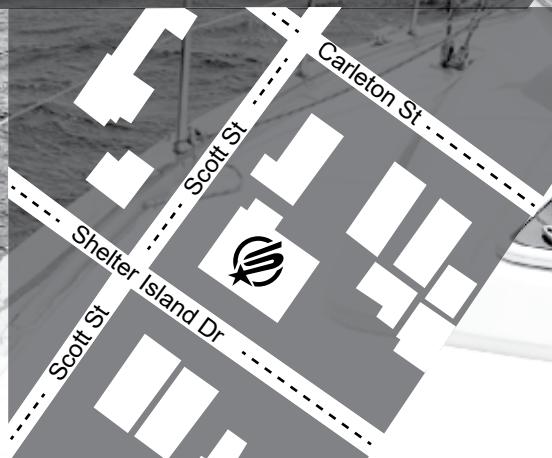
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LETTERS

until the emergency is confirmed.

Greg Nelsen
Outsider, Azzura 310
Alameda

Greg — The company that responds to emergency signals from the likes of InReach, Go! and Spot is GEOS. Their headquarters north of Dallas is staffed 24/7/365 by Watch Standers, SAR Mission Coordinators, Safety and Security professionals, and Duty Officers. Although GEOS has only been around for 12 years, they have supported rescues in 140 countries and, according to them, "saved many thousands of lives." If you go to their website, you can find a list of every response they've been involved in. There were, for example, 53 in April, 55 in May, and 75 in June. And you can read a summary of each situation they responded to. This is no cheeseball system.

If there is a time differential between responses to SARSAT and GEOS, we weren't able to find out what it was. But given that calls to GEOS result in an average of more than one rescue attempt a day, we find it hard to believe that any delay would be significant.

The thing the Wanderer doesn't like about EPIRBs is that they are a one-trick pony. They don't leave a 'bread crumb trail' like the other devices, and when set off they can't tell SAR if a boat is sinking, lost a rudder, or ran out of fuel, or if the skipper had a heart attack.

Because EPIRBs are 'dumb', there is no way for mariners in distress to know if their SOS has been heard and/or if help is on the way. The latter can be critical. During the 2009 Baja Ha-

Ha, Capt. Eugenie Russell's boat sank after being hit by a whale, and the crew had to take to the liferaft. While they had an EPIRB and set it off, they had no confirmation that the signal had been heard or that help was on the way. According to Russell, this uncertainty had a very deleterious effect on some of the crew. Fortunately, it turned out to be a textbook rescue, but if they'd had an InReach or a Go! they would have known their signal had been heard and the ETA of help. It's in that sense that we think something like an InReach or Go! does a better job of being an EPIRB than an actual EPIRB.

Three other points. The Spot Messenger is a very different device from the InReach and the Go! The former uses 'bent-pipe' Globalstar technology, which means it doesn't work very far out to sea. For example, it's useless for going to Hawaii, and in the South Pacific. And based on our experience, Globalstar has always exaggerated wildly about their coverage. The InReach and Go! use Iridium satellites, which cover the entire globe.

Secondly, for what it's worth, GEOS offers medevac insurance. It's \$175 a year for international and \$129 for the United States and Canada. We don't know anything about the 'terms and conditions', but it might be something to look into.

Finally, you can get both an InReach and an ACR EPIRB for a total of about \$500, which is what just an EPIRB cost not too long ago. We'd go for the redundancy. But if we had to choose between them, we'd always go with the InReach or Go! over an EPIRB because of their two-way communication capability.

— rs

↑↓ GROOVIN' ON A SUMMER SAILSTICE AFTERNOON

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on June 24, Summer Sailstice Day. I was aboard a boat I'd never been on with her new owners.

It was an overcast day with a cool, light breeze as we departed the harbor, and there were lots of other people enjoying being out on the water. There were other sailboats out,

fishermen trawling for sardines, packed sightseeing boats, and even kayakers as far as two miles out. Many of the kayaks were equipped with masts and small sails.

And Monterey Bay was alive with sea life. We spotted no fewer than five pods of whales, with some of the whales breaching the surface and slapping their tails on the water. They were surrounded by seabirds, waiting to pounce on whatever small fish surfaced with the whales. In addition, there were lots of seals and sea lions.

Every day out on the water is a great one, and Summer Sailstice Day was no exception.

Rex Keyes
Elkhorn YC, Moss Landing

↑↓ BERMUDA FOR THE CUP WAS A GREAT EXPERIENCE

I took a long flight from Spokane to Bermuda for the Finals of the America's Cup. I wanted to see it live and compare the venue to that of San Francisco.

Bermuda did a wonderful job hosting the Cup, and the people there were so friendly. I loved taking the bus everywhere. It was so refreshing to actually talk to local people and hardly see anyone with their face in a smartphone — like I experienced in San Francisco and other parts of the United States. Yes, the locals and I talked to each other. The people there even give up their bus seats for elders, as I myself did, even



The buses in Bermuda were fun — and naturally, pink in color.

though I am older. It's just the right thing to do. Thank you, Bermuda.

Bermuda is expensive, but no more so than San Francisco. And you get better weather and beaches and water to die for.

We were charged to be on the line to watch the course. And to get into the Village. And if we wanted to sit in the grandstand. And on and on.

The finish line was right in front of the Village, and even if you were standing instead of in the grandstands, you had a great view, and you could also watch on the big-screen televisions.

I watched the racing from a boat one day, and it was three times better 'watching' at the Village. Yet the experience from a boat was cool, and kind of crazy as there had to be more than 100 boats where we were. Then the officials moved the boundary line back, so all the boats had to pull up their hooks and re-jockey for the best spots.



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LETTERS

I was also able to watch the Youth Red Bull races on AC45s. Those cats have winches rather than hydraulics, and a crew of real sailors actually sailing. Numerous boats started at the same time, battling for position at the starting line. This was more exciting than the Cup starts. Maybe fleet racing is something the Cup should go back to. The AC45s were fast, and everyone was a true sailor and not just a grinder/pedaler.

All in all, it was a very good experience. I want to thank Bermuda for all they did, something Larry Ellison neglected to do at the awards ceremony.

Ike Bailey

Curicion, Seidelman 299
Vice Commodore, Panhandle YC
Coeur d'Alene, ID

↑↓ THE FOUR CREW COULD BE REPLACED BY A BATTERY

I watched the final race of the America's Cup, and on the whole I was very disappointed. Not because Oracle Team USA lost and the Cup is going back to New Zealand, but because of what the Cup has come to be.

I grew up racing dinghies and small centerboard boats, and sailed thousands of races between 1945 and 1970 before I ever sailed a catamaran. It took some adjustment, as the Hobie 16 became a slug when coming about, which meant my ingrained tactical knowledge was inapplicable to cats. Speed was everything, and the fewer tacks to the weather mark the better. In turn, that meant leaving competitors uncovered, inevitably overstanding weather marks as coming up shy was far more punishing, and missing out on favorable wind shifts on the other side of the course. In my opinion this made match racing cats a terrible idea.

Then along came wings and foils, opening up a whole new game. Speed became absolutely everything and what remained of traditional tactics went the way of gaff rigs. Even so, Jimmy Spithill managed to make unforced errors,



ACEA / RICARDO PINTO
The author thinks match racing with cats is a "terrible idea."

like being hesitant at the starting line, getting caught in classic port-starboard crossing situations, and not making a timely jibe on the second leg of the last race.

These cats are crewed by a team of six. Four crew members are engaged only in

supplying arm or leg power to run the hydraulics that raise and lower the daggerboards and control the wing. No sheets, halyards, downhauls, cunninghams, spinnakers, spinnaker poles or running backstays to be trimmed or managed. No cleverly choreographed crew on the foredeck wrestling an enormous spinnaker during a jibe, no grinders moving quickly across the boat to trim the genoa after a tack. Thus the human element has been reduced to the skipper and the invisible shore crew of designers, builders, trainers and so on. The four crewmembers powering the hydraulics could be replaced by a large battery.

Worse, back in the day before the America's Cup rules began to be altered, Defenders and Challengers had to be built and manned by natives of the respective countries. There were no mercenaries. Hulls, spars, sails, even sheets and winches, not to mention designs, had to be of national origin as well. It's a joke today that the Oracle crew was wearing American



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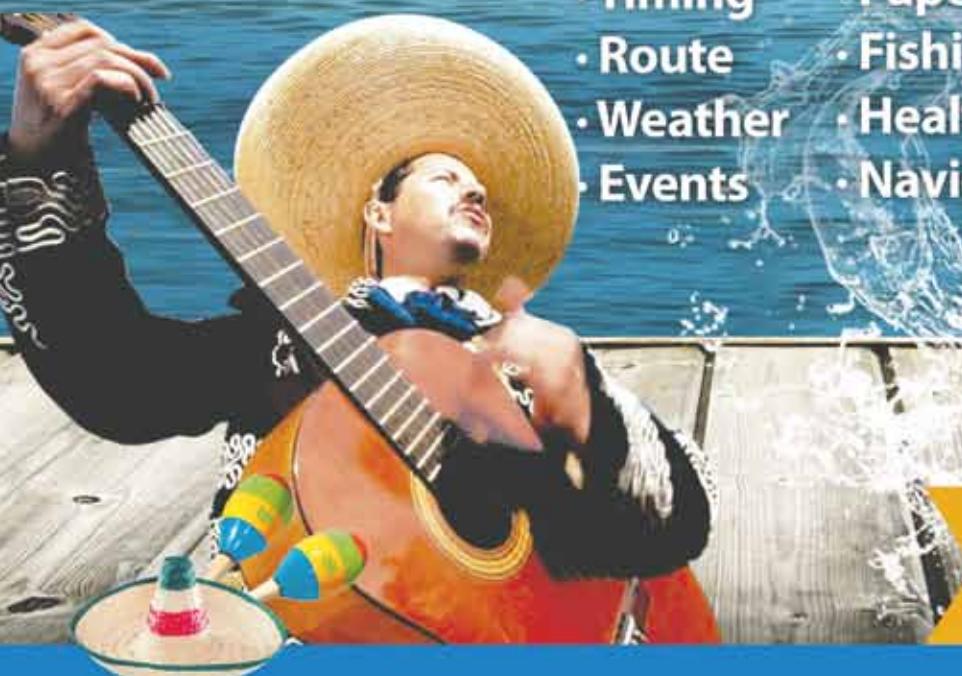
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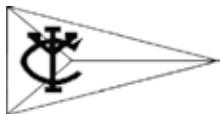
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LETTERS

flags on their uniforms. The only thing clearly American about Oracle Team USA was the billionaire owner, Larry Ellison.

These current AC boats don't even have names or sail numbers, just ads on their wings, jibs, hulls and crossmembers. I miss the great names from the days of the pre-WWII J Boats and the postwar 12-Meter yachts, such as *America*, *Columbia*, *Mischief*, *Vigilant*, *Resolute*, *Enterprise*, *Endeavour*, *Ranger*, *Intrepid* and *Courageous*. Now we just get ads for Oracle, Emirates Airlines and Louis Vuitton.

My favorite part of this year's event was looking at the spectacular superyachts lining the course's perimeter.

For me, the Cup has totally lost its direction. I'd love to see it return to monohulls with manually powered winches and the like, along with national origins for design, boat, crew, sails and gear. But I seriously doubt this will happen, so I will not lament if the America's Cup falls into oblivion and the Cup itself gathers dust at the Royal New Zealand Yacht Squadron.

I will always have the memories of being a teenager in the summer of 1958, working the foredeck on *Easterner*, a 12

Meter built in my hometown of Marblehead, Mass., to contest the right to defend when the Cup was again challenged after a long hiatus following World War II. We failed in our effort, but *Columbia* easily defeated the Brits at Newport. And *Easterner* was by far the prettiest boat. The brightwork hull was not disfigured with ads, and the only lettering on the boat was its proud name and homeport on the transom.

Bill Gleason
Kentfield

Bill — We thought the cats were technological marvels — unfortunately at the near-total expense of the humanity of the event. As far as we're concerned, the more sailors doing real sailing — as opposed to pumping to power the hydraulics — the better. — rs

↑↑ THE 'WAF' OR 'WIFE ACCEPTANCE FACTOR'

I'm writing in response to the *Lectronic* query about outfitting a cruising boat, especially how important it is to have an SSB, a freezer and a watermaker.

My wife and I have cruised Mexico for the last two years on our Beneteau 47.7 *Flyer* and plan on spending this winter in Mexico also. We have a freezer, a Spectra Cape Horn model watermaker and an SSB. These items are all 'must-haves' on our boat, because if we didn't have them, my wife wouldn't be cruising. But with them, she thoroughly enjoys the cruising lifestyle.

I am lucky, however, that I have all the technical skills necessary to maintain these devices.

When we are out of cell range, we use the SSB every day for weather information and email communications. Our setup works really well and has been dependable for getting weather — although it's so slow that it reminds me of the early PC days with dial-up modems.

We are planning to do the Pacific Puddle Jump in 2019, and for that we are planning to install the Iridium Go! Our

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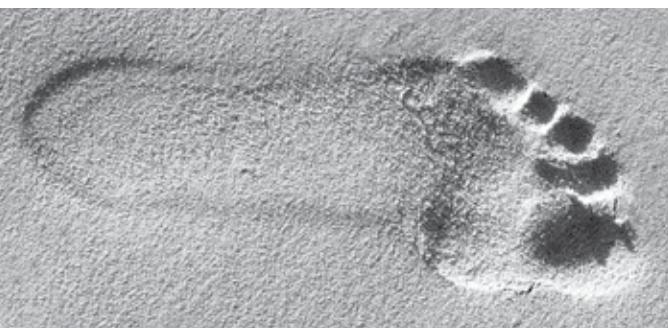
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LETTERS

thinking is that it will be a backup for the SSB and have the ability to download attachments, voice calls and my wife's favorite pastime when on watch during crossings — texting her friends.

As you can tell from my comments, the WAF — or Wife Acceptance Factor — is a very high priority for me.

I enjoy *Latitude* and *Lectronic Latitude*, which I get via SailMail with my SSB.

Steve Leonard
Flyer, Beneteau 47.7
La Cruz, Mexico

Steve — We can also tell from your comments that you're a wise man. — rs

↑↓ WE DIDN'T MISS HAVING AN SSB

Mark us down as satisfied satphone users! Never had SSB; never missed it. We did the Baja Ha-Ha in 2012, the Puddle Jump in 2014, spent two seasons in New Zealand and the South Pacific, sailed from New Zealand to Seattle in 2016, and are sailing British Columbia in 2017.

Colin and Wendy Gegg
Bangorang, Fountaine-Pajot 42
Ventura

Colin and Wendy — Yours is an impressive sailing résumé that clearly demonstrates that you don't need an SSB to enjoy cruising the Pacific. But to play the devil's advocate, if you didn't have an SSB, isn't it possible that you don't know what you were missing? Consider the following letter. — rs

↑↓ I'VE CRUISED WITH AN SSB AND WITHOUT AN SSB

I cruised my Passport 40 *Freyja* in Mexico from 2007 until I did the Bash up to Seattle in 2015. *Freyja* has a Ham/SSB but no satellite connection. I also did a Puddle Jump aboard a friend's Catalina 42 MkII *Shanti*, which had a satphone but no radio. So I have experience cruising with and without an SSB.

My sense is that having both a radio and some kind of satellite communication device is best. The SSB helps you make lots of friends and really keeps you in the local cruiser loop — especially in the Sea of Cortez. The satphone was great on the Puddle Jump for being able to download weather files and calling Catalina Yachts to order new parts when things broke.

But I have to say, it was sort of lonely without a Ham/SSB radio, as we couldn't take part in the group chats and didn't make friends the way we would have if we had been on the daily radio net. Without Ham/SSB capability, we weren't able to yack with other crews during night watches. We had the phone numbers of one or two other boats making the crossing, but we didn't connect with them often. The Ham/SSB radio is great for making friends and staying in touch with other cruisers.

Both systems have their place, but I wouldn't be without the Ham/SSB.

Ian Macrae
Freyja, Passport 40
Bainbridge Island, WA

↑↓ GET A SSB FOR SAFETY AND OTHER REASONS

I would encourage everyone who is going cruising to outfit their boat with an SSB radio. The number one reason is safety, but there are other reasons.

Although it's been a few years since our last Mexico fixes

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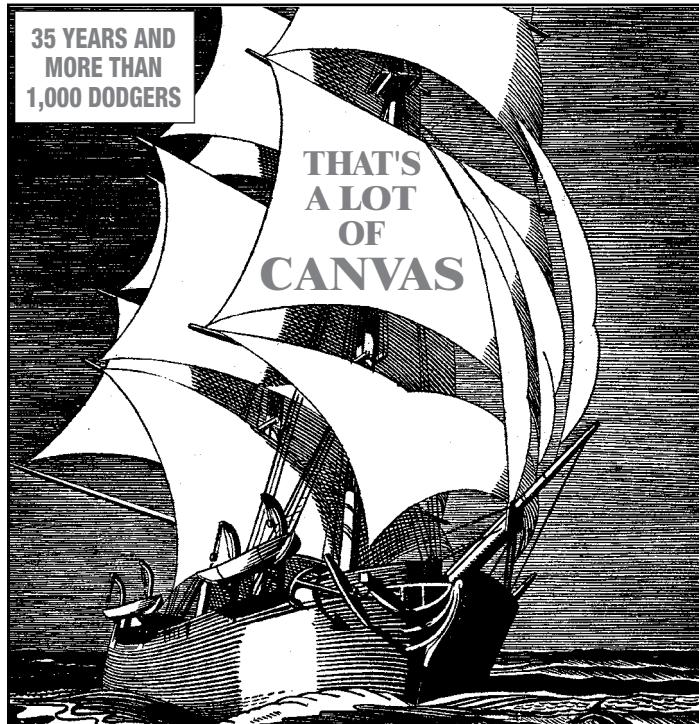
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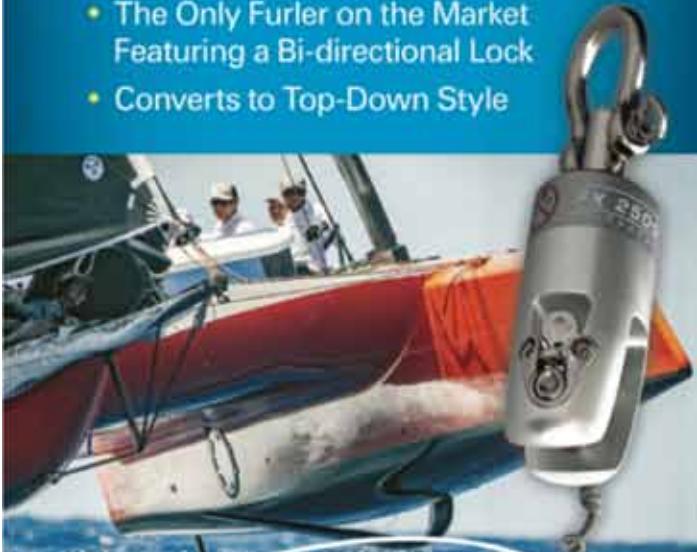
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— 2012 and 2013 — and the two Ha-Ha's we did — 2008 and 2010 — we lived by the SSB radio when we did them. Weather reports were one reason. Back then the SSB gave us accurate weather from Don in Ventura, and it was a hoot to listen to the Amigo Net each morning. In 2012, we had Ted Geary for the morning weather, which was also quite accurate.

Cruising isn't just about boating and exploring, it's about friendships, new and renewed. We kept track of friends over the morning SSB nets and made arrangements to meet up with them in the future, something we could do only because we knew where they were and where they were going.

And being able to listen to those who were in some difficulty gave us extra concern for them and a greater willingness to help.

I also did the 2009 FUBAR and ran the ocean part of CU-BAR 2015, where we used satphones to communicate with the fleet. I was not impressed. I couldn't talk to boats that were 15 miles away and had to stand clear of everything to get a satellite connection.

Last year I had my farthest SSB contact ever. I was in Avalon, and, after being picked up by New Zealand's Pacific Maritime Net, was able to talk with my brother in French Polynesia.

Bill Houlihan
Sun Baby, Lagoon 410
San Diego

Bill — We think one of the reasons for the decline in SSB use is a combination of much-improved cell/data access, at least in Mexico except for large parts of the Sea of Cortez, and satellite devices' being able to do many things that an SSB can, and often better. For example, although you may not want to, you can read the New York Times in the middle of the ocean with a Go!.

The big exception is the SSB-only free long-range voice communication between boats, and especially free long-range voice communication among a group of boats, such as with the cruising nets. The importance of lots of people being able to listen in to a single conversation is made clear to us each year when we do the morning nets on the Baja Ha-Ha. For if we ever put on our SSB headphones to hear better, it means none of the rest of the mothership crew can hear. They won't stand for it, because the group conversations are such fun they are often one of the highlights of the day. — rs

↑↓ NOT DISMISSING THE SSB

I was able to read a paper copy of the June *Latitude* thanks to Andy 'Mr. Puddle Jump' Turpin's delivering them in the gift bags given to the participants in the Papeete-Moorea Rally. I found a very brief comment in the *Changes* section about a change in the communication requirements for all entries for this fall's Baja Ha-Ha. The Wanderer wrote, "...two of the best devices... are the Garmin InReach and Iridium Go!"

We've been cruising the West Coast of the Americas for more than three years and just completed the Puddle Jump. One of the best, if not the best, communication tools we have is our SSB radio. And yes, we do have a satphone too.

Thanks to the SSB radio, we've participated in radio nets throughout our travels, and the SSB gives us real-time access to other sailors and observers that is not available via the other two devices. At a minimum, we can join established nets that are essentially conference calls, check in for tracking purposes, seek or provide real-time help, and understand who is where — including those who aren't on the net but who have been seen by those on the net.



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LETTERS

During passages, established nets such as the Pacific Seafarers Net and the Maritime Mobile Service Net enter and track your location, and will move mountains if assistance is required, all in real time.

Several folks in our cruising circle have extensively discussed this shift in system capability away from SSB but believe that SSB provides significant benefits over the satellite-based systems. We suggest that others do not dismiss the SSB for the cheaper alternatives. We know cruisers who, having done the Puddle Jump, regret that they didn't have an SSB.

There is not enough room here for a full-fledged comparison between the systems, and surely vigorous proponents can be found for each system. But I'd like to see the Wanderer temper his qualification of "best devices" and simply suggest that there are satellite- and radio-based systems out there that can satisfy the requirement for "long-range two-way comms at all times." Folks should really do their homework if they have to make a single choice. There is significant cruising beyond the Ha-Ha, so don't shortchange yourself.

The best part of having an SSB? After 4,000+ miles and a lot of days, it's a real treat to match the radio voice to a real boat and face.

Kenny Linn
Alcyone, Beneteau 523
Marina del Rey

Kenny — There is a bit of a misunderstanding here. When we wrote "...two of the best devices..." we were referring only to the satellite-based devices, not SSB. Our intent was to discourage long-distance mariners from buying a Spot Messenger, which has severe limitations because it's based on the Globalstar 'bent-pipe' technology that greatly limits coverage.

The Wanderer's personal view is that while SSB is very nice but not critical for cruisers who are only doing the Ha-Ha, La Paz and mainland Mexico, it makes cruising so much more enjoyable for those in the rest of the Sea of Cortez (where there is very limited cell service), Puddle Jumping and in the South Pacific. — rs

↑↓ PINNED BY A 23-FT GREAT WHITE

There are a lot of stories about sharks and sailors recently. I'll tell you mine.

Although I don't advertise it, I used to be a commercial abalone diver. I was diving off my boat at the Farallones one day when what I estimate to be a 23-foot-long great white pinned me in a crack in the rocks for what I believe was about half an hour.

He would swim by me, and his eye was as big as the back of my hand. My right hand was around my ab iron, although I'm not sure what good it would have done.

When I finally decided to make a run for it, I shot out of the water like a seal and landed on the deck, glad to be alive.

A diver friend of mine was bitten by a great white at the Farallones. He had to be flown to Letterman Army Hospital by helicopter. He eventually recovered, but he was never the same.



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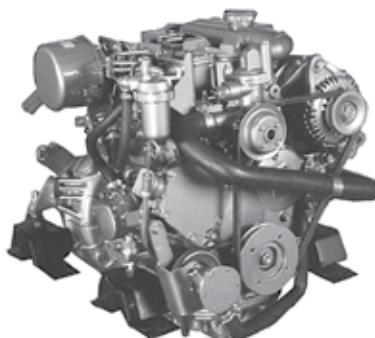
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LETTERS

Richard Pomeroy
Flying Carpet, Polaris 43
Astoria, OR

Richard — Sharks aside, as a commercial diver you're lucky to be alive. Commercial fishermen don't get anywhere near the respect they deserve. According to a National Public Radio report from a couple of years ago, the average death rate of all American workers was 3.5 per 100,000. Fishermen had the most dangerous jobs, with 121 deaths per 100,000, followed by loggers and pilots. Compare that with firefighters, who are often assumed to have a very dangerous job, but who die at a rate of just 2.5 per 100,000, slightly above the rate of cashiers.

We absolutely don't mean to disrespect firefighters, as over the years we've had a number of firefighters as crew on Profligate and believe that they are among the most dedicated and competent public servants. But the next time anyone sits down to a sushi or other fish dinner, they might take a moment to reflect that fishermen die on the job at a rate nearly 50 times that of firefighters. And 12 times as much as police. — rs

↑↓ NORCAL CRUISING INFRASTRUCTURE

In the July 7 'Lectronic, the Wanderer asked for suggestions on how to stimulate the US economy by improving the 'cruising infrastructure' in California.

The following are my suggestions:

1) Dredge Treasure Island's Clipper Cove and put in a mooring field complete with a 24/7 reception boat, staffed with recent unemployed college graduates or Silicon Valley interns, to whisk us to a new restaurant/bar shoreside.



Sailors enjoy a potluck lunch at a New Year's Day raft-up in Clipper Cove.

2) Put a mooring field in Richardson Bay with reception boat and fees to allow boats civilized access to Sausalito.

3) Renovate Pier 38 in South Beach with restaurants, shops and 24/7 marine mechanics.

4) Dredge Horseshoe Cove and install guest docks for a restaurant/hotel.

5) The Ferry Building needs guest docks. Pier 1 1/2 is cute but too small.

6) Aquatic Park needs to have the piers rebuilt. In deference to the swimmers from the South End Rowing Club and Dolphin Club, there should be no mooring field.

7) Mission Rock needs to be dredged and a mooring field put in place. And give San Francisco Boatworks a 50-year lease so we have somewhere to haul out our boats on this side of the Bay

8) Alameda Naval Shipyard needs a public marina and docks for private use.

9) Build a new marina at Point San Pablo as a way station for Delta Dawdlers. In fact, include a new restaurant, hotel and boat repair facility.

10) The best and easiest for last. Dredge Ayala Cove at Angel Island and put in more mooring buoys. Allow boats to overnight at the docks, and maybe build a wall with a security guard to protect the park rangers from nighttime incursions onto the island.

While all this seems like just wishful thinking, consider the

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LETTERS



LATITUDE / CHRIS
The docks at Ayala Cove are available for daytime use only.

millions and millions of dollars' worth of boats on the Bay, all dressed up with not that many places to go. We have one of the most beautiful natural seascapes, but few places to comfortably spend the night or afternoon. It is time to start thinking positively.

Bruce Adornato
 m/v *Mary Shaw*
 San Francisco

Bruce — We like your ideas. Build them and maybe mariners will come. But what's with the 24/7 stuff? We think reasonable hours are just fine. — rs

↑↓ IN MY INFRASTRUCTURE DREAMS

How should the 'cruising infrastructure' be improved in California? I've got some ideas.

Overall, we should be thinking of working with Mexico to establish a string of small-boat marinas and other refuges stretching from San Francisco to the Sea of Cortez. This would encourage small-boat traffic all along the Coast, with the accompanying increase in economic activity from boatyards to bistros. Among the possibilities:

1) Improve harbor conditions at every reasonable cove from Half Moon Bay to Point Arguello. Plaskett Beach might be a place for a breakwater and anchorage. Point Sal would be another possibility. Europeans have built small-craft refuges in much more hostile places.

2) Build a harbor of refuge at or near Point Conception. Rounding the point has always been a major barrier to north-bound small-boat traffic, and a refuge would allow mariners to wait for favorable conditions in safety.

3) Improve selected anchorages in the Channel Islands. Find a half-dozen anchorages that could be made safer and more pleasant with the addition of well-designed breakwaters and floating dinghy docks, allowing boats to anchor overnight. Let the National Park Service charge for them, just as they do elsewhere for campsites. Maybe even offer guided hikes on some of the islands for a fee.

4) Develop a viable anchorage or marina between Channel Islands Harbor and Marina del Rey. There isn't a natural harbor, so we'll have to build one. But hey, that's what marine architects and engineers are for. This would encourage small-boat traffic from Los Angeles as far west as Point Conception.

5) Improve the moorings and anchorage at Little Harbor on the south side of Catalina. There are already picnic facilities ashore. This would make a lovely destination if it were a bit safer to anchor.

6) Improve access at Cat Harbor by instituting year-round shoreboat service that includes the anchorage.

7) Get the Navy to clear at least part of San Clemente Island for public use. After much public pressure, they did this with the entire island of Vieques off the east coast of Puerto Rico.

8) Enlarge the marina at Mission Bay.

9) Enlarge the marina at Oceanside.

10) Negotiate with the oil production cartel in Long Beach Harbor to build at least an anchorage tied to Island White or another suitable location, to give cruisers in transit a readily available stopover on their way north or south. Long Beach

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could use its currently under-utilized ferries to provide transport to the mainland.

11) As long as we're dreaming, how about an international agreement with Mexico to improve navigational aids and anchorages at the Coronado Islands? It would be wonderfully convenient to be able to overnight there instead of trying to slog down the channel into San Diego. In my dreams, we'd finance a small Customs and Immigration facility there, so northbound cruisers could check in on their way back from Mexico. In the long term, there might be reason to provide modest levels of fuel, water and provisions.

I know some of this looks like a foolish dream. But wouldn't it be fun to find out just how much really is possible?

Bob Schilling
Tuckernuck, Cherubini 44
Long Beach

Bob — Some of your ideas are not new — but haven't worked out well because there was no demand for them. Specifically, about 30 years ago there was a major proposal of a 'Nautical Stairway' of marinas and breakwaters — as well as some hotels, golf courses and even airports — along the Pacific Coast of Baja down to Cabo and up into the Sea of Cortez. The idea was to encourage California boats to head to Mexico by having a refuge, usually with at least food and fuel, every 70 miles or so. It was based on the complete delusion that such facilities would tempt something like one in every nine boats over 30 feet in California to go to Mexico each winter. Needless to say, it was a spectacular failure that hardly got off the ground — but did piss away tens of millions of pesos.

Fonatur, the Mexican tourism development organization, later came up with a similar but more modest concept, which led



Poor development planning ruined the great anchorage at Puerto Escondido.

to the creation of 15 or so Fonatur marinas and boatyards. Most of them were expensive flops because they weren't wanted or needed, and in the case of the one at Puerto Escondido, all but destroyed a fabulous anchorage. The only breakwater built was the one at Santa Rosalilita near Vizcaino Bay on the Pacific Coast. As we recall, it was never used and silted in within a year. Lots more pesos pissed away with little to show for it.

Honestly, we don't think there is that much need for major improvements between Half Moon Bay and Arguello, as the Central Coast weather and attractions are such that few mariners would want to hang around there for very long, even if the facilities were a lot better. The exception might be Morro Bay, which is popular and is sometimes short of convenient guest facilities. Point Sal doesn't make much sense to us as a refuge, as it's just a few miles south of Avila Beach, which is well protected and even has a boatyard.

Point Conception already has a terrific natural anchorage that has provided excellent protection for mariners waiting for good weather to head north. As it's one of the last nearly pristine areas of the California coast, we wouldn't want to see any 'improvements'.

One area where we think there could be some improvement is Santa Cruz Island. We think there are a few places, not a whole lot, where mooring buoys might be welcomed by all but pur-

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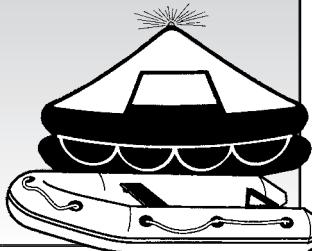
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LATITUDE / RICHARD
The damaged pier at Scorpion on Santa Cruz was replaced last December.

with a few more landings at Santa Cruz Island. The greatest improvement, however, would be a few cell towers. If we could get Internet, we'd spend a month there every fall.

In what might be the ultimate environmental heresy, we also wouldn't be opposed to some very limited and tasteful development on Santa Cruz Island. We're talking stylish Capri as opposed to dated Catalina-circa-1940s style.

Open two or three small parts of the island to very limited residential and commercial development, using the real estate profits to put a slight nick in California's horrendous pension deficit.

There already is a stop between the Channel Islands and Marina del Rey — Paradise Cove. We use it every year in the SoCal Ta-Ta. It's beautiful, and you can even go ashore and buy very expensive drinks in the restaurant. On occasion, it can be rolly for monohulls without flop-stoppers.

It seems so wrong to us that there aren't more up-to-a-week-long free anchoring opportunities in Long Beach Harbor. We suspect one reason is that authorities fear they'd have a horrible time trying to enforce the rules on people living aboard derelicts.

We don't know much about San Clemente Island, but why not?

We're not big on the Coronado Islands because they aren't very attractive and, stinking of bird poop, aren't very hospitable. We think it would be better to create a lovely tropical-themed 'Isle de Cortez' from scratch about five miles off San Diego — similar to the popular Frioul Islands just a couple of miles off Marseille, which sparked this whole infrastructure question. Isle de Cortez could even have a 750-berth marina similar to the one at Friouls, a couple of man-made surf breaks, caves and other attractions. It can all be paid for by the profits from the Isle de Cortez Casino owned and operated by the Cruiser Tribe of California.

What are the chances of any of even the best of these ideas happening? Slim. Very slim. — rs

↑↓ MODEST PROPOSALS FOR IMPROVING THE CRUISING INFRASTRUCTURE

The older I get, the more tired I get waiting for the 'Big One' that seismologists are always talking about. If the Wanderer wants some additions to the 'cruising infrastructure' in California, I'm sure that a few well-placed subterranean

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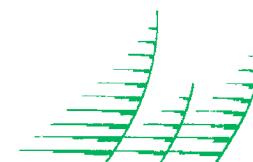
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explosions along the San Andreas would help. After all, I'm sure there would be plenty of calving of the coast, creating some beautiful new islands.

That would be a wonderful opportunity for cruisers to occupy the new islands and declare them an independent nation. The sovereignty of the new nation could be enforced with a few nuclear warheads, which could probably be picked up for pennies on the dollar at a government auction.

Or if we get too tired of waiting for the Big One, we could draw some big 'X's at the desired locations and tell North Korea, "Aim here."

Hans Petermann
Planet Earth

Hans — The odds are that statesman Kim Jong-un would be quicker to change the cruising infrastructure than Mother Nature. After all, tomorrow is a long time when it comes to big-time geological events.

What cruise-worthy islands California has, with the exception of San Miguel Island, are volcanic in origin rather than the result of coastal calving. And, according to experts, there is no deformation or any other indication that any of the islands in the Channel Island group will ever resurrect their volcanic origins, which had their roots approximately 15 million years ago when the area was a hotbed of volcanic activity. — rs

↑↓ THREE CHEERS FOR UNIT 15 AND OVERSEAS BOSTON

I wanted to give a shout-out to the Bay Area pilot boat crews, especially Unit 15 on *Overseas Boston*, for their outstanding communication with racers. I was crewing for *Golden Moon* on the YRA #2 race — our start was at the outer end of the Olympic Circle near mark F; the upwind mark was a port rounding of Harding Rock. We were racing in a flood and our fleet headed to Angel Island then tacked around Point Blunt looking for relief. Before we tacked onto the starboard layline for Harding, we saw the bow of *Overseas Boston* peek out from behind Point Blunt like a late starter charging through the pack. For a racer, it's a scary moment of uncertainty. Are they heading to the South Bay to park, or about to turn right and head out the Gate? With Harding being a center-channel separation mark, you can't even dodge to the safe side and guarantee an unobstructed rounding.

The bar pilot chatted with our race committee, then made contact with the fleet on our race channel. He calmly instructed the first four boats to continue toward Harding Rock and the remainder of the fleet to hold up short to give him a gap. It was incredible, professional communication that was very clear. He identified a boat with a black mainsail for a minor adjustment and then had the room he wanted for passing through the fleet. After his bow was clear of Harding, he made a call-out to all boats on his starboard side to charge on and do well in our race.

As a racer on San Francisco Bay, I know we add a huge amount of stress to the pilots of those large vessels that work where we are playing. It's great to be able to work with them for the safety of everyone. This situation was an example of how we can work together.

Brent Draney
Crew on *Golden Moon*, Express 37
San Francisco Bay

↑↓ BABY BOOMER ON BOARD

I've been sailing on and off for most of my life, and owned a 30-footer on San Francisco Bay for most of my 30s. I'm now 64 and have been sailing and racing with friends for the past

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20 years.

At this point in life, I have the time and the funds to test my desire for an extended offshore cruising experience. It seems



You don't have to be young or have your own boat to do the Ha-Ha.

as if the Baja Ha-Ha would be the perfect solution. I'm not looking to own another boat right now, but I could help pay for fees, boat prep, provisions, return delivery and any other expenses. I also have a couple of friends interested in doing the same.

Can anyone direct me to boatowners, sailing schools, sailing associations or other groups I could get in touch with? I bet I'm not the only baby boomer with time and money who wants to see if cruising is part of the next chapter in life.

Roger Krakow
Sausalito

Roger — Each year a number of Ha-Ha skippers look for crew, and if that crew is willing to chip in for expenses and such, it generally means they go to the top of the lists of prospects. The Latitude Crew List is a great place to get your name out. However, given you are willing to chip in, we think it might be worth your while to invest in a Classy Classified, as it will let the most Ha-Ha skippers know about your interest and offer. We hope to see you at the Costume Kick-Off Party in San Diego!

— rs

↑↓ WHAT ABOUT AN EVENT AFTER THE HA-HA?

Having done the Ha-Ha, and then really enjoyed La Paz, for the last several months we've been in the Puerto Vallarta area, sailing a bunch and loving it. We have fallen in love with the city and Mexico.

The other day we ran into Chuck 'Skinny' Skewes of Ullman Sails, who also did last year's Ha-Ha. We threw around some ideas for a Ha-Ha-style event following the Ha-Ha. We were thinking of something like Cabo to Frailes to Bahia de los Muertos, then a choice of La Paz or Puerto Vallarta.

Chuck has expressed an interest in being a sponsor, and we would take on the role of committee boat. Naturally Latitude 38 would be key in providing promotion and support. We're wondering what your thoughts and feelings would be about such an event.

We also would love to do the Ha-Ha again, as Chuck will be doing. We are looking to have paying guests on as crew to offset the costs of repositioning back to San Diego.

As the fleet for the Ha-Ha is growing every year, we would also be open to offering our yacht to act as a second committee boat and help manage the fleet at sea.

Kenny and Donna Knoll
Jersey Girl, Irwin 65
Mahwah, NJ/Banderas Bay

Kenny and Donna — Years ago we briefly toyed with the idea of a post-Ha-Ha event to continue on up to La Paz and beyond, or over to the mainland. We quickly decided against it. Why? The Ha-Ha is a 'natural' event in that just about everyone has the same goal — safely get to the tropics at the start of winter. Just like everyone in the Atlantic Rally for Cruisers

LATITUDE / RICHARD

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(ARC) has the goal of getting across the Atlantic to the Caribbean for the start of that season.

After each of the natural events, the shared goal of the group falls apart. Everybody has different interests, plans, goals and speeds at which they want to move. And after the Ha-Ha, you have to throw the disruptions of Thanksgiving and the Christmas holidays into the mix. We just don't see the cohesion to keep much of a group together, particularly if you get hit by a mild Norther and half the fleet had made it to Muertos while the other half is taking it easy and waiting out another three or four days in Frailes.

Most of all, after two weeks of being part of a big group, most people feel like it's time go it alone or with just a buddy boat or two. And we think they are right.

If you and Chuck want to put on a post-Ha-Ha event, be our guest, and we'll mention it during the Ha-Ha. That said, Dietmar Petutschnig and his wife Suzanne Dubose of the once-Las Vegas-based Lagoon 440 Carinthia are starting an event called the Panama Posse. The couple were novice sailors when they did the Ha-Ha in 2008 but have done extensive sailing across the breadth of the Pacific since then.

Dietmar is a great guy, but we're not sure about this Posse concept of "six months, seven countries, 30 boats, and hundreds of anchorages between Mexico and Panama." Running the Ha-Ha has often been described as "herding cats," but at least they're all going in the same direction at about the same pace, in a relatively short time frame. But who knows, maybe Dietmar is on to something with his event that starts a couple of weeks after the end of the Ha-Ha. You can find details at www.panamaposse.com.

One also has to remember there is the annual El Salvador Rally, which has no specific starting time or place, but is sort of from Banderas Bay to Bahia del Sol, El Salvador. The festivities at Bahia del Sol run from March 13 to April 7. It's 1,168 miles from Puerto Vallarta to El Salvador, with plenty of



JERSEY GIRL

Kenny, ex-Coastie, helped a number of Ha-Ha boats last year.

places to stop — including Chameila, Barra de Navidad, Las Hadas, Zihuatanejo, Acapulco, Huatulco and Chiapas — along the way. According to organizers Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 Mita Kuuluu, the longest passage for even smaller boats should be two overnights. See www.elsalvadorrally.com for details.

Back on the subject of the Ha-Ha, you guys were a tremendous (just tremendous!) help to the Poobah last year. But because of liability issues, we think it's best that you and your boat remain private Good Samaritans rather than being an official part of the Ha-Ha. — rs

↑↓ DOES BOATER EDUCATION REALLY WORK?

A Latitude article about the new California Boater Identification law mentioned that most other states have some type of mandatory boater ID/education program in place. So, where are the stats showing reduced accident rates? Or is there no data (as I suspect) to document a correlation between mandatory ID and fewer accidents? Color me jaded.

I am not in favor of more regulations, but rather than a rinky-dink online test, why not have novice boaters obtain

LETTERS

ASA or Power Squadron certifications? At least that will give them an opportunity to learn something and get hands-on experience. And let anyone who can document years of ownership/hours on the water test out.

My 16-year-old will have to take the test, but he's been on the ocean in sail, fishing and rowboats and motorized dinghies since he was 5. Compare that experience to a novice who passes the test and gets a lifetime boater ID card (sigh). I see this as a new government intrusion that will do nothing to improve the condition it is supposed to alleviate.

Daniel Hallal
Buckwheat, Santana 23D
Marina del Rey

Daniel — Many of our readers have expressed concern that the new Boater ID law will be more of an inconvenience and intrusion than a demonstrable safety improvement, especially for what many of our readers see as the real problem: rental personal watercraft. We only hope that some kind of balance can be struck. — th

↑↓ BUT HOW ABOUT SOME SAFETY STANDARDS

Concerning the California Boater ID law, how does anyone come up with the notion that requiring PWC renters to exhibit some basic training would "doom the industry?" I guess such a person believes the ridiculous nanny-state notion that requiring people who rent cars to have a driver's license has doomed the car rental industry. I have seen more foolish behavior from people on PWCs than on any other vessel. While a boater's test will not eliminate foolish actions and accidents, people who rent PWCs will have at least been exposed to some basic boating safety and vessel navigation rules.

Jon Hafstrom
Navarro Legacy canoe
Sierra lakes

↑↓ DON'T THROW OUT THE BABY WITH THE BATHWATER

As a longtime boating safety instructor with the US Power Squadrons, I share the frustration that many *Latitude 38* readers expressed about operators of rental boats (not only PWCs, but also giant houseboats) being exempt from needing a California Boater Card. The thought of someone being out on a boat with absolutely no idea of right-of-way rules, the meaning of buoys (including those white ones that say "no boats"), responsibility for one's wake, etc., is frightening.

But I don't agree with those who suggest that because of the exemption, we should completely throw out the new law. Some owners of PWCs operate them as stupidly as those who rent. And lots of owners of other craft — I've seen 'em.

The law requires the Division of Boating and Waterways to provide accident statistics every year. My hope is that these statistics will show the necessity of education for boat renters as well as boat owners.

Luther Abel
Planet Earth

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

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

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

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LOOSE LIPS

"T

he good seaman weathers the storm he cannot avoid, and avoids the storm he cannot weather." — Proverb.

T

hanks everyone for making our latest Caption Contest another booming success. We had over 150 responses between our Facebook page and *'Lectronic Latitude*. The most popular entries, by far, were variations and repetitions of: "Starboard. Starboard! STARBOARD!" We also saw: "The Eagle has landed (and a number of other Eagle themed quips); " "Tonnage Rules;" "Last act of defiance;" "Size does matter;" and ". . . Shit." Several entries referenced the immortal Captain Ron: "Don't worry they'll get out of the way. Learned that drivin' the *Saratoga*." We also heard a few, "We're gonna need a bigger boat[s]," and amazingly, we had another Grey Poupon reference.

Here's the winner, and the top 10 entries:



Can't cross his bow? Ha! Hold my beer, and watch this! — Tom Priest

"I blew my air horn five times and this big guy just keeps coming!" — Roger England

"Ship Captain: 'Did you feel something?'" — Bill Worden

"Objects in mirror are closer than they appear." — Lance Leonard

"Wait until he passes before waving the protest flag or the committee boat won't see it." — Keith Sagon

"Please tell me you paid the insurance bill." — Lee Blaireau

"Don't worry about them, sweetheart, I've studied my rules of the road. They will give way any second." — Gran Torino

"Sometimes you're the windshield and sometimes you're the bug." — Jerry Twomey

"What do five whistles mean?" — David Henry

"When there's two boats, there's a race." — Mike Sowers

"Starboard! . . . Actually, I was about to tack anyway." — Etienne Bourdelet

H

ow to Sail a Sailboat:

1.) Figure out where you want to go.
2.) Whichever way it is, do NOT aim the sailboat in that direction.

3.) Aim the sailboat in some other direction.

4.) Trust me, it's the way sailboaters do it.

5.) They are heavy drinkers. — Dave Barry

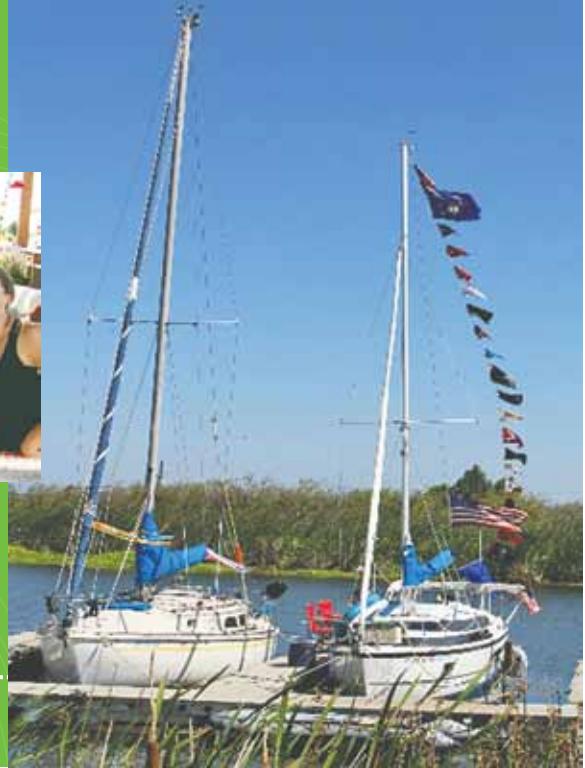
"T

he pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails." — William Arthur Ward

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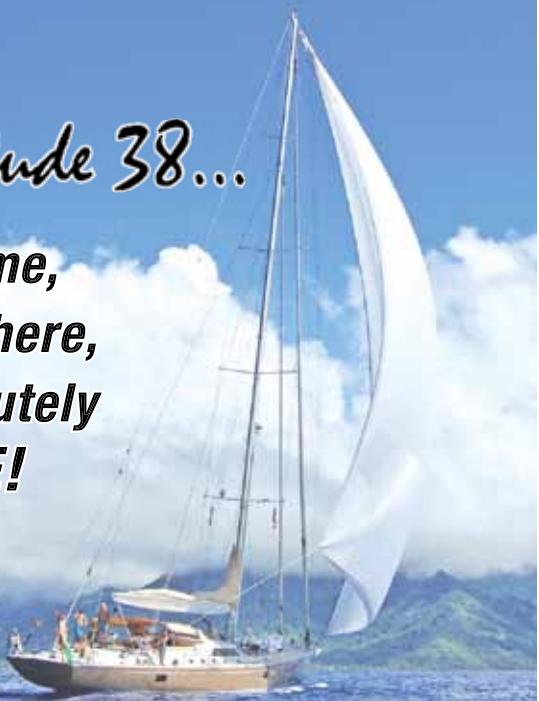


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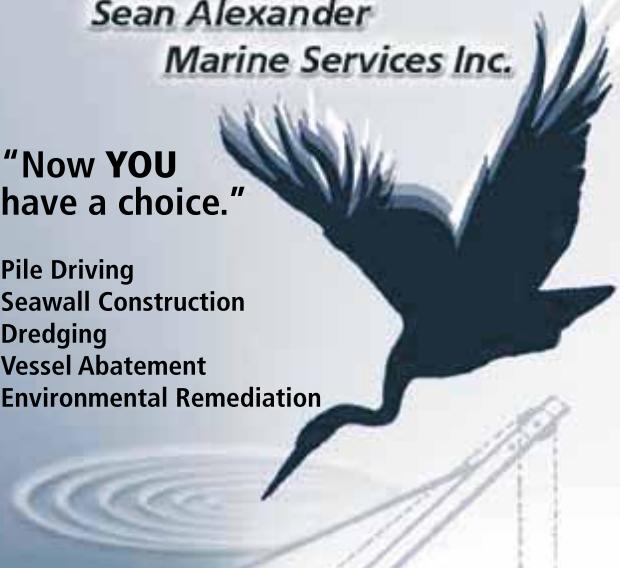


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SIGHTINGS

whale tales

Did you see that? Was it a seal, or a dolphin (or maybe the Loch Ness Monster)? You scan the water, but then, if you're lucky, you hear the spout, and suddenly there's no question: It's a whale!

The last two years in the Bay have seen what scientists are calling an unprecedented phenomenon. Doves of humpback whales have been chasing food into the Bay, and have become a regular and spectacular sight. We've been hearing stories and seeing pictures from our readers, as well as talking to experts about why the whales



MIKE SOWERS

"The tour boat skippers call this 'muggin,'" wrote Mike Sowers from Kaanapali, Maui. "This is a baby showing off. That's Mom to the right."

are here and how sailors can enjoy the spectacle in a way that's safe for cetaceans and humans. We're also reminded of San Francisco's shockingly recent whaling history, the relics of which still sit rusting on the Bay.

We take the abundance of whales as good news — while we still worry that the ocean is destined to become more plastic than saltwater one day, for now, our corner of the Pacific seems to be vibrant. "The health of the Bay has been really excellent," said Mary Jane Schramm, a spokesperson for the Greater Farallones National Marine Sanctuary, which is under the umbrella of NOAA. "There's a lot of marine life in the Bay that wasn't there 30 or 40 years ago."

In celebration of the phenomenon, we asked some of our readers to share their whale tales. "Doing the delivery back from Monterey after the Spinnaker Cup, we were dodging crab pots and whales," wrote Michael Johnson. "I think we encountered at least 15 whales. Late in the afternoon, a whale was apparently heading right at us when it realized we were in its path. Whale tail up, water in the cockpit and a slight bump to the hull as it went under us. Would hate to think what a direct hit would have done."

We also heard from a reader in Hawaii. "We were about three miles out from Lahaina when we happened upon a pod of whales," wrote Mike Sowers of Kaanapali, Maui. "I idled around them, keeping a good distance. Just as I made the turn to run parallel with them, a whale surfaced about 20 yards behind the boat. I shifted to neutral, which was apparently an invitation to say hi. The whale slid alongside the boat while looking up at us. Finding that we were friendly, he looped around and crossed under the boat while rubbing his belly on the keel. He did this three times, and every time he passed under the boat it lifted a bit, which had my wife a little concerned. I finally shifted into gear to move away. The whale took this as bye-bye in whale talk."

"A few years ago, we witnessed a 100-ft tour boat completely surrounded by whales. A baby was sticking his head out of the water by the stern so one of the crew could pet him. The tour guys said this happens because the whales are curious and none of them were alive when they were hunted — they have no cultural knowledge of being killed so they're more accepting of the noise makers going by."

In 1956, Del Monte opened a whaling station in Richmond near

if you see a blow

The whales in the Bay this summer are hard to miss. Most of the action has been off Crissy Field and Fort Point where, during flood currents, a dozen or more humpbacks may be spouting. The unprecedented influx of whales in the Bay began in 2016, as the humpbacks seemed to have learned that the City's waterfront is the hot new place to dine.

They're attracted by shoals of anchovies, and boaters are naturally attracted to the whales. Therein lies the hazard to navigation. NOAA recommends vessels keep a minimum distance of 100 yards. While humpbacks have a keen sense of hearing and are aware of engine noise,



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

SIGHTINGS

then go slow

boats under sail can surprise them. When feeding, they become oblivious, suddenly lunging to the surface as they engulf thousands of baitfish; or they breach, propelling their entire 40-ton bulk into the air.

With the prospect of humpbacks returning every year to feed, we're going to have to learn to give way to these ocean giants. So remember: "If you see a blow, go slow." To report your sightings of whales in the Bay, visit Golden Gate Cetacean Research's website at www.ggcetacean.org. To report harassment of whales, call 800-853-1964.

— bill keener, marine biologist

whales — continued

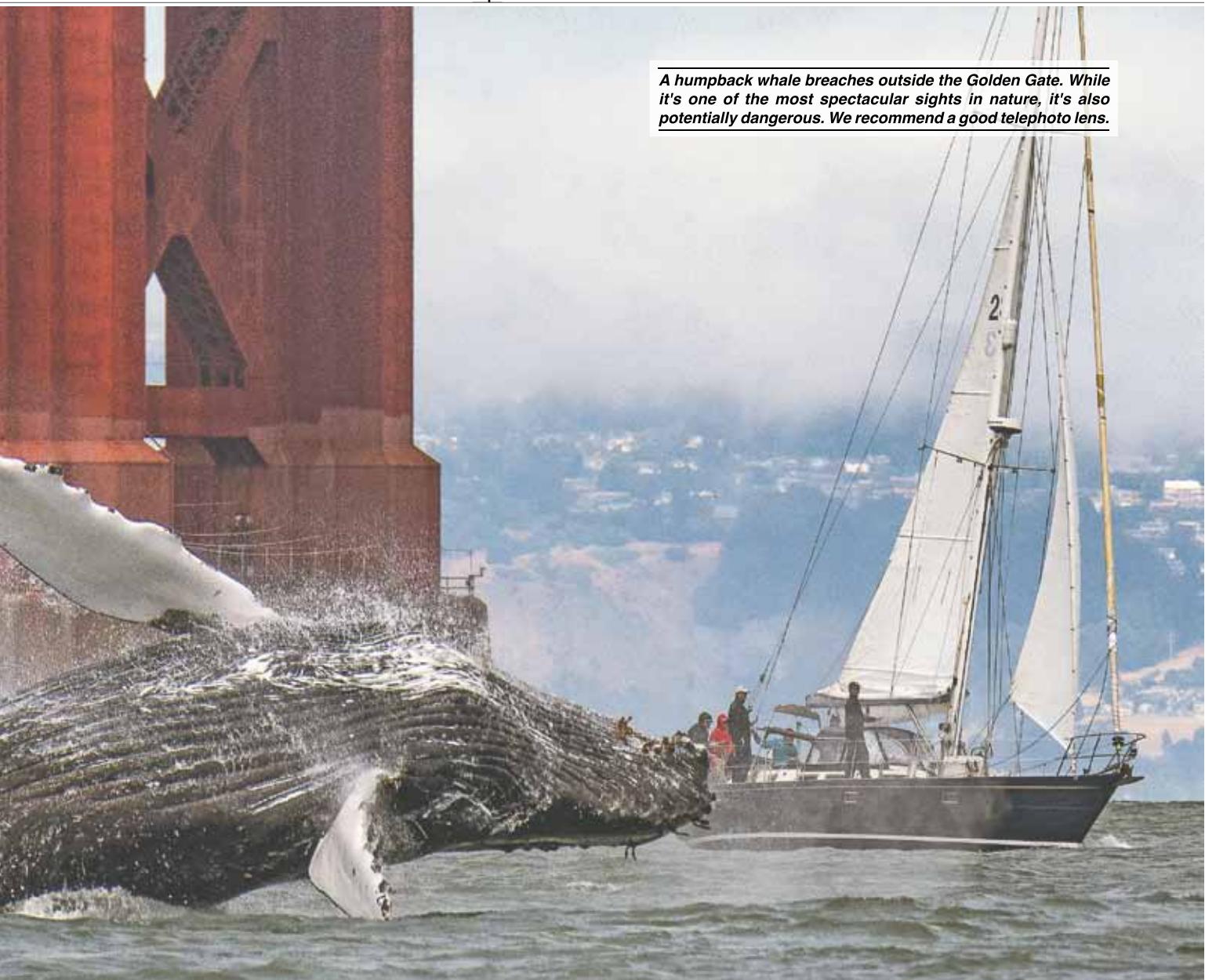
the East Brother Island Lighthouse. Operating until 1971, it was one of the last active stations in the US, and was "manned by a crew of 40 men who boasted they could reduce a humpback whale to oil, poultry meal and pet food in an hour and a half," wrote Mary Swift-Swan in *Bay Crossings*. "The station's boats hauled in an average of 175 finbacks, humpbacks and sperm whales a year."

Swan went on to describe grizzly scenes at the station, and wondered how whales were still being turned into oil and pet food through the late 1960s. But whale populations are on the mend. "Some groups of humpbacks are no longer on the endangered species list," Schramm, the NOAA spokesperson, said. "However, many of the ones we're seeing here are still on the list, and are considered at risk."

Schramm also said that because the whales are feeding so close to shore, some of the best whale watching in the Bay can be done from the Golden Gate Bridge, Crissy Field or Fort Point.

—timmy

A humpback whale breaches outside the Golden Gate. While it's one of the most spectacular sights in nature, it's also potentially dangerous. We recommend a good telephoto lens.



SIGHTINGS

young people, old boats

Can you teach an old boat new tricks? Or rather, can old boats breathe new life into sailing? When the fiberglass revolution took the world by storm in the '60s, the new 'plastic' boats leveled the playing field. Suddenly, the proletariat could go yachting.

"You didn't have to be a captain of industry to own a boat, and the new boats were suddenly affordable and accessible to the average guy," we wrote about 'Summer of Love Boats' in the June issue. And you "wouldn't go broke with the upkeep needed for a wooden boat." We believe these same now-old 'revolutionary' fiberglass boats still offer young people affordable access to sailing and cruising.

Phil Strause started sailing in Virginia — as a young man, he went on a charter with his family in the British Virgin Islands with a flotilla of almost 10 boats, which included some friendly racing. "After that, I was 'bitten by the bug,'" Phil, who's 33, said. "I had glorious dreams of a cheap sabbatical. I started researching sailing blogs and looking at a way to own a boat on the cheap."

After a few seasons of weekend cruising, Phil bought a Bristol 27

delta doo dah

You can tell summer is half over in the California Delta when a blizzard of yellow butterflies flutters over corn tall enough to harvest. And you can tell the summer is winding down when seasonal cruisers begin migrating home from Delta waters to harbors in the Bay Area and all along the West Coast. There's a general feeling that this summer will be remembered for lighter-than-usual winds and scorching air temperatures.

Winding down concurrently is *Latitude 38*'s Delta Doo Dah 9 cruising rally. Soon, we'll be collecting tales and photos from cruisers who've been there, done that, and have the T-shirts to prove it.

Free registration for the largely do-



MITCH ANDRUS



PHIL STRAUSE

Clockwise from left: Mitch Andrus, Quincey Cummings and their 1976 32-ft Fuji ketch 'Windrose'; Chris (foreground) and Jesse Brooks and their 1973 Dolphin 24 'Faith and Hope'; Phil Strause and his 1965 Wayfarer Islander 32 'Harmonic'.



deadlines

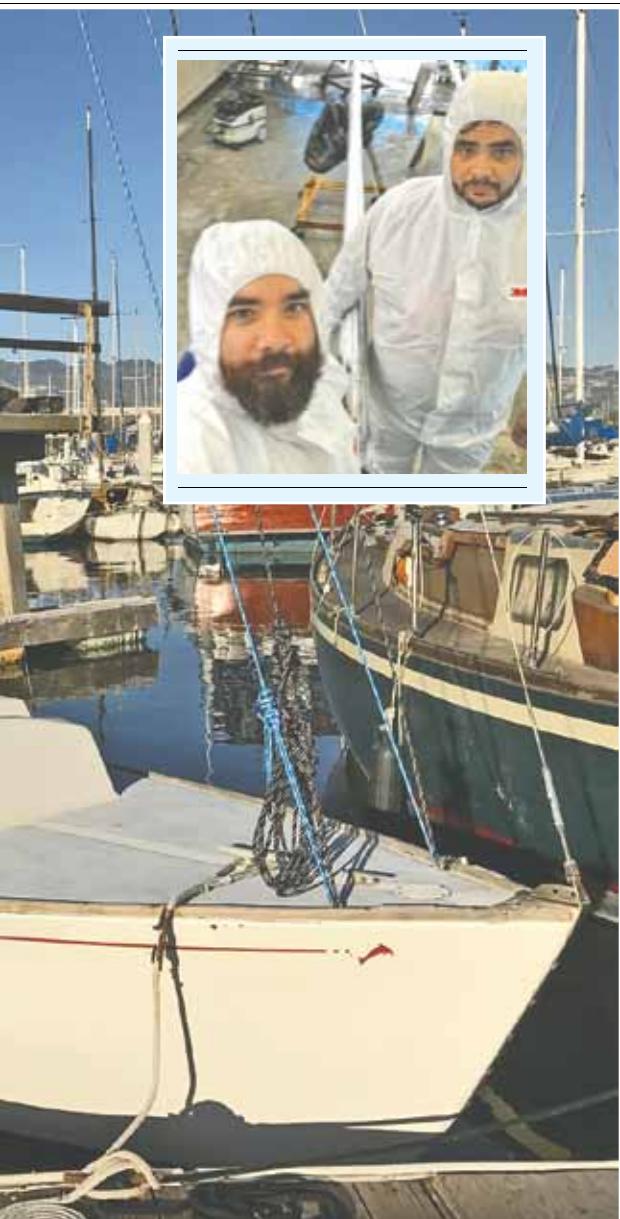
it-yourself rally will close on Thursday, August 31, at midnight, so there's still time to sign up at www.deltadoodah.com.

The final deadline for contributions to our coverage of DDD 9 will be Monday, September 4 (Labor Day).

Stories and photos can be sent to Doodette Chris at chris@latitude38.com. We'll also provide our 2017 fleet members with a private link to upload photos to a SmugMug gallery. Our event galleries can be viewed and enjoyed by all at <https://latitude38events.smugmug.com>.

Last but not least, look for our feature about Delta Doo Dah 9 in the October issue of *Latitude 38*.

— chris



CHRIS AND JESSE BROOKS

ypob — continued

and singlehanded down the Intracoastal Waterway from Annapolis to Key West for a three-month trip. After he moved to Berkeley, Phil began searching Northern California for the right boat. He eventually found *Harmonic*, a 1965 Wayfarer Islander 32, in Santa Cruz.

"The pre-1970s boats were super-stable and had very simple systems. They're cheap boats, but they're just solid. I think she's been to Hawaii and back." Phil said there was a good deal of "positivity and encouragement" from his partner Moni Blum (featured in the February 2016 issue of *Latitude*) to have a 'two-boat household', specifically, a racer (*Hang 20*, an Express 27) and a cruiser. Phil said *Harmonic* has the added advantage of housing friends and family when they come to town.

Phil is currently rewiring some of the systems, and hopes to install solar panels soon. "I like working on my own boat. I wouldn't want to buy a finished product — I'd rather have something with character."

Mitch Andrus and his wife Quincey Cummings had been shopping for a boat to live on when they found *Windrose*, a 1976 32-ft Fuji ketch. "I fully support old boats. We'd much rather be on a 50-year-old oceangoing bluewater vessel — it's the only way we can afford a well-built boat," said 29-year-old Mitch.

"We got a wonderful deal, but it took a lot of patience." Mitch added. "The boat was immediately sail- and livable." Over the past two years Mitch and 28-year-old Quincey have (among other things) replaced all the thru-hull fittings and plumbing, painted the bottom, taken the mast down to replace the hardware and rigging, varnished the interior teak and remodeled the head.

Mitch built new spruce spreaders entirely with hand tools, and replaced the electrical wiring. "It was particularly fun designing some new stainless fittings and tangs with the metal shop at Svendsen's," Mitch said, adding that the couple did almost all of the work themselves while they were still living on board, which they estimated to be over 400 hours. (Mitch also recommended Nigel Calder's *Boatowner's Electrical and Mechanical Manual*.)

"But this summer we made sure not to take on any project that would prevent us from sailing," Mitch said. "We get at least three daysails a month, plus one overnighter, and have it down to where we can put the living essentials away in 15 minutes."

Jesse Brooks and his brother Chris picked up their 1973 Dolphin 24 last October, and needless to say, the boat needed some work. "It was strongly recommended that we not sail without redoing the rigging," 29-year-old Jesse said. "We stripped and painted the mast and boom, dropped the rudder to repair a large crack, filled a couple of thru-hulls and sanded the bottom back to the barrier coat. There was just an incredible amount of sanding," Jesse said.

"We were covered in red paint," 32-year-old Chris added.

The brothers said they come from a custom car background. "This is our first boat," Chris said. "And it's more like a hot rod. Everything on it is custom. Every Dolphin seems to have a different masthead." Jesse and Chris received a few cans of donated bottom paint, and donated knowledge from the small, tight and abundantly wise sailing community at OCSC in Berkeley. "Being here in the yard is such a resource, just hanging out with people who have gone through the same thing," Jesse said. "That extra bit of help has been great. Beer has been an essential currency."

Jesse said the boat was more work than they thought. "It's taken just an enormous amount of dedication." As for naming their new-to-them Dolphin, the Brooks brothers had some serious family history to consider. Their great, great, great, great grandfather was an English sea captain who shipped prisoners to Australia. After wrecking in the Falkland Islands, Captain Brooks decided to try and sail over 1,000 miles for Rio de Janeiro in a 17-ft longboat, which was named *Faith and Hope*.

— timmy

SIGHTINGS

women's match race clinegatta

Thirty-six female sailors from the Bay Area, Southern California, the East Coast, and even St. Petersburg, Russia, assembled at St. Francis Yacht Club on July 7-9 for the San Francisco Bay Women's Match Race Clinic and Grade 5 Regatta, organized by Nicole Breault and core members of her Vela Racing team, Molly Carapiet, Dana Riley and Karen Loutzenheiser. StFYC offered its matched set of 10 J/22s for the clinic and regatta.



KAREN LOUTZENHEISER

The Women's Match Racing Clinegatta at St. Francis YC made use of the club's fleet of matched J/22s.

Bridge in July. According to Nicole, "It really took brave hearts and open minds to take on such an intensive task. In the end, we were amazed by the progress every sailor made. It is a testament to what women can do in this sport when they get a chance and go all-in."

After two days of classroom work and on-the-water drills, the teams raced a single round-robin, fully umpired Grade 5 regatta on Sunday, with Bartz Schneider serving as principal race officer and Rob Overton as chief umpire. Only a few skippers had ever match raced previously. The objective was to expose experienced women sailors to match racing and instill further interest. Quite a few participants said they would take the extensive course materials back to their home clubs to use as a template for training.

Friday's instruction focused on boat handling as a fundamental aspect of match racing. This afforded sailors the chance to get to know one another and the J/22. The four coaches, who comprise a team that regularly match races J/22s, gave specific instruction on individual tasks in getting the boat efficiently through maneuvers, how they support one another in these efforts, and the importance of clear communication. Friday evening shifted the discussion toward the match-racing game, and Saturday's drills exercised tactical thinking and execution in the pre-start and around the course. StFYC race committee volunteers and several of Overton's umpire team supported clinic sessions with mark setting, flag work and a taste of how umpiring works. The sailors fully engaged their brains and their bodies in the learning. Blustery 15- to 20-knot winds and afternoon full-ebb chop did not stop them from trying out aggressive boat-on-boat moves and pushing for improvement.

On Sunday morning, racing was delayed briefly while an armada of support boats and kayaks escorted the Golden Rivet Swim from the Golden Gate Bridge, through the race course, to McCovey Cove at AT&T Park. Later, the course was visited by a couple of the humpback whales that have been enjoying the Bay waters these last few weeks. In spite of all these fantastic distractions, the organizers rolled through nine flights of match racing in west-southwesterly winds that built from 10 to 18 knots during the afternoon.

Katie Ananina of St. Petersburg, Russia, (currently a student

continued on outside column of next sightings page

book

Of the 'Three 'R's, we enjoy reading the most. By far. 'Rithmetic? Forgetaboutit. Sure, 'writing' is right up there, too. But it takes a lot of work to make that look easy. So, yeah: reading. And it's a good thing we like it, because we do a lot of it around here, for both research and pleasure.

Our favorite theme? You guessed it: sailing. We consider it one of the great perks of this gig that a number of publishers send their newest maritime books to us for review. And because we get so many, we've decided to start spreading them out over the year. Here's a quick look at some of the latest books to cross our desks.



BRUCE STONE

learnin'

Tom Diaper's Logbook; Memoirs of a Racing Skipper (Tom Diaper, \$28) —

A fair amount of literature is dedicated to the Golden Age of Yachting — 1880 to about 1915. Most accounts are replete with photos galore of the huge and fabulous yachts campaigned by the likes of Kaiser Wilhelm, the Earl of Dunraven and Sir Thomas Lipton. But there's not much written from 'deck level', so to speak.

That's what makes this book so fascinating: It's written by one of the guys who actually sailed these boats for the above-named gentlemen. Thomas 'Dutch' Diaper was born into an Irish

continued in middle column of next sightings page

clinegatta — continued

based near Miami, FL), and her crew Bethanie Maples, Lisa Anderson and Linda Molnar (all Bay Area sailors) swept all of their matches (8-0) to win top honors. Katie was one of the few participants who came in with match racing experience, which proved immensely valuable for her team and the others. According to Bethanie Maples, Katie was "laser-focused on winning; her competitive vibe was infectious. [She was] a best friend to these other crews, not a new friend. A new friend is nice and non-confrontational. A best friend pushes you past your comfort zone so you can learn more and be the best sailor you can be."

Claiming second on the tie-breaker (6-2), was StFYC member Krysia Pohl and her teammates Susannah Carr (Seattle, WA), Johanna Altorfer and Nehal Gajjar (both from the Bay Area). Finishing third was skipper Marilyn Cassedy with Patricia Lapadula, Jennifer Arrington and Britni Belcher, all from California YC in Marina del Rey. For more information and full results go to www.stfyc.com.

— bruce stone



The entire group of Clinegatta competitors plus PRO Bartz Schneider, Chief Umpire Rob Overton and event organizer Nicole Breault.

SIGHTINGS

sailing with veterans

Those of us who've been sailing all our lives probably know that sailing can heal. So on a windy summer Sunday in Sausalito, a small crew gathered aboard *Valiant*, a 45-ft 1962 Sparkman & Stephens sloop. Most of the group doesn't have much sailing experience, but everyone is more than game. The boat belongs to Terry Moran, an Iraq War veteran. Joining him are Roberto Davis, a Marine Corps vet, Mike Hogan, a Vietnam vet and mentor with the Veterans Justice Court, and Greg Mendez, a district attorney.

Sailing can make for strange bedfellows.

Moran started the group, called Wooden Boats for Veterans, in 2014. "We believe that sailing on wooden boats is a good pathway to healing for some veterans trying to overcome their experiences in combat," Moran said. Hogan, who's new to the sport, agrees that being on the water can help people with unique injuries sustained in extreme circumstances.

"Sailing is good for traumatic brain injury and post-traumatic

continued on outside column of next sightings page

books

seafaring family in the 1860s, at a time when yachting was drawing many of his ilk away from fishing and onto some of the grandest yachts ever built.

Diaper's journals from the 1880s through the 1920s were assembled into this book, first printed in 1949. You think the nationality issue is new? Of the 44 crew aboard the Kaiser's 110-ft cutter *Meteor* for the 1896 racing season, Diaper notes there were "42 English and 2 Germans, who acted mostly as interpreters."

Celestial Navigation for Yachtsmen

(Mary Blewitt, \$17) — If they ever put together a navigators' hall of fame, Mary Blewitt would likely be one of the first



Terry Moran, kneeling on the right, shows a vet the ropes on the bow of his 45-ft S&S 'Valiant'.



SIGHTINGS

— continued

inductees. In the late '40s through the '50s, she was one of the most sought-after navigators in ocean racing, back in the days when 'knowing your stuff' meant more than pushing the right buttons on the GPS. We're not going to sit here and tell you Blewitt's little book makes celestial easy — to us, that stuff is rocket science.

But if you had this book, a sextant and an accurate timepiece, and you were in the middle of the ocean, and lightning turned your entire electronics suite into a Salvador Dali painting — we feel Mary's little book could get you the rest of the way to where you were going.

continued in middle column of next sightings page



ALL PHOTOS TERRY MORAN

vets — continued

stress disorder," Hogan said. "It just seems that it has a calming effect." Hogan also said that sailing offers as much or little socialization as vets want, something that's important for people trying to reintegrate themselves into society.

Wooden Boats For Veterans (WBFV) aims to empower, encourage and support veterans through the teamwork, camaraderie and sense of purpose that sailing offers. The organization has taken almost 80 vets sailing around the Bay Area for 'sail training'. This fall, Moran plans to take a crew of veterans down the California coast to San Diego aboard *Valiant*. WBFV is also in the process of restoring



On the left and wearing yellow is Mike Hogan, a mentor with the Veterans Justice Court and one of the most affable people we've ever sailed with. Hogan once flew all the way to Alaska just to help a struggling vet make the trip.

Clover, a 68-ft gaff-rigged sloop, which Moran hopes will eventually make biennial trips to Hawaii. Moran restored his S&S along with his father Fergus, who is overseeing volunteer veterans working on *Clover*'s refit in Richmond — the hope is to have the boat seaworthy in a few years and fully crewed by veterans for the trip to Hawaii.

"I'm pretty uniquely placed," said Moran. "I immigrated to the US from Ireland when I was a kid, then was off to the Navy and served in Iraq. And my son's in the Marine Corps. I wanted to weave these two important threads of my life together. Along the way, it became a father, son, grandson initiative."

The day we went sailing with WBFV was especially windy. Even with a reef in the main, *Valiant* was more than a little powered up after we reached down to Treasure Island, hooked around Yerba Buena and beat back to Angel Island in 25 knots. San Francisco has a way of ruining sailing for new sailors, but this new crew was perfectly happy bashing through the gut of the Bay.

"Wow, that thing is all the way in the water," said Roberto Davis, referring to the boom, which was skipping along the chop as Moran kept it more or less luffed while *Valiant* was on her hip. Davis was perpetually smiling, and later, when asked how he liked sailing, said: "Yeah . . . that was, that was . . . different. I'd never been sailing before. It was fun." Davis joined the Marines in 1975 at the age of 18. He was training for Vietnam, but the war ended before he was deployed. Davis was candid about his run-ins with the law. "By all rights I should be in prison."

continued on outside column of next sightings page

SIGHTINGS

vets — continued

The statistics on veterans are grim. Nearly 20 vets commit suicide every day, which is a rate 21% higher than civilians. There are more than 970,000 veterans considered disabled by the US Department of Veterans Affairs (VA). And perhaps most staggering: There are more than 50,000 homeless veterans, making up 9% of the total homeless population. And given the frequency of post-traumatic stress disorder, the lack of a structured post-service social network, and lack of transferable skills, many vets run afoul of the law.

Looking for people to take sailing, Moran met an ex-Navy SEAL who'd been in the Veterans Justice Court, an organization designed to work with vets who are in the criminal justice system. The former-SEAL put Moran in touch with Mike Hogan, who recruited what are called 'participants' in Veterans Court to go for a sail.

Most courts are considered adversarial, or are designed to punish those convicted of crimes. The Veterans Court is collaborative in nature, and can also be called a treatment court. "Rather than the parties opposing each other, why not work together to try and resolve whatever it is that brought about the criminal occurrence to begin with?" Greg Mendez, the district attorney said. "We don't even call people in the court defendants. And the issue of incarceration and punishment is used as a last resort."

Veterans Court also has a number of social workers employed by the VA, and is designed for vets who've incurred serious psychological and emotional problems through combat. "The idea is that vets get caught up in the criminal justice system, and a lot of times it's a result of what happened to them during their service," Hogan said. "The idea of Veterans Court is to honor them for their service by treating them differently." The statistics for Veterans Court show a high rate of 'graduation', or exiting the criminal justice system.

We eventually slipped into the lee of Angel Island, dropped sail, and motored our way back to Sausalito. Just past Raccoon Strait, Davis took a turn at the tiller. He said he was grateful that the judge at the Veterans Court intervened to give him a second chance. "Veterans Court didn't give up on me," he said.

Once back at the dock, everyone chipped in to scrub the salt-caked S&S. Davis and Mendez worked side by side with sponges and chamois. "It was good just to go sailing with Greg," Davis said later. "He used to be my nemesis, so to speak. In court, he used to be on one side of me with my lawyer on the other. But he would shake my hand and ask me how things were. Knowing he was going to be out there is one of the reasons I wanted to go."

Mendez was similarly pleased. "I was glad that Roberto was there. If I ever go out sailing again, I would welcome the presence of anyone from Veterans Court." Sailing can level the playing field, because everyone is in the same boat.

Mendez said that after sailing on *Valiant*, he made an announcement in Veterans Court. "I told them what a great time it was, and that it was important to see the City from afar, to see the city where they live and where their crime occurred. I implied that it would give them a fresh perspective. I think those kinds of things could have a really deep, important, positive impact for a veteran. I really do."

For more information about Wooden Boats for Vets, go to www.vetsboats.org, or call Terry Moran at (707) 334-3424.

—timmy

TERRY MORAN



Marine Corps veteran Roberto Davis, on his first sail with Wooden Boats for Veterans in July.

books

Anne Bonny's Wake (Dick Elam, \$22.99) — Imagine you've solo-sailed to a quiet, deserted anchorage and are enjoying the solitude when a beautiful, half-naked woman climbs up the stern ladder. (We love it when that happens.)

That's how this novel starts. Boat owner Herschel Barstow and the mystery lady then up-anchor for a series of adventures involving drug cartels, the CIA and perhaps a budding romance (hey, we're not going to give the whole thing away). Another level of editing would have made this book easier to read. And, just to clarify, *Anne Bonny* is the name of Barstow's boat; the book has nothing to do with the famous female pirate of the same name.

LOUIS KRUK



— continued

The Box-Wine Sailors (Amy McCullough, \$16.95) — Does this sound familiar? Young couple decides to ditch their jobs, buy a cheap sailboat and — with pretty much zero experience — cruise into the sunset. Yeah. Wish we had a dime for every one of these books we've seen over the years. That said, the story of Amy and her husband Jimmy's adventures as they bungle/sail from Portland, OR, to Cabo San Lucas is endearing and engaging, due to McCullough's sense of humor and writing talents (she was an editor at a Pulitzer-winning newspaper).

Both sailors and wannabes will like this book — the former because they will see much of their younger selves in its

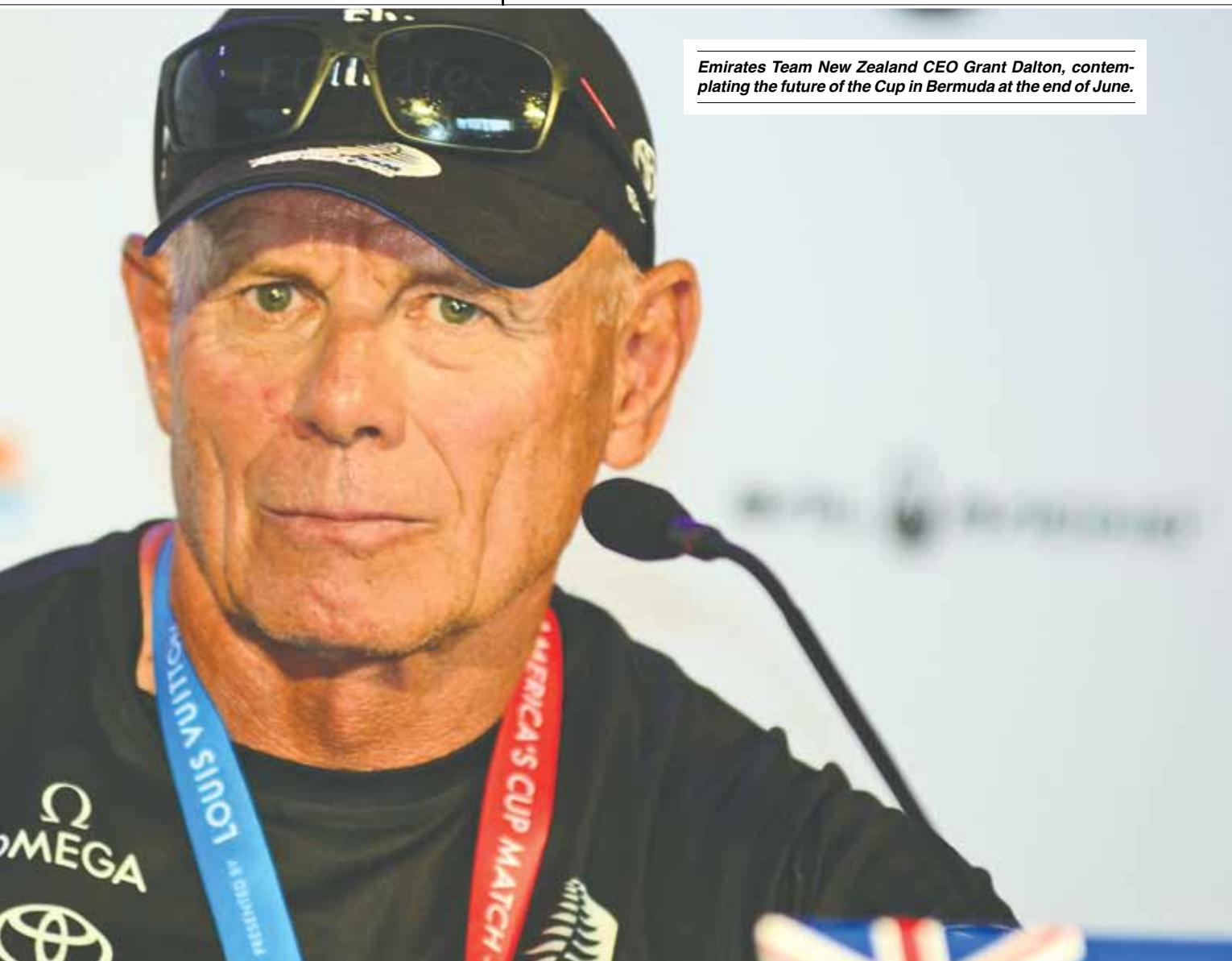
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kiwis announce an announcement

In July, Emirates Team New Zealand issued a much-anticipated press release regarding the format of the 36th America's Cup. The Kiwis announced (drumroll please) . . . that they'll be making an announcement . . . in September. The ETNZ website did say that the Kiwis, along with the Challenger of Record, Luna Rossa, were "considering the possibility [that] the 36th America's Cup Match . . . be conducted in Auckland in early 2021." Considering the possibility. Well, maybe. (The release also said that the protocol will contain a "constructed-in-country" requirement for yachts and a nationality requirement for competing crew members.)

Team New Zealand and its CEO Grant Dalton now have the impossible task of balancing the desire for the high-speed foiling version of sailing (which is vying to be a 'mainstream sport') with pleas from traditionalists who want to see the Cup embrace its slower monohull roots. "We're going to do the right thing," Dalton said after the win. If ETNZ does manage to make all of the people happy all of the time, maybe they should consider running for government.

— timmy



Emirates Team New Zealand CEO Grant Dalton, contemplating the future of the Cup in Bermuda at the end of June.

SIGHTINGS

son (and daughter) of a sailor

Parents have to make any number of sacrifices while raising their kids. Long drives to and from soccer (or Karate, swimming, fencing, riding) practice, late nights staying up finishing science projects, or buying new shoes and clothes that are outgrown or out of fashion in a matter of weeks.

So after all that work, is one of the payoffs of being a parent the chance to share what you love with your kids?

"Yeah, that's pretty much it," said Tim Stapleton, whose son Neil (also known as 'Haydon') and daughter Devon have become sailors in their own right. "After all of the stuff you have to go through as a parent, to finally go sailing and have something in common with your kids is great."

When his dad finally took him to Richmond Yacht Club, Haydon, like so many unwitting kids before him, was passed the torch to carry the sport into the next generation.



Haydon Stapleton traps as Mike Pacholski helms during the 2014 29er worlds.

"I absolutely hated sailing when my dad first signed me up for the junior program," Haydon said. "It was during the winter. I was, like, 7, and it was just super-cold. I was so skinny, so I was constantly freezing. We'd have to be ripped off the dock. We used to hide in the showers. Anyone that liked sailing was considered a freak."

Haydon would eventually come into his own in the sport, and has gone on to build an amateur racing career. He's currently on the sailing team at the University of California Santa Barbara, where he'll be a senior next year.

"It was probably three years until I started liking sailing," Haydon continued. "I wasn't good at anything else, so I stuck with it." The saving grace came when Haydon got to camp out and sail his El Toro at Stockton Sailing Club (which is considerably warmer than Richmond). Haydon went on to race in the popular fleet until he was about 15. "And my dad would take me all over to do the El Toro championship circuit. It was cool." Haydon won the junior North Americans in 2010, and eventually teamed up with his friend Mike Pacholski — who won the North Americans the year before — to sail 29ers (Pacholski's father is also a competitive El Toro sailor, in keeping with our theme).

"The 29er was awesome," Haydon said. "And that's when I started traveling more for regattas." The circuit took Haydon all over California, as well as to Florida and Canada. "And my dad would always drive us to the events. He would pack up the car and take care of all the traveling stuff."

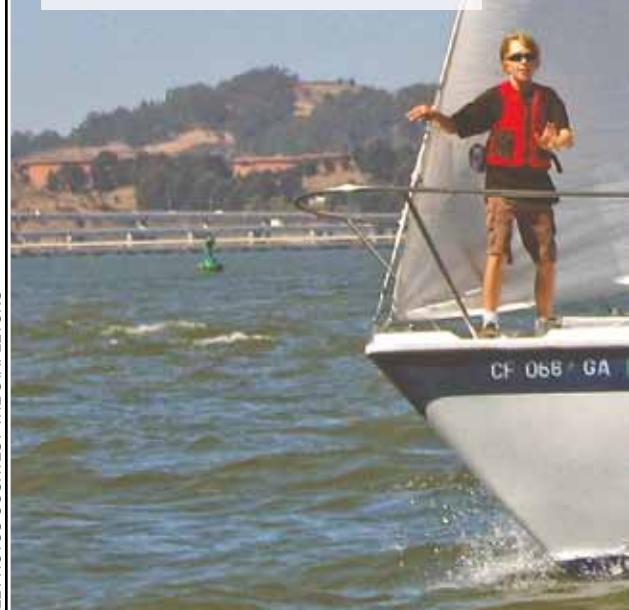
Haydon has also traveled across the country with the UCSB sailing team, serving as both skipper and crew. He sailed in seven regattas last year, six of which were on the East Coast. "And my dad is

books

pages; the latter because it will make them realize that if Amy and Jimmy can do it, so, perhaps, can they.

Modern Weather for Sailors (John Jourdane, \$16.95) — We've known Jourdane ever since he was navigator aboard Grant Dalton's maxi-ketch *Fisher & Paykel* on the 1989-90 Whitbread Race.

He's done two other round-the-world races, crossed the Atlantic 12 times and been back and forth to Hawaii more than 50 times. He is a walking encyclopedia of navigation and weather forecasting, and a helluva nice guy. He shares much of his knowledge in this nifty little book that ought to be required gear for any offshore nav station. Along with brief synopses of sea breeze, GRIB files and clouds are quick references to all the



ALL PHOTOS COURTESY THE STAPLETONS

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— continued

websites any modern navigator might need.

Interspersed with the 'heavy' stuff are little jewels of information, such as, "Sailing down the west coast of Baja, California . . . if there are mountains and valleys, and you smell smoke — go to the beach. There is more wind toward shore."

South (Sir Ernest Henry Shackleton, \$40) — The most fascinating — and enduring — tales of survival are not penned by scholars. They are told by the men who were there.

Few are more awe-inspiring than Ernest Shackleton's extraordinarily detailed account of his ill-fated 1915 expedition to the Antarctic. His ship, *Endurance*

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son of a sailor — continued

still very involved. He likes to keep up with all the scores."

The elder Stapleton recently bought a J/80, and sails in Richmond Yacht Club's intraclick series, and Haydon and Devon have gone out for a few races. "I did one of those events with him and it was really fun. We're still getting the boat figured out." Sailing with your family can be enjoyable, but it can also be, well, sailing with your family. "I used to have a hard time differentiating urgent tones from angry tones," Haydon said. "But now, since we're all learning the boat, we're all a team."

Tim and Haydon said that Devon — soon to be a senior in high school — is less competitive, but no less a sailor. "I feel like she's more into just doing it for fun," Haydon said. "We're pretty different in most ways." Haydon also mentioned that his mother Karen is the daughter of Neil Munro, who was also a sailor and one of the founding members and first commodores of Sausalito Yacht Club.

We're tempted to end this story with a few Jimmy Buffet lyrics, but will settle for this old adage instead: The family that plays together, stays together.

— timmy



The Stapleton family, over a decade ago, sailing together in the East Bay. The son and daughter of a sailor, Haydon (left inset, with his father Tim) and Devon (right inset) have found their own way in the sport over the years.

SIGHTINGS

kim desenberg 'retires'

Latitude 38 received a tip that Bay Area boatbuilder Kim Desenberg had retired on July 1. It turns out that 'retired' was an overstatement. "I've cut back to two days a week at Bay Marine," he told us. "I just turned 70, which prompted me to switch to part-time work."

A native of Newport Beach, Desenberg's long career in the industry began while he was still in high school and teaching sailing at Balboa Yacht Club in Corona del Mar with Bill Twist and Dave Ullman; then, after graduation, he worked for the DeWitt/Peters sail loft in Richmond.



COURTESY BAY MARINE BOATWORKS

Kim Desenberg began working at Bay Marine in 2010.

Desenberg began working for Tom Wylie in 1975, selling his 28-ft Hawkfarms. "Eventually I bought his fiberglass production division in Alameda, building the last three Hawkfarms, 16 Wylie 34 racer/cruisers, and 63 of the Wylie Wabbits." Desenberg ran the company, North Coast Yachts, for 20 years, first building the Wylie boats, then switching to boat repair work.

After North Coast Yachts closed, a 12-year stint at KKMI in Richmond followed. After a short break, he worked for seven more years at Bay Marine Boatworks, just down the block from KKMI.

Desenberg began sailing on family boats at age 3; he began racing at age 7, on a Sabot. As a teenager he sailed

aboard the family's Lapworth 36 *Mistral* and raced his own Snipe. At Stanford, he was a member of the sailing team. As skipper, he was named to the first Collegiate All-American sailing team in 1966.

"After college I began doing long-distance races and worked as a delivery skipper returning boats," he recalls. "I completed three Transpacs and returns, and races to Cabo San Lucas, Mazatlan, La Paz and Acapulco." California coastal races included MORA events to Southern California and Coastal Cups. He was part of a winning crew on a Hobie 33, a Mumm 30, on the Mancebo 24 *Bloom County*, and on Hawkfarms. The SORC in Florida, a Jamaica race, and the World One Ton Cup in Helgoland, Germany, were among far-flung races and deliveries.

"The longest sail of my life was as navigator with my friend Skip Allan aboard the Mull 42 *Improbable*. We delivered the boat from San Francisco to Newport Beach, raced on it to Hawaii (I believe we won our class and came in second overall in 1973), then took three months to get it to Sydney, Australia — stopping in Western Samoa, Tonga, Fiji and New Caledonia. In those days, celestial navigation was the way we got around our globe."

After 35 years, Desenberg still races his own 24-ft Wylie Wabbit, *Mr. McGregor*, locally on San Francisco Bay, on the Wabbit Wiver Wun to Rio Vista, and traveling to lakes such as Whiskeytown, Clear Lake and Huntington Lake in the Sierra. "Our longest race is still the Delta Ditch Run, in which we placed second overall this year," he said, referring to June's 67-mile run from Richmond to Stockton. Desenberg says that *Mr. McGregor* has also won the Delta Ditch Run, as well as the Three Bridge Fiasco, RYC's Great Pumpkin pursuit race, the Konocti Cup, the Dolphin Cup in Monterey, the Trans-Tahoe, the Southern Crossing and Tahoe 50 races, among others, as well as season championships and the class's Nationals — which will be held at Inverness YC on Tomales Bay September 29-October 1 this year. Sailing his friend's Wyliecat 39 *Checkered Past*, Desenberg has won the SSS Three Bridge Fiasco and RYC's Big Daddy pursuit race. The Stanford grad also enjoys participating in the Big Sail at St. Francis

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books

durance, was frozen into the ice and eventually crushed and sunk.

His 27 crew traveled by sea (both in the ship's lifeboats and by camping on drifting ice floes) for almost a year, finally making it to remote Elephant Island. Shackleton and five other men then sailed one of the 20-ft open boats 800 miles to South Georgia — across the Southern Ocean, in winter — then organized a rescue mission and went back for their crewmates. Shackleton didn't lose a single man. Not only that, the expedition's photographer chronicled the whole thing.

— jr



Kim Desenberg's Wylie Wabbit 'Mr. McGregor' romps through the 67 miles to Stockton in the Delta Ditch Run.

SIGHTINGS

— continued



LATITUDE / JR

kim desenberg — continued

YC in November just before the Cal-Stanford Big Game, a football rivalry. "I have sailed in the senior alumni division (I think it is the 'masters division', but we call it the "old farts"). We've won the last two years with Alan Andrews as our skipper, sailing in the club's J/22s. It's a fun event with the bands and cheerleaders in attendance."

He's a member of Inverness and St. Francis YCs through his wife, Anna, and has been a member of Richmond YC, where he's volunteered in race management, since 1982. "My retirement plans include working with Tom Wylie to help start up a nonprofit focusing on climate change and ocean acidification. This will include educational and research work on low-carbon-footprint vessels of his design — including the 65-ft Wyliecat *Derek M. Baylis* and the new Wyliecat 40, as well as other concepts being developed," he explained.

Retirement is definitely not what it was in earlier generations. We wish Kim all the best in his new and ongoing endeavors.

— chris

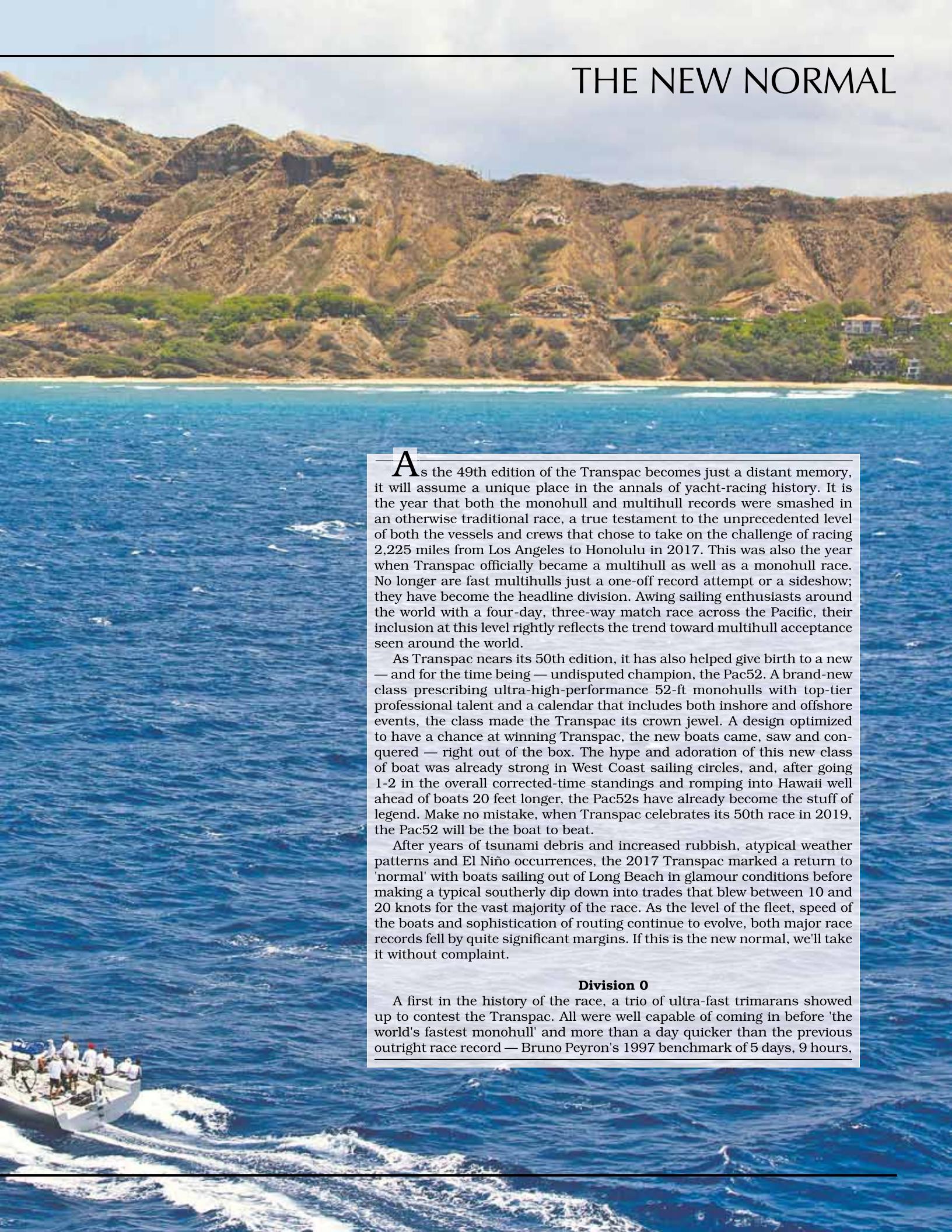


TRANSPAC 2017 —



*Frank Slootman, Gavin Brady and crew speed in to Waikiki Bay to finish — and win — the 2017 Transpac on the 2017 Pac52 'Invisible Hand', earning the King Kalakaua Trophy.
— photo Sharon Green / www.ultimatesailing.com*

THE NEW NORMAL



As the 49th edition of the Transpac becomes just a distant memory, it will assume a unique place in the annals of yacht-racing history. It is the year that both the monohull and multihull records were smashed in an otherwise traditional race, a true testament to the unprecedented level of both the vessels and crews that chose to take on the challenge of racing 2,225 miles from Los Angeles to Honolulu in 2017. This was also the year when Transpac officially became a multihull as well as a monohull race. No longer are fast multihulls just a one-off record attempt or a sideshow; they have become the headline division. Awing sailing enthusiasts around the world with a four-day, three-way match race across the Pacific, their inclusion at this level rightly reflects the trend toward multihull acceptance seen around the world.

As Transpac nears its 50th edition, it has also helped give birth to a new — and for the time being — undisputed champion, the Pac52. A brand-new class prescribing ultra-high-performance 52-ft monohulls with top-tier professional talent and a calendar that includes both inshore and offshore events, the class made the Transpac its crown jewel. A design optimized to have a chance at winning Transpac, the new boats came, saw and conquered — right out of the box. The hype and adoration of this new class of boat was already strong in West Coast sailing circles, and, after going 1-2 in the overall corrected-time standings and romping into Hawaii well ahead of boats 20 feet longer, the Pac52s have already become the stuff of legend. Make no mistake, when Transpac celebrates its 50th race in 2019, the Pac52 will be the boat to beat.

After years of tsunami debris and increased rubbish, atypical weather patterns and El Niño occurrences, the 2017 Transpac marked a return to 'normal' with boats sailing out of Long Beach in glamour conditions before making a typical southerly dip down into trades that blew between 10 and 20 knots for the vast majority of the race. As the level of the fleet, speed of the boats and sophistication of routing continue to evolve, both major race records fell by quite significant margins. If this is the new normal, we'll take it without complaint.

Division 0

A first in the history of the race, a trio of ultra-fast trimarans showed up to contest the Transpac. All were well capable of coming in before 'the world's fastest monohull' and more than a day quicker than the previous outright race record — Bruno Peyron's 1997 benchmark of 5 days, 9 hours.

TRANSPAC 2017 —

18 minutes; sailing fans knew that they were in for something special months before the race even started. What transpired was pure gold and should prove to change the race forever. H.L. Enloe's ORMA 60 *Mighty Merloe* squared off against Lloyd Thornburg's MOD70 *Phaedo*³ and Giovanni Soldini's 'foiling' MOD70 *Maserati*.

Merloe (ex-*Groupama 2*) is the fastest and most advanced ORMA 60 ever built. It was so fast it effectively helped kill the class. Led by skipper Jacques Vincent, the Transpac crew was bolstered by French sailing legend Loïck Peyron. *Phaedo*³ was fresh off a Transpac practice run in which they broke *Lending Club 2*'s 2015 course record and sailed to Hawaii in well under four days this May. A successful record-hunter, *Phaedo*³ was the smart money in the race. *Maserati* (ex-*Gitana*) is equipped with foils, and while there has been a teething process, many hoped that the vast expanse of the Pacific, the long-period swells and downwind sailing would finally allow the foils to shine.

Early in the race, *Maserati* showed a boatspeed advantage over her two rivals and began extending a lead while all three raced southwest on starboard tack.

Then, on July 9, *Maserati*'s lead fell by the wayside when their starboard rudder struck a UFO (unidentified floating object). "We were sailing fast at 28-30 knots when we heard a big bang," skipper Giovanni Soldini reported. "We immediately stopped the boat and managed to retrieve the rudder blade that was still attached by a retaining line. That was quite a difficult procedure because it was during the night, with lots of wind and

Jim Clark's 100-ft record-setter 'Comanche' lived up to her reputation.

SHARON GREEN / WWW.ULTIMATESAILING.COM



'Phaedo' and *'Mighty Merloe'* at their July 6 start off Point Fermin in L.A.

waves." The port and central rudders were unaffected, and *Maserati* continued racing.

In the end all three fast tris managed to break Bruno Peyron's record, but it was the smallest of the three that emerged victorious. First to cross the finish line off Diamond Head was *Mighty Merloe*, on Monday, July 10, at 5:02:30 p.m. Hawaii Time, for an amazing elapsed time of 4 days, 6 hours, 32 minutes, 30 seconds—26.5 hours faster than Bruno's time.

"Our head honcho Enloe took good care of us with a very well-prepared boat," commented helmsman Loïck Peyron (Bruno's brother) after the finish. "I often battled her as *Groupama 2* during

the ORMA days. It was nice to get back to my roots and especially to share some laughs and memories with my old French mates, Jacques Vincent and Franck Profit. The atmosphere for my first Pacific crossing was very laid-back—and fast—but not furious!

"It was a close shave fighting the boys from *Phaedo* and *Maserati*, and they kept pushing, which was good motivation for us. And breaking an old brother's record once again is still funny to do.

"It wouldn't be surprising to see the record chasers on their big toys turn up next year—now that there is fresh meat to hunt!" *Mighty Merloe* was awarded the Rudy Choi Perpetual Trophy for multi-hulls.

The only catamaran in the division, John Gallagher's Gunboat 62 *Chim Chim*, was honored with the Mark Rüdiger Celestial Navigation Trophy for navigator Jason Owens.

H.L. Enloe's previous boat, *LoeReal*, a Jeanneau 60 trimaran now sailed by Aussie Des Murphy, rounded out the division. The only cruising cat, Jerzy Poprawski's 42.5-ft *Kastor Pollux*, sailed alone in Division 0A after a couple of others opted out.

Division 1

Coming into this race, eyes were focused on Jim Clark's 100-ft VPLP-designed monohull *Comanche*. Skippered by Ken Read with Stan Honey as navigator, the boat was in the race for one reason and one reason only: to break *Alfa Romeo II*'s 2009 monohull race record of 5 days, 14 hours, 36 minutes. Sailing with fewer crew and fewer sails than normal for an offshore race, *Comanche* was stripped for weight and further optimized for the typically downwind conditions to Hawaii. A wide, powerful, power-reaching monster, the boat's Achilles heel is conceivably downwind running when compared with a boat like *Alfa Romeo II*—a sister ship to *Comanche*'s frequent sparring partner *Wild Oats XI*—which is significantly more narrow and slippery when going downhill.

With three years to figure out the boat since its initial launch, Read continues to be amazed by the boat's versatility. "This was another proof of concept for this boat," Read said. "We can adapt it to be competitive in any race around the world. We are all just stunned at what this boat can do."

Comanche sailed into Hawaii 13 hours ahead of the existing record, to claim a new race record of 5 days, 1 hour, 55



THE NEW NORMAL

minutes. Along the way, she also added another 30 miles onto the race's 24-hour monohull record, besting *Wild Oats XI*'s 2015 record of 453 miles sailed in a day. *Comanche*'s new Transpac 24-hour race

"This was one of the most pleasant races ever. The foulies and boots never came out of the sea bag!"

record stands at 484.1 miles.

Arguably the biggest headline in Division 1 is that the two Pac52s *Invisible Hand* and *Badpak* thoroughly dominated the fleet, running away to a convincing 1-2 finish both in division and in the race's overall standings. After also claiming the trifecta in the SoCal 300,

leaving the dock, and a major component of *Invisible Hand*'s success was very thorough preparation and an owner keen to extract maximum performance and reliability from the boat. "We were lucky with Frank as our skipper; he really gave us all the tools we needed to win the race, no excuses. If we needed new equipment, we had new equipment. We didn't carry a lot of spare gear, but we carried good equipment, and we looked after it really well. I think the only thing we broke was a spinnaker."



BRUCE ASATO / MIGHTY MERLOE

In Honolulu, Loick and the crew of 'Mighty Merloe' celebrate their record and their win.

veterans quickly put a plan into action to get to the finish line. After jibing over to port to lift the damaged side of the boat out of the water, the crew removed the missing rudder post and its remnants before patching the hole and continuing on under reduced sail area when on the un-preferred jibe. While the two Pac52s made gains on *Rio 100* when sailing on a starboard jibe, the much longer supermaxi pulled away once on a port layline to again claim the Barn Door Trophy for the first 'manually powered' monohull to finish.

Division 2

Latitude 38 took great interest in an older entry, one with which it shares a birth year, 1977. Celebrating the big 4-0 in 2017, Bill Lee's 68-ft sled *Merlin* was an early progenitor of the modern Pac52s.

Although *Merlin* broke her own record time (set in 1977 and held for 20 years) and finished ahead of Roy Disney's Andrews 68 *Pyewacket*, she corrected out to third in her division after *Pyewacket* and

Tom Holthus' San Diego-based Pac52 'Badpak' placed second overall in the race.

you'll see it sailing home, and I think that's really cool."

Not all that far ahead of the two Pac 52s on the racecourse was Manouch Mo-

shayedi's Bakewell-White *Rio 100*, which sheared off its port rudder (it has twin rudders) less than three days into the race. While sailing at 18-20 knots of boat-speed, the 100-ft fixed-keel supermaxi slammed into a submerged object in the night. The crew of experienced professionals and Volvo Ocean Race



BETSY CROWFOOT / WWW.ULTIMATESAILING.COM

Bill Lee-designed boats, including SC70s, 52s and 50s, accounted for 15 out of 55 boats.

Frank Slootman's San Francisco-based *Invisible Hand* is now undefeated in her first two ocean races.

Kiwi watch captain Gavin Brady, who helped create the Pac52 class, had nothing but praise for the boat, the crew, the owner/skipper and the competition. In a post-race interview with shore-crew-member Robbie Gabriel, Brady shared some insights: "We thought them being strong was an asset; we wanted them to be strong so they would push us," he said of the crew of *Badpak*. "We knew what they had, and they know what we've got, so I think we felt that actually working with them was an asset, and then let the games play out in the Molokai Channel."

As is often the case with ocean regattas, the race can be won or lost before



SHARON GREEN / WWW.ULTIMATESAILING.COM

TRANSPAC 2017

ONDE AMO RACING



Bowman Mike Corzine does stretching exercises aboard the Beneteau 40 'Onde Amo'.

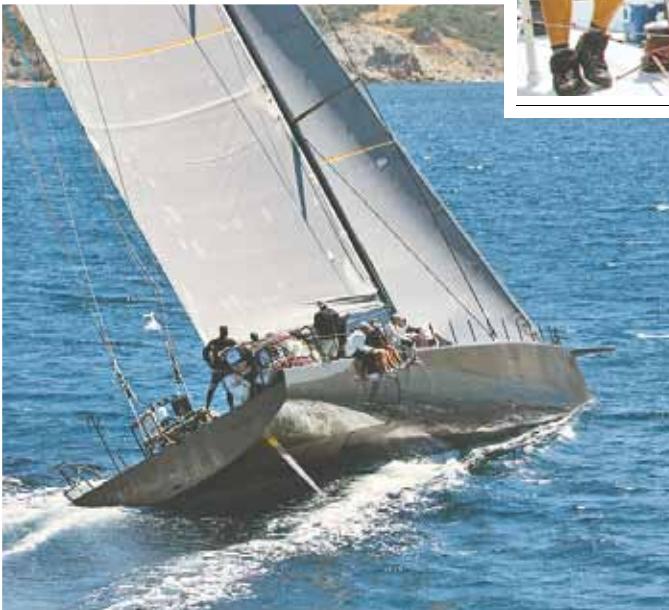
Joel Ronning's Santa Cruz 70 *Catapult*. Three more Bill Lee-designed SC70s and two more Andrews sleds rounded out the division. The Andrews 70 *Runaway* ran away from the rest on elapsed time, but corrected out fourth.

Once tucked into Waikiki, *Merlin* took out some local juniors from Hawaii, Waikiki and Kaneohe Yacht Clubs for fun sails, and everyone took turns at the helm of the legendary yacht.

Division 3

Divisions 3, 4 and 5 departed L.A. on July 5. The crew aboard the Division 3 winner, Chris Hemans' Rogers 46 *Varuna*, included Hemans' 14-year-old

'Rio100' retained the Barn Door Trophy (they won it in 2015 too) despite a broken rudder.



SHARON GREEN / WWW.ULTIMATESAILING.COM

daughter, Gray. The carbon-fiber black boat had few creature comforts for its crew of eight, which allowed them to stay light and have their best-ever elapsed time of 8:11:26:49.

Gray says she loves sailing offshore. "I love the open space, the sky, the sea, everything about it." She's done a long list of races aboard *Varuna* over the past two years to train and prepare for this one, and she feels that she was as much a part of this team as the older guys. "Everybody accepted me and I know everyone so well I would trust them with my life; they are like family now," she said. "This was a great race; it was a long time in preparing, but I'm glad I did it and want to keep doing more."

Division 4

With Division 4, we step back into the world of the Wizard, Bill Lee. He designed the six SC50s and four SC52s that make up the division.

Division 4 had the only dropout in the entire race. Mark Dowdy's Bay Area-based SC50 *Hana Ho* retired one

ding its way to that wonderful tropical egg in the Pacific. It looks like *Horizon* is fighting hard to inseminate themselves into the Ala Wai and claim the prize. The rest of us are out here fighting a slow death not knowing the battle has already been won.

"But the race isn't over until we cross the finish line. Even if we have to do it upside down or swim the documentation number across the line of the Diamond Head buoy."

The *Deception* crew had to settle for second place, *J World's Hula Girl* third. In fourth place on corrected time was the first SC52, William Guilfoyle's *Prairie*.

Division 5

Larry Andrews' San Diego-based *Summit 40 Locomotive* prevailed in this small four-boat division, finishing first on the morning of July 15 and holding onto the lead on corrected time. "I lived here in Hawaii for a while many years ago," commented Andrews at their Aloha Party, "and saw boats coming in from the Transpac, and vowed I would do this myself someday. It's many years later,



With the traditional mai tais, the 'Pyewacket' crew celebrated their win in Division 2.

but I'm really happy to be here now and fulfill that dream. In my business life I put good people in charge and let them run things the way they know how, and I have been lucky to do the same with this project — we have a great team."

Division 6

Divisions 6 and 7 were the first to start, sailing out from San Pedro on Monday, July 3.

Leading another four-boat division was the smallest boat in the race, the Canadian Hobie 33 *Dark Star*. Hailing from Calgary, Alberta, and co-owned by

day into their race and prudently returned to Long Beach when they discovered mechanical/engine problems.

SoCal sailor John Shulze's SC50 *Horizon*, no stranger to the winner's podium, vanquished the competition. But Bill Helvestine's Bay Area-based SC50 *Deception* didn't give up without a fight: "If you're watching the tracker," they wrote on July 15, "we're a slow sperm wig-

2017 TRANSPAC FINAL RESULTS

FL	CL	BOAT NAME	BOAT TYPE	OWNER	ELAPSED	CORR.
DIVISION 1 (Started July 6)						
1	1	Invisible Hand	Pac52	Frank Slootman	07:01:20:10	08:03:01:28
2	2	Badpak	Pac52	Tom Holthus	07:05:33:00	08:08:33:16
6	3	Aszhou	R/P 63	Steve Meheen	07:05:09:02	08:21:47:20
10	4	Medicine Man	Andrews 63	Bob Lane/Lisa Meier	07:20:45:51	09:06:02:36
25	5	Kinetic V	TP52	David Sutcliffe	09:05:47:26	09:22:04:12
26	6	Rio100	Bakewell-White 100	Manouch Moshayedi	06:17:09:09	09:22:10:02
33	7	Rapid Transit	Antrim 49	James Partridge	09:06:44:57	10:10:19:32
38	8	Comanche	VPLP 100	Ken Read	05:01:55:26	10:18:50:40
47	9	Weddell	Grand Mistral 80	Afanasy Isaev	11:00:36:24	12:21:40:09
DIVISION 2 (Started July 6)						
4	1	Pyewacket	Andrews 68	Roy Disney	08:04:32:31	08:17:28:28
7	2	Catapult	SC70	Joel Ronning	08:11:39:13	09:00:32:42
8	3	Merlin	Lee 68	Bill & Lu Lee	08:02:34:09	09:01:50:23
9	4	Runaway	Andrews 70	H.Velarde/T. Corkett	07:19:42:58	09:05:04:24
11	5	Grand Illusion	SC70	James McDowell	08:17:42:40	09:06:45:19
12	6	Buona Sera	SC70	Edward Marez	08:20:33:24	09:09:21:09
13	7	OEX	SC70	John Sangmeister	08:13:44:47	09:11:13:35
17	8	Mr. Bill	Andrews 68	David Happ	09:04:21:16	09:18:55:12
DIVISION 3 (Started July 5)						
2	1	Varuna	Rogers 46	Chris Hemans	08:11:26:49	08:11:19:30
3	2	Resolute	J/125	Tim Fuller	09:10:33:25	08:17:18:57
5	3	Lady Kanon VI	R/P 45	Naomichi Ando	08:12:49:40	08:18:19:02
15	4	Fast Exit	Andrews 40	John Raymont	10:17:00:32	09:14:52:16
16	5	Rasin' Cane!	J/125	Frank Atkinson	10:08:55:29	09:15:10:35
39	6	BlueFlash	Farr 400	Scott Grealish	10:22:15:25	10:19:03:27
DIVISION 4 (Started July 5)						
14	1	Horizon	SC50	John Shulze	10:03:55:07	09:12:37:30
18	2	Deception	SC50	Bill Helvestine	10:13:31:39	09:19:24:01
19	3	J World's Hula Girl	SC50 Mod.	Wayne Zittel	10:08:05:04	09:19:28:54
20	4	Prevail	SC52	William Guilfoyle	10:11:20:27	09:19:42:27
21	5	Sin Duda!	SC52	Fritz & Lindsey Duda	10:09:39:35	09:20:00:12
22	6	Flyingfiche II	SC50	Chris Wacker	10:12:21:55	09:20:06:47
23	7	Triumph	SC52	Steve Sellinger	10:11:31:11	09:20:45:20
24	8	Oaxaca	SC50	Michael Moradzadeh	10:15:30:30	09:21:45:02
33	9	Medusa	SC52	Jay Spalding	10:18:58:51	10:05:33:56
-	-	Hana Ho	SC50	Mark Dowdy	DNF	DNF
DIVISION 5 (Started July 5)						
30	1	Locomotive	Summit 40	Larry Andrews	11:21:00:15	10:04:52:32
42	2	t Draconis	XP 44	Hiroshige Ikeda	12:08:15:05	10:21:44:17
40	3	La Sirena	Beneteau 47.7	John Sandrolini	12:23:28:39	10:23:39:57
41	4	Zephyr	J&J 50	Michael St. Aldwyn	12:09:11:38	11:04:16:37
DIVISION 6 (Started July 3)						
29	1	Dark Star	Hobie 33	C. Lemke/B. Lawson	12:17:51:21	10:01:43:04
32	2	Creative	J/105	Ed Sanford	12:19:33:31	10:05:40:40
35	3	Onde Amo	Beneteau First 40.7	Stephen Ashley	13:00:53:31	10:11:09:30
42	4	Mirthmaker	Archambault 35	K. Denebeim/R. Daer	14:00:21:02	11:05:45:11
DIVISION 7 (Started July 3)						
27	1	Azure	Cal 40	Rodney Pimentel	13:12:53:59	09:22:32:29
28	2	Cubaneren	Wasa 44	Karl Otto Book	12:17:24:33	10:00:03:06
31	3	Sequoia	Cal 40	Fred Cook	13:21:59:37	10:05:29:07
34	4	Alicante	Sabre 386 MkII	Matt Humphreys	13:22:31:10	10:11:07:25
36	5	Shockwave	NPT 41S	Gary Grijalva	14:01:44:32	10:11:53:17
37	6	Between the Sheets	Jeanneau 49.6	Ross Pearlman	12:23:41:35	10:17:29:23
43	7	Tropic Thunder	Beneteau 46	John Miller	14:04:09:07	11:14:49:21
44	8	Cabernet Sky	Oceanis 48	Charles Buckner	15:19:39:04	13:08:36:55
DIVISION 0 / MULTIHULLS (July 6)						
1	1	Mighty Merloe	ORMA 60 tri	H.L. Enloe	04:06:32:30	09:08:52:26
2	2	Phaedo3	MOD70 tri	Lloyd Thornburg	04:09:30:36	09:20:58:32
3	3	Chim Chim	Gunboat 62 cat	John Gallagher	07:15:01:14	10:16:57:39
4	4	Maserati	MOD70 tri	Giovanni Soldini	04:12:48:55	11:03:15:01
5	5	LoeReal	Jeanneau 60 tri	Des Murphy	07:03:24:19	13:21:43:34
DIVISION 0A / MULTIHULLS (Started July 3)						
6	1	Kastor Pollux	42.5-ft cat	Jerzy Poprawski	15:05:50:57	15:05:50:57

Christopher Lemke and Brad Lawson, *Dark Star* was sailed by a crew of four. At the halfway point, they logged "a record run for us the last 24 hours. Great day of surfing. Seemed like we spent more time at 13 knots than at 8, with top speed 22 knots falling off a wave last night in an explosion of spray. That's it. We have no dry gear left."



DAVID LIVINGSTON

Bringing up the rear in Division 6 was Kirk Denebeim and Robb Daer's Archambault 35 *Mirthmaker*, a familiar sight in Bay Area races, also sailed with a crew of four.

"The last couple of days were a blur," wrote Mark Warren in their crew blog. "The wind intensified as we approached the Molokai channel. It was a very fast ride before daybreak and we spotted a navigation light on Molokai, our first sign of land since our start. It was daybreak by the time we entered the channel and Kirk decided on a really stable wing-on-wing setup that allowed us to hold a dead-downwind course which lined up perfectly with the large waves that were forming. The driving at this point was awesome and everybody relished their turn on the tiller surfing toward the finish line. We had to be careful of our surroundings as this was the area in which Gilligan and the Skipper were purported to have gotten the *Minnow* off track, and we all know what happened to them."

Division 7

The navigator on Matt Humphreys' Sabre 386 MkII *Alicante* was Berkeley's Paul Kamen. "This was one of the most pleasant races ever, from a creature comfort point of view," he said. "The foulies and boots never came out of the sea bag! We only had a few squalls late in the race, thanks to a relatively dry and stable air mass. In Division 7, the winning tactic was to stay north and well clear of a light-

TRANSPAC 2017

wind area left by the remnants of a tropical depression." Kamen has done 21 Pacific races: six Transpacs, 14 Pacific Cups and one Singlehanded TransPac.

"Division winner *Azure* reports that they listened to *every one* of my 1,000-odd music tracks on the thumb drive I left in their cockpit the night before the start. I'm sure the music was a key to their success. The collection is probably best described as a 'Dr. Demento goes sailing' playlist."

Kamen reports Rodney Pimentel's Alameda-based Cal 40 diverted to give five gallons of uncontaminated fuel to *Medusa*, Jay Spalding's SC52. "*Azure* probably lost about 45 minutes but did not want a time adjustment since they won their division without one."

The Bill Lapworth-designed Cal 40 debuted in the 1965 Transpac. *Sequoia*, the other Cal 40 in the race, was refit over a two-year period by owner Fred Cook and boatbuilder Cree Partridge at the latter's



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Pacific racing. When Bill Lee took the stage to present the Merlin Trophy to the first-to-finish monohull, *Comanche*, he pointed out that the replica of *Merlin* in the trophy case no longer resembled his boat, the latter having been "modified by eight owners, with four keels and rudders, two decks, four masts and two interiors." Being a great student of this race and its history, Lee also pointed out that with *Comanche*'s new record time, "It took over 100 years to cut the first elapsed time in half," referring to the schooner *Lurline*'s best time of 12 days, 9 hours, 59 minutes set in 1906 in the inaugural Transpac.

12 days, 9 hours, 59 minutes set in 1906 in the inaugural Transpac.

The 50th edition of the biennial race will be run in 2019; it is with some anticipation that we look forward to that milestone for the venerable event.

To read much more about the 49th Transpac, including many boat blogs, see <https://2017.transpacyc.com>.

— **ronnie simpson & latitude/chris**

Paul Kamen (second from left) and the crew of 'Alicante'.

Berkeley Marine Center. *Sequoia* placed third in division, after Karl Otto Book's Wasa 44 *Cabaneren*.

At the awards ceremony on July 21, *Merlin* was the sentimental favorite. The design set off a revolution in offshore



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MEET ME IN MOOREA —

If you had successfully crossed three or four thousand miles of open ocean nonstop in a relatively small sailboat, you'd undoubtedly feel like celebrating, right? That's one of two primary reasons why we and our Tahitian partners created the annual Tahiti-Moorea Sailing Rendezvous 12 years ago. Since then, this festive three-day event has earned a solid reputation among west-bound sailors as one of the most fun-filled and culturally significant highlights of their South Pacific travels.

Why culturally significant? Because, in addition to being a celebration of the cruising fleet's safe arrival, the Rendezvous' secondary purpose is to showcase time-honored elements of French Polynesia's rich cultural heritage in music, dance, sport, handicrafts and cuisine.

More than 100 sailors attended this year's event (held June 23-25), representing at least 10 countries on five continents. As always, the range of boats they arrived aboard varied substantially: from modest, production-built mono-

The joyful sounds of ukuleles and guitars filled the air.

hulls to flashy, custom-built catamarans, and everything in between.

All were members of this year's Pacific Puddle Jump fleet — a loosely affiliated annual migration of cruising boats that sails west to French Polynesia each year from various ports along the West Coast of the Americas. Because PPJ boats depart individually anytime between late February and early June, it's impossible to pick a Rendez-vous date that works for

all — it didn't help that winds during the crossing this year were reportedly milder than usual.

Not surprisingly, a common thread among those who were able to attend seemed to be a genuine curiosity about Polynesian culture and history. But their 'cultural education' began as soon as they arrived at the registration venue on Papeete Harbor's downtown quay. There, in the shaded gardens of the Tahiti Tourisme complex, the joyful sounds of ukuleles and guitars filled the air, serving as a subtle introduction to several intensely performed music and dance shows that would follow during the weekend.

Situated in the heart of downtown Papeete, the gardens are only a coconut's toss away from the classy, one-year-old Papeete Marina, where many of the newly arrived sailors had found berths. Nearby, were several gleaming, multimillion-dollar megayachts carrying sky-high, five-spreader rigs.

As crews arrived to register and pick up their swag bags and official Rendez-vous tank tops, we recognized many salty souls whom we'd met in March during our three annual PPJ Sendoff Parties in Mexico (at Nuevo Vallarta's Vallarta YC) and Panama (at either the Balboa YC or the Shelter Bay Marina).

As we learned about their crossing experiences, we were reminded how dramatically wind-and-swell reports can vary from one group to the next — even if they'd departed from the



JULIE TURPIN

Wearing a handmade costume, this young dancer shows obvious pride in performing traditional Polynesian dance moves.

same point only a week or two apart.

As mentioned, lighter-than-anticipated winds made crossing times — for many, but not all — longer than expected. Interestingly, though, one of the fleet's youngest crews, Adam, 32, and Alicia Southerland, 31, of the Seattle-based C&C 39 *Black Watch*, had one of

The dancing that followed was wildly exuberant, depicting what appeared to be warlike themes.

the smoother crossings that we heard about. Having gotten married shortly before jumping off at Nuevo Vallarta's Paradise Village Resort, the young honeymooners couldn't quite figure out what all the light-wind grousing was



To Lirinape Va'a

THE 2017 RENDEZ-VOUS

about. But as they told us, "Racing in the Northwest helped us prepare for sailing without much wind." (They made the 3,000-mile crossing with only a 20-gallon fuel tank plus a few jerry jugs.)

These days, a side benefit of attending the Rendez-vous is the opportunity to get detailed cruising, land-touring and refit info from several extremely knowledgeable event partners who fly in from Fiji and New Zealand. They share info on everything from kava-ceremony etiquette to haulout capabilities. Also on hand were reps from several local marine businesses including the friendly ladies of Tahiti Crew, who'd helped more than 130 PPJ boats secure bond exemptions and duty-free fuel this season, in addi-

Below: With the peaks of Mount Rotui towering above, the setting could not be more dramatic. **Inset:** The winning paddlers celebrate victory.

tion to handling clearance in and out.

After a chart briefing on sailing Tahitian waters by the Rendez-vous' principal organizer, Stephanie Betz of Archipelagoes, the crews were honored by several heartfelt welcoming speeches from local dignitaries, including Minister of Tourism Nicole Bouteau, Tahitian Sailing Federation President M. David Moutouh, and Tahiti YC President Benjamin Picard.

Meanwhile, a troupe of heavily tattooed Marquesan dancers and drummers had arrived wearing traditional, handmade costumes and carry-



LATITUDE / ANDY

The wind got funky, but Darrell and Susan Clark never gave up, and sailed their vintage Swan 44 'Wiz' into the winner's circle.

blessing for each man, as a freshly-made flower lei was placed around his neck.

The men's dancing that followed was wildly exuberant, depicting what appeared to be warlike themes, while the women's dances were predictably sensual, highlighted, of course, by the rapid-fire, swirling hip movements that only Tahitian women can perform.

After the show, as crews mingled while sampling local wines, all seemed convinced that the effort they'd made to attend the Rendez-vous was well worth it. (Bound by the vagaries of weather and spontaneous circumstances, cruisers, by their very nature, rarely commit to being anywhere on a specific date.)

Even though few fleet members claimed to be die-hard racers, many crews were excited by the prospect of sailing in company ('fun racing') with both old friends

and new acquaintances during Saturday's 15-mile crossing to Moorea's idyllic Cook's Bay.

Although there was just enough wind to stage the start — about five knots — during the next two hours it became even more fluky, while prevailing swells became larger. By the time the Rally Committee conceded to shortening the course, all but two boats had given up anyway and begun motorsailing.

In the monohull division, Darrell and Susan Clark of the Seattle-based Swan



ing hand-carved hardwood instruments. Their first order of business was to call all the men up before the audience to receive a traditional blessing. With somewhat frightening intensity, one of the group's leaders barked out a

MEET ME IN MOOREA —

44 Wiz refused to quit. And they scored additional 'style points' for flying a huge masthead spinnaker across the finish line. Among the multihulls, the solitary holdout was the gorgeous, BVI-based Sunreef 74 catamaran *Wildberry*, owned by a fun-loving Texans Bill and Sherry Berry. Because the big cat's crew had dropped their massive main sail earlier to spare it from slatting in the light air, the huge cat *finally* crossed the finish line under headsail alone, earning a unique distinction in the history of the event: first in the multihull class, but also DFL (dead frickin' last) in the fleet.

As you can see by the accompanying photos, Cook's Bay is the sort of

place that you might conjure up in the happiest of daydreams: stunningly gorgeous on all sides, with a tranquil lagoon encircled by towering volcanic peaks. Lying right along the water's edge, the long-established Club Bali Hai hotel — owned by former Southern California sailor Jay Carlisle — is ideally set up to host the fleet.

As they came ashore that afternoon, each crew member was greeted by a lovely Tahitian girl who offered them fragrant *tiare* flowers to tuck above their ears as age-old traditions dictate. Later,

after crews mingled over cocktails on the lawn, representatives from both Fiji and North Island, New Zealand, gave brief but highly informative presentations. Dinner followed at tables set up on the lawn, before the day's finale, an eye-popping performance by an acrobatic group of fearless fire dancers. Wow!

One upside to Saturday's light-air crossing was that no one seemed the least bit tired on Sunday, a day dedicated to traditional Polynesian sports

Clockwise from upper left: Cruiser guys go shirtless for their dance lesson; the versatility of palm fronds; cruiser gals join the fun; stone-lifting is all about technique; the fruit-carrier relay; sadly, trade winds were absent during the Moorea crossing; Jordan shares coconut husking techniques.



THE 2017 RENDEZ-VOUS

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

competition. Every year, the six-person outrigger canoe races staged off the Bali Hai's beach are always an unforgettable highlight of the Rendez-vous, as they give each participant a genuine, first-hand connection to French Polynesia's national sport. With a seasoned Tahitian paddler in the front, 'calling tactics', and another in the stern to steer, 25 teams assembled on the beach, each made up of four cruisers who were often from

different boats. Win or lose, this round-robin elimination was big fun for all, with the final heat going to a team composed of unrelated young travelers who were hitchhiking across the Pacific. Their team name? Spill the Rhum.

After the morning race series, fleet members took a break to sample many different courses of a traditional *ma'a* luncheon. In addition to the roast pork and several preparations of fish, this

was a rare opportunity for the visiting cruisers to sample traditional island foods such as poi and taro that many

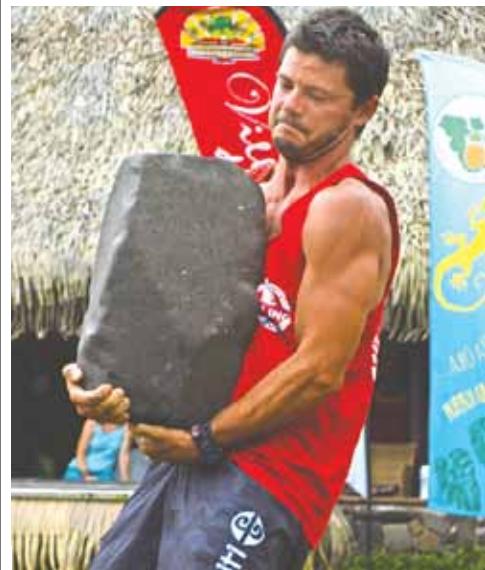
*Win or lose,
this round-robin elimination
was big fun for all.*

had probably only read about in South Pacific novels. For dessert, the baby pineapples grown nearby were refreshing and delicious.

Afterwards, a wonderfully patient Tahitian named Jordan and his two young assistants hosted other traditional



JULIE TURPIN



MEET ME IN MOOREA

LATITUDE /ANDY



Why are these cruisers smiling? You would be too if you found yourself carefree in Cook's Bay, Moorea.

games including stone-lifting, tug-of-war, and the ancient fruit-carrier's race — a relay race where teams of four take turns running a course while carrying a wooden pole weighted at each end by a stalk of bananas.

Meanwhile, Mako, a lovable bear of a man, acted as emcee for the day's events, encouraging participation by all, and entertaining fleet members with a comical demonstration of how both men and women can tie and wear hand-dyed pareos for different occasions.

Throughout the day, local ladies demonstrated techniques for hand-dyeing pareos, while others taught both kids and adults how to make hats, crowns and serving platters out of palm fronds, or intricate head garlands out of fragrant, fresh-picked flowers.

A final high-energy dance show capped off the event, where cruisers were invited to join in the fun. During the brief awards ceremony that followed, sailboat and canoe race winners were presented with hand-carved wooden replicas of the voyaging canoes used by Polynesian navigators centuries ago. In addition, every skipper was given a polished

black pearl oyster shell, etched with the Rendez-vous' distinctive logo. But we think most who attended would agree that simply having the privilege to sail these unspoiled waters, and spend some 'quality time' with warm and friendly Tahitians, was the best prize they could have hoped for.

If you plan to head west next year, the next Rendez-vous is set for June 22-24, 2018. In the meantime, check out www.tahiti-moorea-sailing-rdv.com for more photos of this year's event

Also, look for our annual PPJ Recap feature in next month's *Latitude*, with a detailed overview of the fleet's crossing experiences. In total, more than 200 boats registered with the PPJ this year at www.pacificpuddlejump.com, making it the second-largest cruising rally in the world. Shouldn't you be part of it?

— latitude/andy

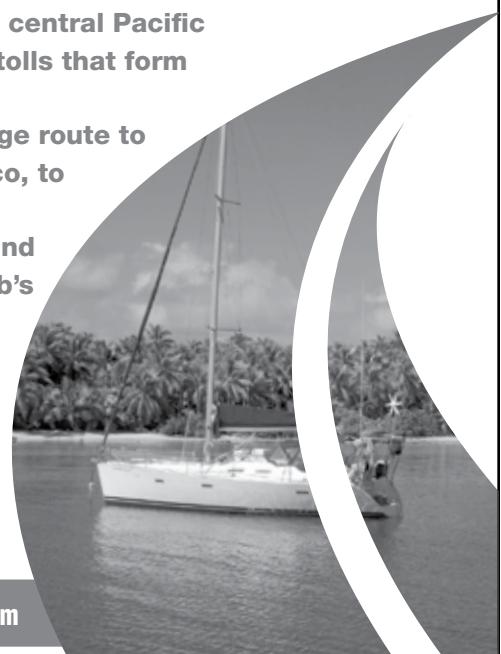
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September 6, 4-6 p.m. – Free Mexico Cruising Seminar, Sausalito's Spaulding Marine Center.

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, 10 a.m. – BHH Kick-Off Parade.

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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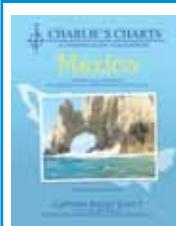


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WESTPOINT REGATTA —



This year's Westpoint Regatta saw nearly 36% more boats racing than last year, according to the event's organizers. There was also at least a 50% reduction in wind, according to Mother Nature. But not to worry, it was still an exciting (and perhaps more tactical) race, and the Sequoia Yacht Club, one of the co-sponsors of the event — and one of the Bay Area's hidden gems — knows how to after-party.

"This club is so hot right now," said Winston Bumpus, a former commodore of SeqYC. "It's firing on all cylinders. I think there's just a really good vibe here, and a focus on having a good time, being kind to each other, and working together."

"It took us a couple of months to get the hang of it," said Nico Popp of his new boat 'Invictus'. "It's just a really good boat for the Bay."

On July 15, the late morning start to the Westpoint Regatta saw typical summer conditions, with 10 to 15 knots of breeze at the starting line off Treasure Island, just as the ebb was slackening, then swinging into a flood (the regatta is only held on an incoming tide). The first weather leg saw boats powered up and heeled over on their way to the weather mark, then bearing away on a tight reach toward Alcatraz.

But the wind petered out as racers ran toward the Bay Bridge. Spinnakers began to sag, and boats clustered on glassy water to the west of Treasure Island. From there, it was time for light-air, find-and-follow-the-puffs tactics.

"We decided to go left early on to avoid the shadow from the Cityfront," said Kathy Conte, the co-owner of the

Elan 310 *Boudicca*, which won its class. "We were able to keep our spinnaker flying the whole time. It was definitely a mellow day on the water — the biggest challenge was finding the wind. We're not used to this kind of weather. Last year's Westpoint Regatta blew stink all day."

The fleets split the San Bruno shoal, and the left side seemed to pay off as the breeze freshened up near SFO.



ALL PHOTOS LATITUDE / TIMMY UNLESS OTHERWISE NOTED

"I used to sail in Redwood City, and we were waiting for that southwest wind that comes in hard after the airport," said Nico Popp, the co-owner of *Invictus*, a Jeanneau Sun Fast 3600 and one of the newer boats in the YRA scene. *Invictus* won its class, beating out Wayne Koide's Sydney 36 *Encore* and Bob Novy's Frers 40 *Jeanette*. "*Encore* crossed a little earlier. We decided to stay left where we saw more pressure. They got caught in a hole, and, through either brilliance or luck, we got the breeze. It was checkmate after that and straight to the bridge."

Popp said it was his first time beating the always-in-form *Encore* since he graduated from his Sun Fast 3200 *Dare Dare*. "I think there's going to be a good rivalry between our boat, *Encore* and *Jeanette*. We've got a competitive machine here," Popp said, before pausing. "But I don't want to jinx it."

Once a small local race, the Westpoint Regatta was absorbed into the YRA Weekend Regattas (formerly known as the Party Circuit) in 2014.

"It's such a great race," Winston Bumpus said. "This year, we asked how many people were in the South Bay for the first time, and a lot of hands went up. We did a survey, and boats from 18 yacht clubs participated. I think there's a lot of people who believe there isn't anything that goes on south of the San Mateo Bridge."



RACING, SOUTH BAY STYLE



From left: The start of the Westpoint Regatta saw decent breeze off the line, to the first weather mark and all the way around Alcatraz before it lightened up at the Bay Bridge. Right: 'Ma's Rover' weaves its way through the parking lot of ships in the South Bay.

But there's plenty going on in the South Bay. In May, we were at the Sequoia Yacht Club for the 'Three Boat Fiasco', a unique christening ceremony where one couple bought a new Catalina 425 and sold their old vessel, a Catalina 42, to a set of friends, who in turn sold their Catalina 34 to yet another set of mutual friends, thus keeping the boats 'in the family', which could easily be the motto for SeqYC.

Such a transaction could in some cir-

"This yacht club is so hot right now. It's firing on all cylinders. There's just a really good vibe here."

cles have been perfunctory (maybe a trip to the DMV and a beer afterwards), but at SeqYC, it was a full-blown, well-attended event complete with champagne, a live band, dinner and more champagne.

"We really do think we have a unique camaraderie down here," said Bumpus. "We're like one big family. I've been to other yacht clubs, and there's just something special about this place."

SeqYC has strong racing and cruising programs — with an estimated 20 to 25 regular boats in each fleet — and a healthy (and atypical) amount of cross-

over between the two (a flotilla of SeqYC boats headed for the Delta at the end of July).

There's also an active power and paddle fleet, and on any given weekend there are an extraordinary number of kayaks traversing the Redwood City channel.

"Since 1939, we have had a long tradition in the South Bay as being a very active club," said Tim Petersen, the current commodore of SeqYC. "We're trying to promote the idea and love for sailing and boating. And the idea is not to do the same thing every year."

New, exciting ventures and new faces have been an important part of SeqYC. Over the last five-plus years, Sequoia has been actively recruiting younger members, something that the club, located in Silicon Valley, is uniquely poised to do. "Our board is made up of people who have been there for awhile, as well as younger members who have the wherewithal and interest to go sail," Bumpus said. "That adds another bit of energy to the club."

After looking at

their long-term demographics and the aging population of their members — an issue that plagues all of sailing — the board at Sequoia decided to launch a concerted effort to build a younger base. "Our total memberships had remained the same for a number of years, or had even decreased slightly," said SeqYC member Tod Klingler, who helped engineer the new membership drive.

The effort included opening SeqYC's Wednesday Sunset Race Series to all sailors, experienced or not. The club also had a basic sailing class, made sure there was "ample socializing" after the races, and offered a discount for new members who joined during the Sun-

Not just for big boats, the Westpoint Regatta had a small fleet of catamarans racing around the heart of the Bay down toward Silicon Valley.



WESTPOINT REGATTA —



Current SeqYC commodore Tim Petersen leads the christening ceremony during the 'Three Boat Fiasco' at Sequoia Yacht Club in late May.

set Series (the basic sailing class and discount were temporary measures; the open Sunset Sails and post-race socializing remain proud traditions).

"We also thought about how best to keep new, younger members engaged in the club, which turned out to be pretty natural," Klingler added. "After a few newbies knew each other, became members, and regularly participated in activities, they started to get involved and even lead new ventures."

Commodore Petersen said that SeqYC tweaks the format of their Sunset Sail each season, "so it's not just the same race every year. Most of the time we start in the channel, depending on the conditions," Petersen said. "We have lots of great people with great ideas. We're always trying to brainstorm and come up with something new."

Sequoia Yacht Club has also

We'd heard that Sequoia Yacht Club's Island Time Party was kind of a big deal. Apparently, sailors are known for enjoying a cold beverage and good company after a race. Who would have thought?

gotten involved with a number of community-oriented projects. In 2011, the club worked with the California Coastal Commission for the Coastal Cleanup Day, one of the state's largest volunteer events.

"The Costal Commission wanted to see if any yacht clubs would act as hosts for the event and be site captains to get people engaged," Winston Bumpus said. "The idea was to help promote Costal Cleanup work with other clubs. So last year, almost 30 other clubs got excited in leveraging a lot of the work we did."

The Costal Commission said that in 2011, ". . . working in partnership with Heal the Bay and the San Mateo Countywide Water Pollution Prevention Program, [SeqYC and Port Royal Yacht Club in Redondo Beach] helped launch a pilot program to further engage the boating community. Together these clubs and their 63 enthusiastic volunteers collected 1,267 pounds of trash and recyclables from the shoreline and on the water with non-motorized vessels."

SeqYC is also involved with the Bay Area Association of Disabled Sailors (BAADS). "We're in the process of putting in a lift so handicapped people can race," Bumpus said. "Not just sail, but race."

And in 2005, SeqYC member Ted Hannig started the Hannig Cup, which raises money for various charities. To date, the event has raised over three



million dollars and benefited organizations such as the Sea Scouts and other youth programs, breast cancer research, floating doctors and the Marine Science Institute.

"There's just a great volunteer spirit at this club," Bumpus said. "It's a real positive, can-do attitude."



After the fleets crossed the finish line just south of the San Mateo Bridge, worked their way down the Redwood City channel, and settled into their slips and raft-ups, the Island Time Party slowly dialed up.

Sequoia is not a big club, but what it lacks in physical space, it more than makes up for with an abundance of spirit. Food and tables were set up in front of the club, the band was on the back deck, and the bar was pouring mai tais in the middle.

Wearing red Mount Gay hats and T-shirts, the majority of staff working the party were volunteers from SeqYC. Once a separate



RACING, SOUTH BAY STYLE



The breeze freshened up at the San Mateo Bridge, propelling the fleets to the finish.

event, organizers decided to combine the Westpoint Regatta and Island Time, something that's gone down well with the sailors, many of whom went for a

post-race, pre-party swim.

Those visiting for the first time seemed to get into the Sequoia Yacht Club vibe, and the South Bay style of racing.

—timmy

YRA WESTPOINT REGATTA, 7/15

PHRF 1 — 1) **Invictus**, Jeanneau Sun Fast 3600, Nicolas Popp; 2) **Encore**, Sydney 36 CR, Wayne Koide; 3) **Jeannette**, Frers 40, Bob Novy. (5 boats)

PHRF 2 — 1) **Snowy Owl**, Express 37, Jens Jensen; 2) **Mistral**, Beneteau 36.7, Mark Wormack; 3) **Red Cloud**, Farr 36, Don Ahrens. (5 boats)

PHRF 3 — 1) **Boudicca**, Elan 310, Cathy Moyer; 2) **Hijinks**, J/92, Tom Borgstrom; 3) **Sea Star**, Cal 39, Bob Walden. (7 boats)

PHRF 4 — 1) **Neja**, Dasher 32, Jim Borger; 2) **Serendipity**, Cal 29, Philip Hyndman; 3) **Alchemy**, Olson 25, Nick Ancel. (6 boats)

SF30 — 1) **L2O**, J/29, Alex Huang; 2) **Friction Loss**, J/30, Jenny Thompson; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (4 boats)

ULTRALIGHTS — 1) **Firefly**, Moore 24, Joel Turmel; 2) **Special Edition**, Wilderness 30, Mike

Devries; 3) **Levitation II**, Express 27, Larry Levit. (3 boats)

SPORTBOAT — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Allons-y**, J/70, Davis King; 3) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff. (6 boats)

J/105 — 1) **Akula**, Doug Bailey; 2) **VuJa Star**, Chris Kim; 3) **Yunona**, Artem Savinov. (8 boats)

SHORTHANDED 1 — 1) **Iseult**, Wyliecat 30, Larry Mayne; 2) **Head Rush**, Antrim 27, Anja Bog/Peter Weigt; 3) **Punk Dolphin**, Wylie 39, Jonathan Livingston. (4 boats)

SHORTHANDED 2 — 1) **Wildcat of Loch Awe**, S2 7.9, Alan Hebert; 2) **Rhapsody**, Santana 22, David Goeke; 3) **Kynntana**, Freedom 38, Carliane Johnson. (4 boats)

NON-SPINNAKER — 1) **Circlesea**, Folkboat, Tom Haverstock; 2) **Kabunza**, Pearson 36-2, Joe Perez; 3) **Double Eagle**, Dehler 34, Jon Mohn. (4 boats)

MULTIHULLS — 1) **Wings**, F-24, William Cook; 2) **Wingit**, F-27, Amy Wells; 3) **Lookin' Good**, Corsair Sprint, Yafi Yahalom. (9 boats)

F-18 — 1) **KAOS**, Nacra Infusion, Charles Froeb; 2) **Surf City Catamarans**, Nacra Infusion, Jacob Sailer; 3) **Double Trouble**, F-18, Matthias Leitner. (6 boats)

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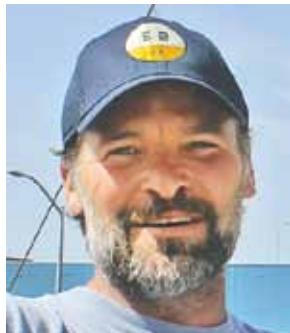
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A NEW AGE OF RUSSIA —

Just a few short months after the dissolution of the Soviet Union, a Russian team arrived in San Diego in spring 1992 with one of the first International America's Cup Class boats.



Sam Carrick, the new legitimate chal-

owner of an old Russian lenger, the crew
IACC yacht.

headed back to

Russia and left their boat to cover a slew

of unpaid bills.

The 73-ft IACC carbon-fiber yacht *Age of Russia* — which was reportedly constructed by the same manufacturer that built *Sputnik* — had never touched the water and was just days away from being either scrapped in a landfill or sunk. But the boat was eventually sold, has since been converted into a cabin-topped yacht, and was recently purchased by a Bay Area transplant who has big hopes for the storied vessel.

Sam Carrick, a 42-year-old systems electrical engineer, bought *Age of Russia* last December, and was toiling away in Richmond when we met up with him. "I got my bonus from work and was like, all right, I'm buying this boat. I don't know why," Carrick said. "This is crazy!"

Age of Russia still looks the part of a bygone-era America's Cup boat, especially when she's high and dry, showing off her 13-foot keel (the bulb is relatively small, and the wings were

"Because it was an AC boat, I wanted to keep the Russian theme," said Carrick, who's collected a few Soviet-era knickknacks.



cut off by the previous owner). The early '90s yachts were especially beamy, so the boat's marine plywood cabin creates a deceptively large interior. "I was surprised at the amount of space it had, and I started thinking about all the things I could do," Carrick said. "It has this blank canvas feel to it. She's got potential."

Carrick, who's originally from Chicago, learned to sail on race boats in San Diego. He helps design underwater robots used in oceanographic research with Schmidt Ocean Institute, and might be the best possible person to take on such a unique (and slightly daunting) yacht like *Age of Russia*. "Yeah, this is my

pet project. This is my brain running while I'm not at work."

Carrick feels that *Age of Russia* is very much 'under construction'. The interior of the boat does have a bit of a thrown-together, unfinished feel, as there's no trimming at the corners of tables and cabinets. When we inquired what Carrick's ultimate plan was, he said: "So everybody asks me that. Most people are surprised I bought it and ask why. And I say: To go sailing." Carrick said there are several paths he might want to take with the boat.

Age of Russia's path took more than a few bizarre turns — 1992 marked the first and only year the former Soviet Union considered challenging for the America's Cup (a Russian team was listed in the "rumored, hinted, denied or imagined" Challenger category for this year's Cup in Bermuda). Hailing from

THE COLD WAR OVER AN OLD BOAT



ALL PHOTOS LATITUDE / TIMMY

Long before there was talk of collusion, hacking or meddling, there was the good ol' Cold War. 'Age of Russia', which "rose from the ashes of communism," was featured in the pages of 'Latitude' in 1995. The old IACC yacht was seen more recently at Bay Marine in Richmond under the care of a new, enthusiastic owner.

Estonia, the Red Star syndicate folded in January '92 after they were unable to fly their boat to San Diego in time. Red Star tried to negotiate an "11th-hour merger with its rival, the Age of Russia team. The combined team would use the Age of Russia's yacht," according to a January '92 article in *The New York Times*.

"The Age of Russia team, which has fought Red Star's claim to be the official Russian challenger, brought its yacht here despite a lack of authorization," the *Times* said, adding that *Age of Russia* could not legally be launched because US port security officials refused permission to the team.

As the Cold War dribbled to a close, the waterways in San Diego were still "off limits to the Russians because of security rules affecting naval installations," the *Times* said, adding that the US granted the Red Star team a special

waiver to sail in America's Finest City.

"The two Russian syndicates have accused each other of fraud, sabotage and lying in their efforts to gain official recognition," the *Times* reported. "Splinter groups have rearranged the hierarchy of each team several times since 1989, when word of a Soviet challenge for the America's Cup first looked possible." Though they never sailed, the Russians seem to have expertly engaged in the bad blood and legal maneuvering we've come to expect from a Cup challenge.

"Because it was an America's Cup boat, I don't want to lose the Russian theme," Carrick said. Inside the cabin sits an old Russian navy cap and a tattered Soviet flag (the red star, hammer and sickle for those of you too young to have seen *Rocky IV* in 1985).

"The hull is actually in great condition," Carrick said, adding that because it was among the first carbon-fiber IACC boats constructed, *Age of Russia* was built several times stronger than it needed to be. "When they built her, they knew it was a little over-designed. They didn't know about the compression strength or the tensile strength — the push or pull strength — of carbon-fiber. But they knew it was strong, they knew it was light, they knew it was better than steel."

Carrick happened to meet up with some of the crew from *Maserati* — the MOD70 foiling trimaran sitting a few boatyards away — and considered them worthwhile experts to consult. He showed the *Maserati* crew a core sample from *Age of Russia*.

"We talked about the structural integrity of my hull versus theirs. They said they have a fifth of what this hull does. They basically said my boat is a tank." Carrick said he drilled through a section of the hull, and found only solid carbon-fiber. "There's no foam core . . . so I said, 'that's impenetrable.'"

But *Age of Russia*'s tank-like hull was just a few days away from being smashed to bits in 1992. "The 75-ft Russian boat, a symbol of the new Russia that rose from the ashes of Communism, could be hauled to the Miramar landfill, where it would be flattened by a 250,000-pound earthmover and buried with San Diego's household trash," the *Los Angeles Times* reported in April '92.

Before the *Age of Russia* team left the country, they gave their boat to Knight & Carver Maritime, where they'd been headquartered. Owner John Knight said he hoped to recover some of the reported

Carrick holds a core sample from one of the first (and exceptionally beefy) carbon-fiber boats built.



NEW AGE OF RUSSIA

\$100,000 in expenses owed to him, but was told by Customs that "such boats must either be destroyed or returned to their country of origin," said the *L.A. Times*.

"We could also fill it with cement, take it to the ocean and sink it," Knight told the *L.A. Times*. "That's one way to get the hull in the water."

It's not clear exactly what saved the boat. We remember seeing her on display in downtown San Diego during the 1995 Cup, curiously sitting on a cradle on Harbor Drive.

That year, *Latitude* reported: "The San Diego Maritime Museum is currently offering the 73-ft IACC yacht and a bunch of equipment for \$25,000. That's about what most syndicates were shelling out for a new mainsail this last go-round."

Several members of our staff say *Age of Russia* was anchored in Richardson Bay for years and years, looking neglected and apparently abandoned.



Sam Carrick contemplates the interior of 'Age of Russia'. "It has a blank canvas feel," he said.

After repairing some blisters, Carrick plans to move on to the rigging, replace key instruments, and eventually finish the interior. After that, the engi-

neer said he might consider getting the boat certified for charters. "Can I charter it in San Francisco? Or somewhere else in the world? Or just get a handful of people and just sail . . . wherever? If I could sail this around the world, and go to the Caribbean and a bunch of other places, I don't see why I wouldn't." Carrick also can't help but wonder how the former Soviets would have fared if they'd actually raced. "I don't know what the Russians might have had up their sleeve, but I'm curious."

Age of Russia may get the chance to be in a race that never was. Carrick has spoken with the Stars & Stripes charter company in San Diego, who said they'd love to race the Russian boat when it's in town.

After 25 years, two aging America's Cup boats — and former superpower foes — may finally get the chance to go head to head.

— timmy

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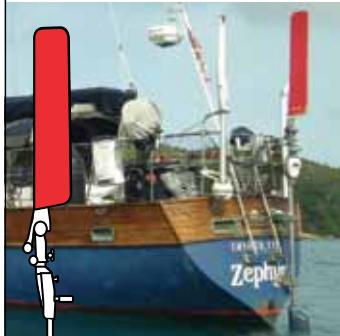
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Passage Report - 32 Days - Namibia to Trinidad

"We were getting slammed by waves on the beam, over and over. It kept blowing at 30-35 knots and 'James' just kept on working, 24 hours a day for days on end... Who says windvanes can't steer a heavy boat even when it's offset on the stern. Not us!!! Thanks for making a great piece of equipment." - SV Zephyr, Liberty 458



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STEERING THE DREAM

NATHALIE'S GRAND ADVENTURE

In the May issue of *Latitude 38* we profiled Nathalie Criou — a solo sailor who emigrated from France and England to make her home in San Francisco — and previewed her campaign in the Solitaire Urgo le Figaro. The Solitaire is a French race for the Beneteau Figaro 2 class, an intermediary stepping stone between the Mini and the IMOCA 60. It attracts amateurs as well as professionals, and even Vendée Globe veterans.

"My préparateur Ronan Jugeau said that the pros represent the dream and that the amateurs show that this dream can be a reality," Nat wrote in her blog, www.envoleeadventures.blogspot.com. "I can imagine someone thinking, 'I can never do a Vendée Globe.' But I can imagine that same person saying, 'Hey, a bunch of people managed to scrape together a Solitaire program. If they can do this, I can do it too.'"

Sailed in four stages and three countries, the Solitaire is no piece of cake. Most legs are four days long with (theoretically) three days' rest in between. For first-timer Nat, it didn't quite work out that way.



COURTESY NATHALIE CRIOU

Nathalie Criou in Pauillac before the start. An RYC member, she was sponsored by the Richmond Yacht Club Foundation, hence the burgee.

She got some good advice from two skippers who have done the Solitaire an amazing 15 and 14 times, Thierry Chabagny and Erwan Tabarly. "They both gave me advice for the race — sleep well but not too much at a time: 20 minutes and perhaps blocks of two hours. Sleep well the last night; a lot can happen in the last 50 miles, and those who will be the least tired will do best. Don't take too many risks — risk of running aground vs. a bit more current for instance. Wait-

ing for six hours for the tide to get back up is more expensive than a bit more current. Really stay focused the first hour of the race as there won't be a lot of space in the river and it'll be packed with boats. After that, the fastest boats will start to move along so the fleet will stretch out."

The first leg, from Pauillac (near Bordeaux) to Gijon, Spain, started on June 4. "The first leg was a meaty piece I must say," wrote Nat. The weather forecast called for 30 knots of breeze, which didn't worry the Bay Area sailor too much, as those conditions are not unfamiliar to Northern Californians. After a false start in no wind, the 43 singlehanders maneuvered in close quarters. "It was quite a challenge. I did manage a good position on the line — for a general recall. I later learned that these are quite common in the Figaro fleet — everyone's as aggressive on the line as Lasers are."

During the first night, Nat took down her spinnaker in anticipation of those 30 knots, "a mistake, as it will take another two hours for things to worsen and I end up greatly widening the distance with the fleet as they are all surfing at 12 knots and I am going mostly 8. But I do not know how fast things move. After all the Bay of Biscay does have a bit of a name."

The race director called her with some bad news. The conditions were much heavier than originally predicted. They were seeing more than 40 knots. He also pointed out to her that the mark was in shallow water and that the waves would be steep. "Tacking the boat in over 40 knots would be tricky. And if you miss, you end up on the rocks, since the mark does protect a rocky area where you do not want to go. He also said the worst of the storm would be crossing my path *after* most of the fleet would have gone through."

The race director's recommendation was to go directly to Gijon. "I knew he was right, as this was the safe and seamanship-wise decision to make.



Deliberately heading into a storm on the Bay of Biscay was not a good idea. I battled with the decision for a few long minutes. The voice of reason was telling me, 'Don't be stupid; take the safer route.' The voice of competition was telling me, 'You have traveled 10,000 miles and waited for 10 years to do this; don't give up now.' A voice coming out of nowhere told me, 'You don't negotiate with the ocean. You listen and you act accordingly. Remember that these are the rules of safe passage.' I pushed the tiller and headed upwind in the direction of Gijon."

Nat rolled up the signs on the side of the boat and put two reefs in the main rather than go to the bow to change down to the storm jib. "Things changed very quickly — the wind went up to 50 knots and the sea went berserk in no time flat." She had 47- to 50-knot winds for 10-12

"The first leg was a meaty piece I must say."

hours, and then 45 knots for another six or so.

The waves were about 20-25 feet. "One wave rolled across the cockpit and scotched me against the lifeline — I felt about a ton of water oppressing my chest and preventing my breathing for several seconds which felt like minutes." Twenty percent of the fleet abandoned the leg and many had technical problems, destroyed headsails and broken spreaders.

IN LA SOLITAIRE DU FIGARO



The 43-boat start of Leg 3, Concarneau to Concarneau, on June 15.

ALEXIS COURCOUX

Two skippers went overboard; they were tethered in and managed to get back aboard.

"I'm 70 miles short of the first leg," said Nat later with a tone of regret in her voice.

The batteries were not charging on Nat's chartered Figaro, *Tetraktis*. A team of electricians and boat computer experts travel with the Solitaire and carry spare parts, so in Gijon it only took half a day to get a new alternator. "Of course I didn't have to worry about any of this. Ronan managed the entire process. Meanwhile I went to bed for a little siesta."

Nat's left shoulder still hurts after a truck hit her in 2014 while she was riding her bike. "Having access to a massage every single day after you arrive in port is fabulous! At each of the cities we stopped there were physical therapists ready to assist us. A doctor takes to sea with the rest of the fleet; she was basically on call 24/7 and took questions over the radio. This is not the type of support you get on a big race in the US."

Nat called Leg 2 "the longest leg in the history of the Solitaire."

It departed from Gijon on June 10. "The leg is across the Bay of Biscay up to the Chaussée de Sein at the most western point of Brittany, then around Belle-Ile and back up to Concarneau. It's over 500 miles. And the forecast is for light winds." Nat didn't sleep the first night as the winds were indeed light and capricious.

"I sit on the leeward side and a tad forward in the cockpit. I try to move

as little as possible, and, when I do, as slowly as possible. I try to keep the tillers as straight as possible since every time they move, two blades are slowing down the boat. Most importantly, I constantly, constantly, constantly look at the sails and trim them."

That night, she discovered the fleet's alternative form of entertainment and competition: games over the VHF. "Questions would be asked; racers would answer, give their names, and get points. Yann Eliès was an active participant. In fact, he was the answer to one of the trivia questions."

The super-light air continued on the second day. "I was still keeping up with the fleet and being followed by dolphins. There was no way I could leave the boat to itself as the little wind there was would veer 10 degrees. Strangely I did not feel tired."

On the third day, the breeze picked up enough that Nat felt she could let the autopilot tend the boat long enough for her to catch a quick nap. "I left the pilot in compass mode. This would have been just fine if I had slept the 20 minutes I was supposed to. But I didn't wake up after 20 minutes. I woke up one and a half hours later. I slept through the super-loud alarm that the Figaros all seem to have. Unbelievable. The boat was doing 1 knot, and I lost the fleet. Again." And she was penalized for sleeping through the morning roll call.

Restricted areas and fishing-vessel traffic prevented sleeping after that. "I jibed about a thousand times that day

to stay on point. Probably because I started to zigzag, and because one of the zigzags made it look like I was going to Concarneau, I had a call from the race direction asking my intentions. I reassured them that everything was well and that I intended to sail the course. I put on some music and started dancing while trimming the kite."

At 5:30 a.m., the wind died off completely. "I still had some positive current and I used it to secure a safe position away from rocks. The water became flat and oily, so there was no apparent wind I could develop from swell. Oh the irony. I abandon Leg 1 because of too much wind and I would not finish Leg

"The boat surfs at 12 knots and I am happy as a clam."

2 because of not enough wind? I was to stay 10 hours in these conditions. I felt desperation mount. The wind didn't pick up until late afternoon. I did manage to arrive before midnight and three hours before the time limit. I learned that the following leg would start at 2 p.m."

T

The next morning, when Nat was checking her email for weather information, she noticed several messages from complete strangers encouraging her for Leg 3. (She had put her own name and contact info under 'agent' and 'press

The open interior of 'Tetraktis' is roomy and functional, but short on teak and brightwork.



NATHALIE'S GRAND ADVENTURE

contact'.) "Some said they would come to the dock. Some offered to help me with shopping or 'anything'. These messages meant the world to me. I was now the bearer of dreams and hopes of all these people I didn't know. They were saying, 'You are struggling but you are persisting through your struggle — we are struggling too, every day, in all different ways. And we too will be persisting through our struggles, because you are. This is our message of support to you, for your most immediate upcoming struggle.' I can't begin to explain how touched I was."

At the briefing, the doctor cornered her to make sure she was OK. "She asked me how I felt. I had to reply that I felt great, which was surprisingly enough the truth. I felt impatient to be on the water again. She said, 'Well then, as far as I am concerned, you can go.'"

Reporters followed her to the dock, asking questions while she was busy getting ready. "There were also people at the dock who knew my name and hugged me, shook my hand, smiled at me.

"The commentator introduces all the skippers. When my name comes, I hear a roar and applause among the public. I raise my hand in salute, still wondering why people care so much."

The first leg is upwind in 18-22 knots of breeze. After rounding the mark and setting the kite, a quick check of the charts showed that the fleet would be dodging rocks. "I'd have to zigzag in this thing. No way. A) I am tired. B) I think that there will be no advantage given wind direction and surf. C) I don't know the area and I'd have to constantly check the map to see if I need to change course, as I have no chart plotting in the cockpit."

Dolphins came to play with the 33-ft monohull. "I challenge them to beat me on the surf — the boat surfs at 12 knots and I am happy as a clam. These are basically California conditions on a mild summer afternoon. I picture myself coming back from the Farallones." Soon Nat finds herself sailing with fellow Figaros, a milestone of improvement in her race.

Later, she describes "sailing at night, under a starry sky, but I can barely see the stars because the moon is amazingly bright. There is 25 knots of wind. I am sailing downwind. The spinnaker is up,



NATHALIE CROUX

The second crossing of the English Channel. She's in there somewhere.

and the boat is going 12 knots. Life couldn't get any better. But it can get worse — unfortunately." She doused the spinnaker and rounded the leeward mark. "All seems well until I try to engage the autopilot to go below and stow away the spinnaker bag. The autopilot doesn't seem to be working at all." She called for advice on the VHF, which is allowed, as the autopilot is a safety device. "You can just lock the helm," Yann Eliès replied. "The boat drives well like that upwind."

Untripping the breaker and rebooting the autopilot seemed to bring it back to life. "We are about to get into a rocky area, so I go down below to check the nav/chart on my computer. Computer is frozen. Man. Really? What is it with electronics today?" She gets the nav working again and remains standing so that she doesn't fall asleep.

"My body responds [to lack of sleep] by giving me a vivid picture of Trump starting World War III by declaring war on North Korea. From that moment on, this image haunts me — it will stay with me until the finish line. I fight the impulse to grab the VHF and ask whether they have heard anything about that.

"I then witness something remarkable. My brain seems to selectively give me information. The wind weakens and clearly I need to trim my sails differently. I ask for the info 'beating upwind, 10 knots of wind: sail trim, genoa first.' I get back 'Go to hell.' However when I ask, 'Am I about to hit a rock?' I get back, 'You're at least 40 minutes from any danger; tack in 30.'"

That was as far as the sleep-deprivation brain impairment went; Nat later reported that she never had any actual hallucinations.

She finished Leg 3, the 'sprint', nearly exactly 24 hours after starting. "My first question off the boat was whether Trump had declared World War III."

On June 19, Nat departed Concarneau on Leg 4 well rested. "We do what I have now come to know as the 'Figaro-style' start: a couple of general recalls before we can have a good start." She put up the kite in 1-5 knots of breeze. "The next stop will be Normandy! The Solitaire

finishes where I was born." Before winding up in Dieppe, the course crosses the English Channel twice.

"I set, doused, set, doused, jibed, doused, set, doused all night. I must have run half a marathon by the end of the night. Her performance against her competitors continued to improve; even though light air is not her strong suit, she picked up 10-15 places the next day.

"I want to say that the most stressful moment of the race was when there was 50 knots of wind and 20-foot waves, but it wasn't the case at all. No, the most stressful moment was a no-wind moment.

Nat and her fleet buddies were approaching the Chenal du Four. "The Four (the oven) is a famous lighthouse at the western tip of Breton land. There is a narrow channel; it is basically rocks on the left and rocks on the right. When we get to this place the wind dies and the reverse current strengthens. The fog thickens and a light drizzle starts. The others are stressed too as the VHF is very chatty about the measures they are taking to avoid rocks or to avoid running aground. This clearly meant no sleep that night. This was a battle of every second. Visibility was nonexistent in the fog. I could hear some foghorns from boats and they were *not* on my AIS screen. I took out the foghorn and religiously blew it like I am supposed to." Finally, in the late afternoon, a following wind picked up.

Near the Isle of Wight, Nat decided to take a short break. "I set the alarm to 20 minutes. I don't wake up. The sat phone wakes me up. The massively loud alarm has been going off for a while. Before I pick up the phone I rush up to see the Isle of Wight, but still at a safe distance.

Following Leg 3 in Concarneau, Nat's persistence earned her an award — and a check for 1,000 euros — from event sponsor Suzuki.



ARNAUD PILPRE / STUDIO MARLEA

IN LA SOLITAIRE DU FIGARO

My foggy brain initially wonders what the heck I am doing near the Isle of Wight since I moved out of the area years ago."

The nature of her midnight finish in Dieppe was totally unexpected. "It moved me to tears. I felt like I was finishing the Vendée Globe, and it will remain one of the most wonderful sailing experiences I have ever had. I arrived shortly after midnight. I assumed everyone was out partying by now and I expected to see two people at the dock, maybe three. I was surprised to see Ronan on the race committee boat. I ask Ronan where we are to dock the boat; he replies, 'Don't worry, you'll hear it.' I'll hear it? I'll hear a dock? Ronan must be as tired as I am — he is making no sense at all. However I will hear it — a historical three-mast rig fires a cannon! The other thing I heard was 200 people at the dock. All of the skippers, the préparateurs, the race organization, the media teams, the med teams — they were all there. The dock was bouncing dangerously. All of these



ALEXIS COURCOU

Will a repeat Solitaire Urgo le Figaro make it onto Nat's 2018 calendar?

people had been partying. The winner, Nicolas Lunven, cut short his own party upon hearing I was in sight and moved everyone over to the dock. They started screaming. The event director handed me a bottle of champagne.

"The crowd slowly dispersed, and I finally saw my mom. I will remember this arrival all my life — it is one of the most beautiful moments I was given."

Back home in San Francisco, Nat said, "As soon as you return from something like this, where you're cut off from your usual life, it's difficult to readjust to life in what I call the hamster cage. It's a bubble; we're protected, electricity comes, water comes, it looks like you have an infinite amount of resources. It feels really good to come back and see my friends, my cats, the boat that I am developing this relationship with here. It's an adjustment, but it's not a bad thing."

Possible races on Nat's horizon are a second Singlehanded TransPac, a Coastal Cup and a San Francisco to Ensenada Race aboard her own Figaro 2, *Envolée*. A doublehanded Fastnet and Newport-Bermuda Race on a chartered boat are on the wish list. "I'd like to do a crewed Transpac as well. I'm putting together a team." Before that, she'll consider next year's Solitaire. There's still those missing 70 miles...

Read much more of Nat's adventure at www.envoleeadventures.blogspot.com and see www.lasolitaire-urgo.com.

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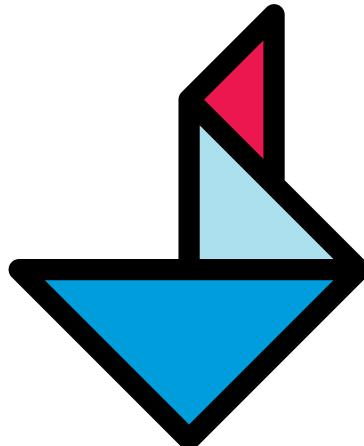
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"Darn it," I thought to myself, "missed it again." It happens twice a year, and once again I had failed to sign up in time. The yacht club lawn was dotted with a dozen navigation students, each with a cheap plastic sextant, each struggling to establish the latitude and longitude of said yacht club lawn.

I always intend to sign up for these one-day celestial navigation workshops, but never seem to find out about them in time. That's what happens when you don't read the club newsletter all the way through.

But this time, as I drove into the parking lot, I noticed something different. The students were not on the south lawn,

Why would you use a backstaff instead of a sextant? Why use a sextant when we have GPS?

but on the north side of the clubhouse, and they were facing north, not south. I checked my watch: 13:15, high noon in daylight saving time.

I know enough celestial to know that they should be facing south, not north, for the noon sight. And they weren't using the plastic sextants that the club keeps on hand for training — it was some other gadget that I could not name.

After mooring the car in one of the parking-lot side ties, I walked into the

bar, just as the navigation class was coming in from the north entrance, notebooks and strange contraptions in hand. Lee Helm, who was apparently serving as the instructor this year, was herding the class back inside from the rear. Lee read my mind. The balloon over my head read, "What in heck are those things?" so I didn't have to say a word.

"You'll never guess," she grinned.

"Some kind of range finder?" I ventured. But there were no mirrors and no lenses. Just two long arms connected at a single rotating joint, and a protractor-like scale in the middle for reading the angle between the two arms.

"A two-arm version of a three-arm protractor?" I guessed again, even though the numbers on the scale did not seem to correctly indicate the angle between the two arms.

"Getting colder," Lee answered.

"I give up," I conceded. But I knew it was too soon for Lee to give up the secret. I found a barstool off to the side of the group so I could eavesdrop on Lee's lecture.

"The backstaff," she began, "was invented by John Davis in 1590. It was, like, an order-of-magnitude improvement over the

cross staff. Because with the cross staff, you had to look in two directions at the same time, and even though most people have two eyes, you really can't line up two objects in different directions at the same time. Especially for sun sights when the angle at noon is high, like today. Also, they didn't have sunglasses in those days, and looking right into the sun is bad. I conclude that the cross staff was used much more effectively at night, for measuring the altitude of stars at lower angles during meridian transit, which is, like, a noon sight for a star."

"We have the table of declination for the sun for every day of the year," said one of the students. "Do you also need a table like that for each star or planet?"

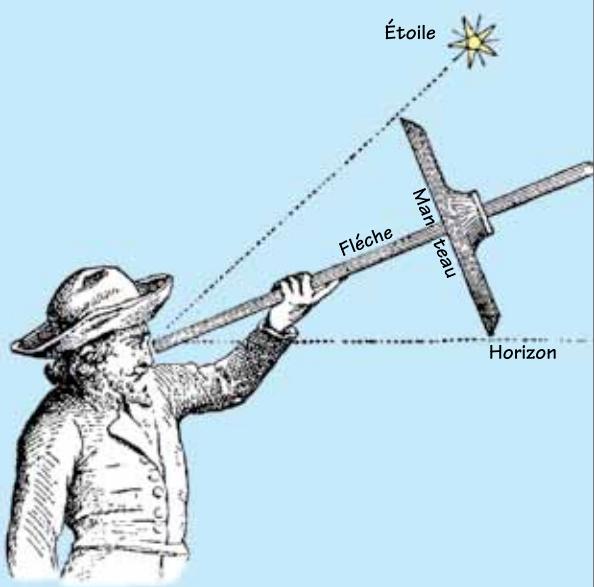


For the planets, for sure," said Lee. "But not for the stars. They are far enough away so we call them 'fixed' with respect to the celestial sphere. Their geographic positions — that's the point on earth from which the star appears directly overhead — goes around the earth every day. But, like, the latitude of that point never changes. In the jargon, that's the same as saying that the declination of the star is constant."

"So star shots are simple, no astronomical tables needed except a short list of the declination of each star, good for all years and all dates. Measure the altitude of a star at the star's 'noon' or 'midnight,' and after a little arithmetic you have your latitude."

"I can get how a star has a 'noon' when the longitude of the geographic position is the same as our longitude," said another student. "Just like a noon shot of the sun. But midnight? How can you see the star at the star's midnight?"

"Think of a star close to Polaris," Lee answered. "It appears to circle around



The cross staff. This instrument required looking in two directions at the same time, and one of those directions was directly at the sun. It was probably used more often for meridian transits of stars at low angles, but required moonlight to see the horizon.

BACK-STAFFING



ALL PHOTOS MAX EBB

To use a backstaff, the horizontal arm is aligned with the horizon by sighting along the top edge. The moving arm is rotated so that the strip of light passing between the two baffles falls on the center of the target panel.

the North Star, so it will have a maximum and minimum altitude every day. It might be visible only when its longitude is opposite to our longitude instead of the same."

The class seemed to have no trouble with the concept, although it took me a minute or two to figure it out.

Meanwhile, Lee had turned over a page on a big flip chart, showing the diagram of how a noon sight works.

"But there's one problem with meridian transits of stars," she added. "Who knows what it is?"

"It's too dark to see the horizon at night!" said one of the students.

"Unless there's a full moon," Lee added. "You're right, the cross staff was at its best on nights with a bright moon to light up the horizon, and stars crossing the local meridian or the opposite me-

ridian — that means passing through the same longitude or opposite longitude as the observer — low on the horizon to the north or south. And, like, remember that you don't need to know the time. Just look for the maximum or minimum reading as the star passed through its highest or lowest point in the sky. With declination known and constant for each star, it was really pretty simple when conditions were right."

"So how was the backstaff an advance?" asked another student.

"The backstaff is a daytime instrument, using the sun's shadow. And the essence of Davis' invention is that the observer only has to look in one direction to line the instrument up with the horizon and with the sun. The sun's shadow — or more accurately, a slit of light between two shadows — falls on the target right in the observer's line of sight to the horizon. It's almost as good as a sextant. And way better than the cross staff for high sun angles. Think noon sights in the tropics."

"Amazing that no one came up with this till 1590," I said.

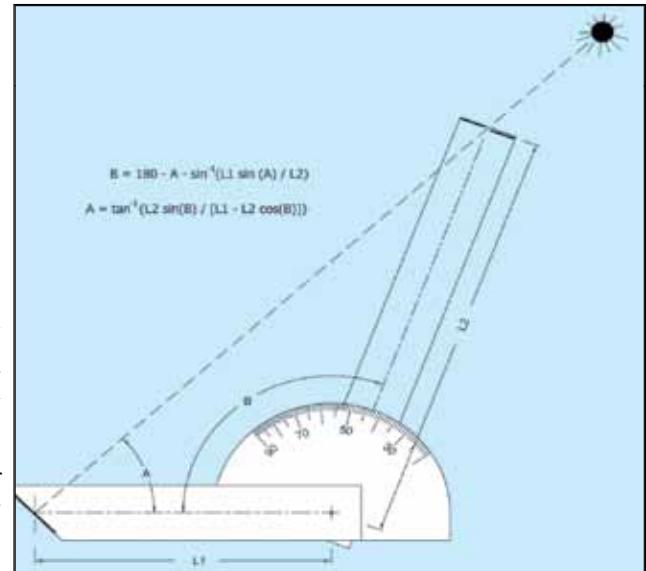
"Davis was pretty sharp," said Lee. "His navigation textbook, *Seaman's Secrets*, is a good read. Published in 1594 and updated periodically for the next 60 years, it was, like, the 17th-century Bowditch. You can find it online in readable plain text, with most of the original spellings left intact."

"When was the sextant invented?" asked the student.

"1731," said Lee. "By two people in the same year, one in England and one in Philadelphia."

"Is that when the Brits got interested in finding longitude?" asked another student.

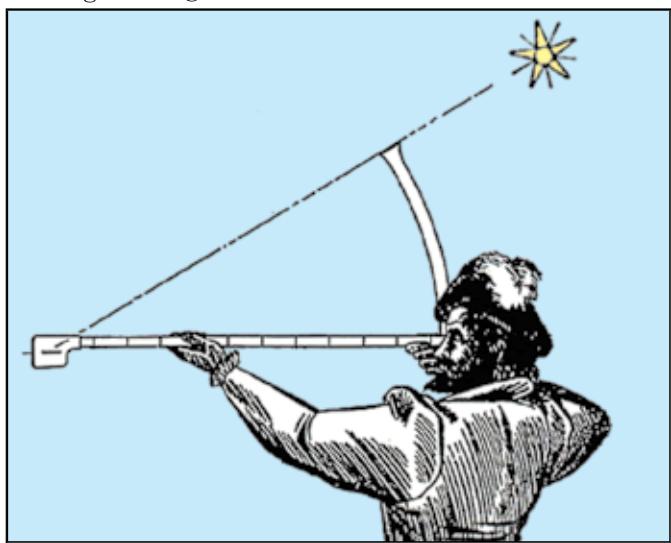
"The Board of Longitude was established in 1714, Lee answered. "Before the sextant was even invented. That's how good the backstaff was; latitude was solved. And, like, everyone knew that if you had accurate time then finding longitude was trivial. What the Board of Longitude was



Backstaff trigonometry. The scale is calibrated to show angle A, the angle of the sun above the horizon, for the case in which L1 = 2/3 L2. If the scale is a simple protractor showing the angle between the two arms, then some math is required to find the angle of the sun above the horizon.

really after was a much more accurate calculation of the position of the moon, so that the lunar distance method could be used with more precision. Harrison's chronometer was just a gimmick. I'm on the side of the Board when they held off giving Harrison the prize money."

Everyone in the room who had read *Longitude* was ready to disagree, so Lee went on to explain the theory of the lunar distance method. Basically you can use the moon — moving at about half a degree every hour across the background of stars — as the hour hand of



The backstaff was a major advance over the cross staff. The navigator faces away from the sun, and lines up the shadow of the sun with the horizon. The backstaff was almost as accurate as a sextant.

MAX EBB

a clock. Measure the angle between the edge of the moon and a star very carefully (and spend an hour or two running through the calculations) and you have time and longitude.

"If the moon is only moving half a degree per hour across the stars," said one of the few students who seemed to be keeping up with Lee's explanation, "then an error in the angle measured will result in about 30 times as much position error as the same measurement error in a latitude sight."

"I guess that's why the high precision for the moon's position was so important," said another student.

"Ever wonder why a sextant is a sextant and not an octant?" Lee asked the class.

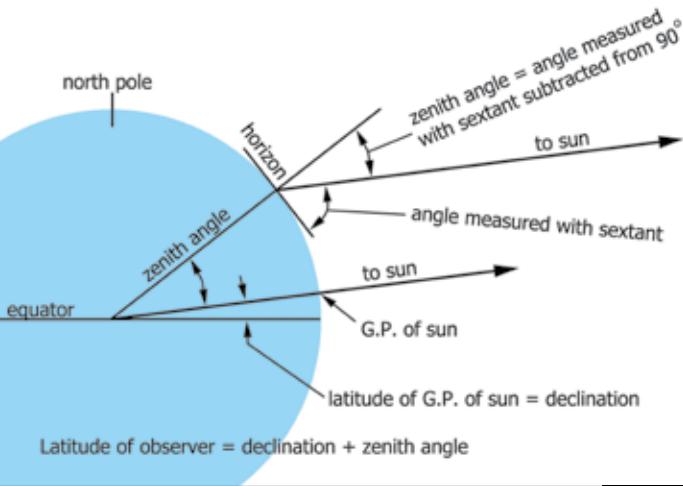
"The arc is a sixth of a circle," a few of the students volunteered.

"But you only need an arc that's an eighth of a circle to measure angles up to 90 de-

Noon Sight Theory:

The latitude difference between the G.P. of the sun and the observer's latitude equals the zenith angle, which is 90 degrees minus the corrected sextant angle.

G.P. = "geographic position," or the point on earth directly underneath the sun. The latitude of this point is the sun's "declination." Declination is tabulated for each hour of the year in the daily pages of the Nautical Almanac.



To use noon sight theory, you don't need to know the time, just the declination of the object observed, and the maximum or minimum angle above the horizon as it moves across the sky. This is constant for stars, and changes slowly for the sun and planets.

grees," Lee reminded them. "The sextant measures up to 120. It's for lunar distance measurements, where angles above 90 are often required."

"And I always thought it was for taking horizontal angles, for coastal piloting," I said.

"It's well past noon," Lee announced. "The sun is bearing west, let's go out and take another sight for longitude."

The students all picked up their homemade backstaffs and filed back out onto the north lawn.

"Why would anyone use a backstaff," I asked Lee as she was leaving the room, "when we have the sextant?"

"Why would anyone use a sextant," she shrugged, "when we have GPS?"

—max ebb

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I am writing to let you know how pleased I am about the excellent workmanship, welcome advice, and just my overall satisfaction with the entire group at Spaulding Marine Center. Chris Rust, your boatyard manager, spoke in great length about the repair work and gave me a fantastic price. He was very easygoing and understanding with my apprehensions and concerns. My new Catalina 380 (yes, a fiberglass boat) as well as my newly-sold Catalina 30 spent two weeks going through pre-purchase surveys, as well as numerous repairs, then top notch bottom jobs. My hat goes off to Chris G., Bryce, Melanie and Alana for all their help during the process. It was fun watching people who enjoy their jobs. I have been to many boatyards in the Bay Area and around the world in my 30+ years of serious sailing, and this old school boatyard reminded me that even work in a boatyard can be an enjoyable part of the boat owning experience. As a retired teacher, watching the boatyard crew interact with the groups of students and your volunteer paint crew (special-needs adults) was refreshing and rewarding for all involved. This organization truly encompasses the needs of the community, and should be a role model for many other businesses. Please tell everyone I said goodbye until the next haul-out. We had to catch the outgoing tide!

- Tom Giannonna

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THE RACING

It may not be the Transpac, but we lead off Race Sheet with another tough ocean race, the **SSS LongPac**. Reports follow from **Ullman Sails Long Beach Race Week**, SYC's **Twin Island Race**, the **High Sierra Regatta**, the **OYRA Half Moon Bay Race**, two **Lake Tahoe** events, and the **US Youth Championships**. **Box Scores** and **Race Notes** wrap us up.

A Tough Pacific Ocean Race

What's the hardest West Coast race? Some may say it's the Transpac or maybe the Coastal Cup or the Oregon Offshore. But the one that sticks out as the most challenging is the Singlehanded Sailing Society's Great Longitude Pacific Race, or LongPac for short. Created to make a race out of the Singlehanded Transpac qualifier, the LongPac is held in odd years and has only one mark. Start in the Bay then head out the Gate to longitude 126°40' W, turn around, and come back, a distance of 400 nautical miles.

The problem lies with the whims of the Gulf of the Farallones and Gale Alley that make the course either a slow ride or a crazy, scary, gear-breaking slog. In most years, it can be both.

Twelve singlehanded boats started this year on July 5, with only one doublehanded entry, the Columbia 30C *Six Brothers*. The fleets started in front of the Golden Gate Yacht Club in a flood and enough breeze to make it out to the ocean easily.

Jim Quanci on the Cal 40 *Green Buffalo* has been going out the Gate for many years and many races, and had the start down to a science. "There was early ebb and decent breeze at the south side," he said. "The north side looked like lighter air, and with the flood there would be a lift exiting on the south side. So south side it was."

Out on the ocean things settled down. "The second day was, in a word, glorious. Perfect sailing conditions for hours and hours," said Tom Boussie of the Capo 30 *Joujou*. "I ended up close-hauled for the last 50 miles to the turnaround point, hitting the mark at 8 p.m. This was four hours behind *Green Buffalo*, with whom I had crossed tacks two hours earlier. I

Left: The SSS race committee tests out their new human flagpoles. **Below:** A wave from singlehander Greg Ashby on the Wilderness 30 'Nightmare' at the finish of his first LongPac.



BOTH PHOTOS KRISTEN SOETEBIER

waved as we passed, but apparently Jim was down below sleeping one of his 10 hours that day, or mixing cocktails, or whatever else he does on these races. I knew that he was going to kill everyone in the race, but he could at least try to make it look a bit harder."

Once most of the boats were turned around and heading for home they saw more wind and waves. "This race was different from other LongPacs and the start of the 2014 Transpac," said veteran SSS racer Joe Balderrama of the Express 27 *Archimedes*. "2011 was frustrating, 2013 was scary windy, and this one... a fun and tolerable leg 1 and a queasy, jostling leg 2. It's a tougher race than the SHTP and is supposed to be."

Most of the finishers saw a light patch at Point Bonita with the Golden Gate tempting them after a long two to three days of racing. Gregory Ashby on *Nightmare*, a Wilderness 30, racing his first LongPac summed up the finish: "Approaching Point Bonita the wind died and I jibed back and forth to keep apparent wind going and keep us in the flood while dodging inbound and outbound shipping traffic.

"At the Gate the breeze filled in, putting us on starboard to the finish," he continued. "I ran all the way to the breakwater to give the race committee a big wave and thank you! Altogether a great race, challenging and exciting." Gregory plans on racing in next year's SSS Transpac.

Three boats could not finish because of equipment failures, and in the end both the veteran and new LongPac racers agreed that this may be one of the toughest races on the West Coast.

— ncs

SSS LONGPAC, 7/5-8

SINGLEHANDED A — 1) Green Buffalo, Cal 40, Jim Quanci; 2) **Archimedes**, Express 27, Joe Balderrama; 3) **Riff Rider**, Cal 40, Charles Casey. (5 boats)

SINGLEHANDED B — 1) Tortuga, Westsail

TOM WALKER / WWW.TOMWALKER.PHOTOGRAPHY





Participants in Ullman Sails Long Beach Race Week enjoyed stiff breeze and lively competition on Friday, June 23. The southwesterlies built to 20 knots at several marks along the courses.

32, Randy Leasure; 2) **Galaxsea**, Nauticat 44, Daniel Willey; 3) **Crinan II**, Wyliecat 30, Don Martin. (7 boats)

SINGLEHANDED OVERALL — 1) Green Buffalo; 2) Tortuga; 3) Galaxsea. (12 boats)

DOUBLEHANDED — 1) Six Brothers, Columbia C32, Chris Kramer/John Fryer. (1 boat)

Full results at www.jibeset.net

Sporty Long Beach Race Week

Sporty sailing conditions by day, spiced rum and dancing by night: Ullman Sails Long Beach Race Week delivered 24/7 for the hundreds of sailors who turned up to race on the waters off Long Beach on June 23-25.

"Alamitos Bay and Long Beach YCs team up to put this event together each year, merging our forces and using our years of experience and knowledge to provide the best regatta possible for our participants," said co-chair John Busch, of LBYC. "This year we were blessed with strong winds, fair seas, excellent competition and great parties." To counter the nightly parties, hosted alternately by ABYC and LBYC, each morning sailors bellied up to the Buzz Bar for coffee, compliments of US Sailing. Baristas from BrewHaHa Catering in Long Beach served up free lattes and such.

On three stellar days of breeze and

sunshine, more than 100 teams, hailing from Montana to Mexico, competed in one-design and PHRF racing, on both windward/leeward and random-leg courses along the Southern California coast.

"We were a little worried initially, when we didn't see the number of entries we'd like early on," Busch admitted, "but, as usual, people wait to sign up." Traditionally, numbers are lighter in Transpac years, as so many of those racers are tied up with final preparations for the race from Los Angeles to Honolulu that started in early July.

"We ended up with 122 boats and some really strong fleets, like the J/70s, Viper 640s and Pac52s, plus the weekend warriors who come out to play and make it such a fun event," said Busch.

As the breeze built on Friday, the mix of boats on the courses created

near pandemonium; the Viper 640s beat through the downwind PHRF boats, and the Pac52s dodged a swarm of J/70s darting to weather.

On Saturday, the outside Bravo course proved challenging, with a man overboard on one boat and a minor injury on another. Both crew were reported fine. And in the final race of the day, the Schock 35 *Whiplash* dismasted.

"We were crushing it," said skipper Ted Thompson, who had a 1-2 record for the day, "on our way to another bullet."

Thompson was

in disbelief when the mast snapped in two places. "Was this really happening?" One minute, they were "hauling ass in beautiful conditions," he said. The next, the mast tumbled into the water. Thompson reported that, with the crew hiking out on the windward rail, no one was injured; they were safely towed in.



Long Beach Race Week featured sporty sailing conditions — as this J/70 demonstrates.

"Our Random Leg classes have continued to increase in size over the years," said Busch. "We are seeing more competitors who like to do distance races in

THE RACING

addition to windward/leewards. We see it as the best of both worlds."

In Random Leg 2A, the SC52 *Elyxir* held off *Stray Dog*, winning PHRF Boat of the Week. *Elyxir*, sailed by Skip and Stacy Ely with daughter Amy Ely and crew, also won the Golison and Kent Family Trophy for the highest-placing boat with a minimum of three family members aboard.

In the battle for the Catalina 37 National Championship title, Newport Harbor YC's *Team Ayres/Satariano*

ousted four-time winner *DH3*, which took second. But Dave Hood's *DH3*, Bruce Cooper's J/70 entry *USA-32* and the Farr 40 *Temptress* teamed up to defend LBYC's title in the Yacht Club Challenge.

— betsy crowfoot

ULLMAN SAILS LONG BEACH RACE WEEK, ABYC/LBYC, 6/23-25 (7r, 0t)

PAC52 — 1) **BadPak**, Tom Holthus, 11 points; 2) **Invisible Hand**, Frank Slootman, 12; 3) **Fox**, Victor Wild, 23. (4 boats)

FARR 40 — 1) **Temptress**, Raymond Godwin, 14 points; 2) **Coquille**, Gary Ezor, 18; 3) **Blade II**, Mick Shlens, 19. (6 boats)

J/120 — 1) **Caper**, John Laun, 11 points; 2)

Mad Men, Ernie Pennell, 23; 3) **Hasl Free**, Rudolph Hasl, 23.8. (6 boats)

CATALINA 37 — 1) **Team Ayres/Satariano**, Bruce Ayres, 14 points; 2) **DH3 Racing**, Dave Hood, 16; 3) **Jane's Addiction**, Steve Horst, 22. (9 boats)

SCHOCK 35 — 1) **Code Blue**, Robert Marcus, 12 points; 2) **Uncle Bob**, Larry Leveille, 22; 3) **Bully**, Barrington Darcy, 27. (8 boats)

J/70 — 1) **Cool Story Bro**, Chris Snow, 16 points; 2) **Minor Threat**, Jeff Janov, 36; 3) **Huckleberry**, Jim Murrell, 37; 4) **3 Big Dogs**, Pat Toole, 40; 5) **Going Rouge**, Chris Raab, 41; 6) **Jennifer**, Chris Kostanecki, 43; 7) **Christine Robin**, Tracy Usher, 48. (27 boats)

VIPER 640 — 1) **Boomslang**, Geoff Fargo, 13 points; 2) **Nice ASP**, Mike Pentecost, 19; 3) **Breakaway**, Eric Chadwick, 31. (13 boats)

PHRF B — 1) **E Ticket**, SC37, Tom Hudson, 8.5 points; 2) **Mexican Divorce**, 1D35, Neil Fraser, 20; 3) **Picosa**, J/111, Jack Jorgensen, 23. (7 boats)

PHRF C — 1) **Rival**, J/35, David Boatner, 12 points; 2) **Lugano**, Beneteau First 40.7, Mark Stratton, 18; 3) **Raptor**, J/109, Heinz Butner, 25. (7 boats)

SPORTBOAT — 1) **Kuai**, Melges 32, Daniel



LATITUDE / CHRIS

ACYC's Franks Tract Regatta on July 22-23 endured calm, triple-digit weather on the San Joaquin River, but two races were completed, with **SSC** retaining the **Tractor Trophy**.

Thielman, 15 points; 2) **Menace**, Farr 30, William Daffron, 17.5; 3) **Current Obsession**, C&C 30, Gary Mozer, 22. (8 boats)

RANDOM-LEG DIVISIONS (3r, 0t)

RL-A1 — 1) **Peligroso**, Kernan 70, Lorenzo Berho, 4 points; 2) **Margaritaville** 1½, Andrews 52, Jay Steinbeck, 8; 3) **Wasabi**, TP52, Dale Williams, 10. (5 boats)

RL-A2 — 1) **Elyxir**, SC52, Skip Ely, 5 points; 2) **Stray Dog**, Farr 11s, Cowbell Sailing, 6; 3) **Triumph**, SC52, Steve Sellinger, 8. (7 boats)

RL-B — 1) **DistraXion**, Xp44, Jeffrey Coyle, 3 points; 2) **Lady Max**, Beneteau First 47.7, David Cloyd, 6; 3) **Cirrus**, J/124, Timothy Harmon, 11. (6 boats)

RL-C — 1) **Dream Catcher**, Sun Odyssey 49, Steve Torres, 3 points; 2) **Gator**, Frers 39, Thomas Wheatley, 7; 3) **Zephyr**, J/109, Jack Mayer, 8. (5 boats)

Full results at www.lbrw.org

SYC Twin Island #2

Sausalito YC's Twin Island Race on July 15 attracted 15 boats, nine competing in the spinnaker division and six flying white sails. This year's Twin Island Series, three races stretched out from April through October, celebrates the 75th anniversary of the club, which was founded in 1942 by seven teenagers. 2017's regatta spotlights sailors 18 and younger in honor of those founders. Six boats sailed the race with youth crew; the youngest were 12 and 13 years old.

The young sailors hoisted, trimmed and steered as active participants in the race. At the awards ceremony, each young crewmember was presented a special trophy citing their participation in the Anniversary Regatta.

The Twin Island Race is named for the course, which starts near Angel Island's Point Knox and gives racers the choice to sail around Alcatraz and Angel Island in either direction after passing a turning mark at Yellow Bluff. The finish line is at the SYC clubhouse in downtown Sausalito. Choosing which way to go, based on currents and wind, often provides the winning combination, as was the case this year in the Spinnaker Division.

While the eight other spinnaker boats selected counterclockwise and aimed at Alcatraz in the building flood, David Britt's J/88 *Split Water* chose to go it alone and sail clockwise through Raccoon Strait first. No one dared opt out of the counterclockwise parade in Non-Spinnaker, so it was a 14 to 1 shot for *Split Water*.

The J/88 found good wind and a building flood in Raccoon Strait, the normal giant wind hole northeast of Angel Island, and just enough remaining ebb to boost them toward Point Blunt and the strong southwesterly wind in the Central Bay. In the meantime, the counterclockwise boats close-reached across, enjoying a bit of competition from the YRA Westpoint racers who were also using Alcatraz as a turning mark before heading into the South Bay. Things were looking good for the counterclockwise selectors.

Once the spinnaker boats made it around Alcatraz, chutes blossomed for the broad reach to Angel Island. There was no sign of *Split Water* coming toward them. Things looked rosy until the counterclockwise boats reached the 'no sail' zone northeast of Angel Island. Flat water reflected the blue sky all the way to the Richmond shore and combined with the remaining ebb east of Angel Island to provide an effective brake. Spinnakers drooped and disappeared. Jibs flapped listlessly. Boats inched toward a breath of fresh air near the mouth of Raccoon Strait.

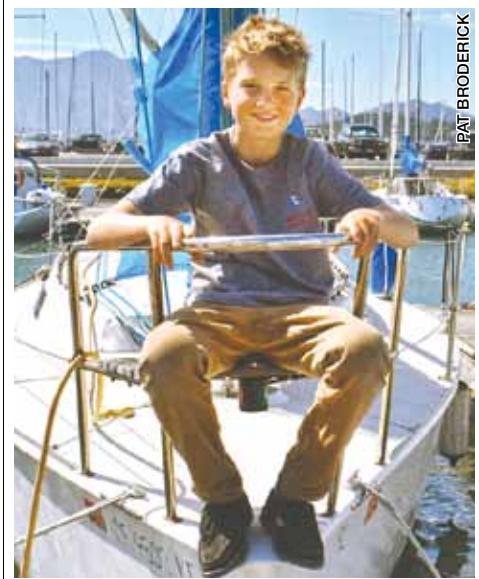
Split Water sailed blithely south, parading past all the sagging headsails and taking advantage of the ebb while seeking wind south of Point Blunt. Britt and his crew were last seen close-reaching their way over toward Alcatraz.



JENNIFER MCKENNA



RICH VASQUEZ



PAT BRODERICK

An unexpected breath of northeast-erly breeze slowly filled in, allowing the stationary boats sailing counterclockwise to begin inching toward the mouth of Raccoon Strait. But they began to encounter the growing flood. Like painted sailboats on an old Dutch Master canvas, boats heeled in the breeze but remained stationary against the Marin shoreline. Blocked from view, *Split Water* continued her progress to and around Alcatraz and began a broad reach back toward the Yellow Bluff turning buoy in a very nice southwesterly.

Once through Raccoon Strait, a string of boats stretched from Peninsula Point to the Sausalito shoreline. Looking ahead, they saw a lone J/88 approach and pass the turning buoy and begin her slow slog toward the clubhouse finish line.

At Yellow Bluff, the Sausalito peninsula blocked any southwest wind except for brief zephyrs sneaking through the gaps. There was no 'Hurricane Gulch'; instead a confused, swirling air mass resulted in constant jibing to keep boats moving. Foulies were stripped off, sunscreen lathered on, and the largest butts onboard planted on booms to hold sails out in hopes of catching some of that swirling air. For most boats the final half mile took 45 minutes or more.

The sound of a distant gun going off heralded *Split Water*'s finish. The J/88 corrected out 15 minutes ahead of the second-place boat, Ron Anderson's J/105 *Streaker*.

The third and final Twin Island Race is scheduled for October 14. Trophies will again be awarded to sailors 18 years of age and younger.

See www.sausalitoyachtclub.org.

— pat broderick

Twin Island racers, left to right: Dan and Pat with Ben, age 12, at the helm of the Wyliecat 30 'Nancy'; Rich Vasquez's 14-year-old grandson Marco, who'll be signing up for the SYC junior program soon, raced on Rich's Ericson 33 'Jazzbeau'; Ben on the bow of 'Nancy'.

High Sierra Regatta Weekend #2

July 15-16 was a weekend of fun racing on Huntington Lake with clear skies and steady breeze for the annual High Sierra Regatta. Fresno YC got off five successful races despite a postponement and an abandoned race on Sunday morning. Competitors enjoyed courses with lots of reaching legs on Saturday and more traditional windward/leewards on Sunday.

Strong turnout across the board led to many competitive one-design fleets and two PHRF fleets. Moore 24s took the crown for biggest fleet at 13 boats, closely followed by an 11-boat fleet of Thistles and an 11-boat fleet of San Juan 21s. Skipper Jerry Hanson won the San Juan fleet by three points while skipper Samuel Ingham won the tiebreaker for first in the Thistle fleet aboard his boat, *Green Eggs and Sam*. Moore 24s had a weekend of tight racing, but ultimately Rowan Fennell and his crew aboard *Paramour* took home the win.

PHRF fleet A consisted of mostly Wylie Wabbits and was won by Tim Russell aboard *Weckless*. PHRF B was won by skipper Pat Bradley on *Old and in the Way*. The Sportboat fleet was won by Bob Comstock aboard *Ultimate Antics*.

"We had to combine the J/70, Open 5.70, Ultimate 20 and Viper 640 into a 'Sport Boat Fleet', and use the NorCal PHRF base-rate handicaps," explained Comstock, who served as event chair. "The regatta included a dinner and party Saturday night at China Peak Mountain Resort and the continuation of our new five-race format."

The racing was great, the campsites

were crowded, and the atmosphere was the best.

— kelsey tostenson

HIGH SIERRA REGATTA 1, 7/8-9 (5r, 0t)

DAY SAILER A — 1) **Bubba**, Mike Gillum, 11; 2) **Hot Flash**, Craig Lee, 12; 3) **Measures Up**, Haydon Stapleton, 15; 4) **Long Gone**, Dean Iwashashi, 33; 5) **Passin' Wind**, Bill Flock, 35. (23 boats)

DAY SAILER B — 1) **Rebel Banana**, Andrew Monroe, 9; 2) **Solar Coaster**, Christopher Surfleet, 13; 3) **Retro**, Steve Fargo, 13. (7 boats)
LIDO A — 1) #3113, Stunami Robertson, 10; 2) **Short Bus**, Kevin Thomas, 12; 3) **Orin B.**, Mark Ryan, 13. (11 boats)

LIDO B — 1) **Smoke & Mirrors**, Kenny Kieding, 5; 2) #6272, Mark Dawson, 10; 3) **Rocket Science**, Terry Hensley, 19. (3 boats)

SNIPE — 1) Don Bedford, 7; 2) Doug Hart, 12; 3) Steve Stewart, 19. (6 boats)

VANGUARD 15 — 1) Kristin Altreuter, 10; 2) Al Sargent, 15; 3) Benjamin Pedrick, 16. (9 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 5; 2) **Not So Fast**, Steve Cassingham, 13; 3) **Spirito Voleoce**, Steve Anderes, 17. (8 boats)

MOTH — 1) Brooks Reed, 25; 2) Scott Nelson, 26. (5 boats)

LASER — 1) Marcel Sloane, 12; 2) Roger Herbst, 14; 3) Brad Schaupeter, 16. (15 boats)

LASER RADIAL — 1) Gavin McJones, 9; 2) Jessica McJones, 14; 3) Julian Soto, 15. (8 boats)

OPTIMIST — 1) Blake Behrens, 9 points; 2) Oliver Stokke, 21; 3) Richard Rychlik Jr., 28; 4) Aston Smith, 30; 5) Emily Rychlik, 34. (20 boats)

Full results at

www.regattanetwork.com/event/13837

HIGH SIERRA REGATTA 2, 7/15-16 (5r, 0t)

PHRF A — 1) **Weckless**, Wylie Wabbit, Tim Russell, 13; 2) **The Bar-Ba-Loot**, Wylie Wabbit,

THE RACING

LATITUDE / CHRIS



Bay View Boat Club's Plastic Classic race committee waited patiently aboard the 38-ft Diesel Duck 'Ark' for wind on July 15, but all that built was the flood current. Left to right: Mark Dallman, Susan Tramontana, Peter McCool, Amy Kuhlmann and Devra Dallman. Right: NA = all racing abandoned.

Sarah Deeds, 17; 3) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg, 17.5. (9 boats)

PHRF B — 1) **Old and in the Way**, J/24, Pat Bradley, 12; 2) **Fastlane**, Olson 25, Ken Nelson, 12; 3) **Make My Day**, Olson 25, Nat Gildersleeve, 13. (8 boats)

SPORTBOAT — 1) **Ultimate Antics**, Ultimate 20, Bob Comstock, 9; 2) **Peabody**, Ultimate 20, Donna Womble, 10; 3) **Clown School**, Viper 640, Todd Downey, 11. (10 boats)

MOORE 24 — 1) **Paramour**, Rowan Fennell, 13; 2) **Mooregasim**, Stephen Bourdow, 19; 3) **Gruntled**, Bart Hackworth, 24. (12 boats)

SAN JUAN 21 — 1) **Jerry's Ferry**, Jerry Hansen, 8; 2) **The Black Pearl**, Rod Hansen, 11; 3) **The Great Dane**, Jorgen Clausen, 12. (11 boats)

THISTLE — 1) **Green Eggs and Sam**, Samuel Ingham, 8; 2) **Boomshakalaka**, Mike Gillum, 8; 3) **Irie**, Dan Clark, 24. (11 boats)

Full results at

www.regattanetwork.com/event/13838

OYRA Half Moon Bay

The common cry from skippers sailing this year's OYRA Half Moon Bay Race on July 1 was once again "Whales!" Warren Holybee, sailing his Morgan 382 *Eliana*, observed, "As is the norm recently, we saw lots of whales both leaving and returning." Timothy Johnson, of the Catalina 42 *Farrage*, said he and his crew couldn't stop talking about the whale sightings, many of which were very close.

Nick Schmidt, sailing the Express 37 *Escapade*, made tactical decisions to keep clear of the cetaceans. On Pat Broderick's doublehanded Wyliecat 30 *Nancy* the crash tack when a humpback popped up a boatlength ahead of the bow nearly tossed his crew overboard. Buzz Blackett found a humper surfacing a couple of boatlengths in front of his Antrim Class 40 *California Condor*,

necessitating a faster-than-usual tack.

Once clear of whales and Lands End, concern with the nasty ebb-induced chop took over. The large-boat division used the Lightship as its turning mark, and the other divisions used Channel Marker #8. "Active driving and main trim was necessary to keep the boat fast and minimize slamming," said Nick Schmidt. "Most boats laid their turning mark without tacking."

The long leg from the shipping channel turning marks to Pillar Point #1 was a mixed spinnaker bag. Some boats broke out their chutes quickly, some misjudging the wind angle and hoisting symmetrical chutes instead of asymmetrical. Other boats delayed hoisting until partway down.

Boats reported WNW winds in the mid- to high teens with occasional gusts into the low 20s.

Jan Hirsch, sailing his Islander 30-2 *Sweet Pea* in his first HMB race, reported making almost 8 knots on a beam reach

THE BOX SCORES

IYC SPRING ISLAND NIGHTS (5r, 1t)

SPINNAKER 1 — 1) **Ad Lib**, Aphrodite 101, Bruce Baker, 7 points; 2) **Twisted**, Farr 40, Tony Pohl, 8; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 10. (7 boats)

SPINNAKER 2 — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 5 points; 2) **Boogie Woogie**, Ranger 33, John Ratto, 8; 3) **Obsession**, Harbor 20, Dave Vickland, 9. (3 boats)

168-RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Faster Faster!**, Merit 25, David Ross, 8. (2 boats)

SIZE MATTERS — 1) **Fun**, Santana 22, Chris Nicholas, 6 points; 2) **Obsession**, Harbor 20, Dave Vickland, 7; 3) **Loco2**, Mercury, Paul Mueller, 14. (4 boats)

Full results at www.iyc.org

RACE TO ALASKA, FINISHING TEAMS

1) **Pure & Wild/Freebird**, Telzlaflaff/Melvin 28 tri; 2) **Big Broderna**, F-31R; 3) **Bad Kitty**, Uthoff 34 cat; 4) **Ketch Me If U Can**, Nacra Inter 20 cat; 5) **West Coast Wild Ones**, O'Day 27 (first monohull); 6) **3 1/2 Aussies**, F-31R tri; 7) **Triceratops**,

Details at www.r2ak.com

IYC SILVER EAGLE, 6/24

MONOHULL — 1) **Can O'Whoopass**, Cal 20,

Paul Sutcek; 2) **Traveler**, Express 34, David Ross. (2 boats)

SINGLEHANDED — 1) **Fugu**, Wilderness 30S, Chris Case. (1 boat)

DOUBLEHANDED — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Kynntana**, Freedom 38, Carliane Johnson. (2 boats)

MULTIHULL <100 — 1) **Orion**, MOD70, Tom Siebel. (1 boat)

MULTIHULL >100 — 1) **Wingit**, F-27, Amy Wells; 2) **Ma's Rover**, F-31, Mark Eastham; 3) **Peregrine Falcon**, F-27, William Gardner. (9 boats)

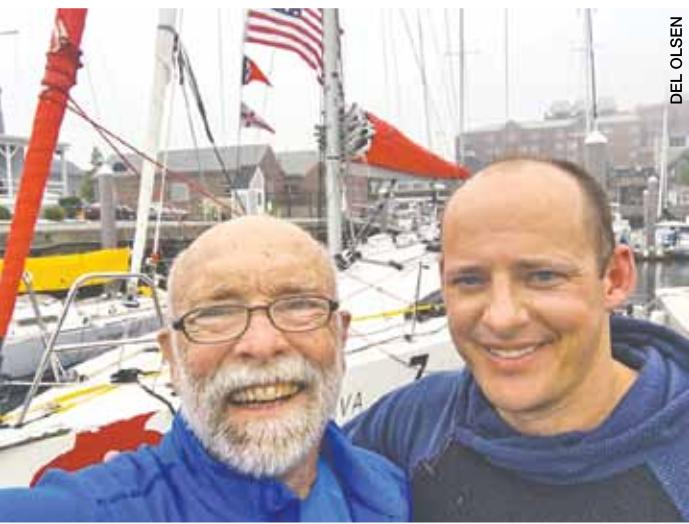
Full results at www.iyc.org

SiFYC WOODIES INVITATIONAL, 6/23-25 (6r, 0t)

KNARR — 1) **Aquavit**, JCP Perkins, 23 points; 2) **Svenkist**, Sean Svendsen, 25; 3) **Bennino**, Terry Anderlini, 27; 4) **Gjendin**, Graham Green, 32. (16 boats)

FOLKBOAT — 1) **Windansea**, Don Wilson, 9 points; 2) **Josephine**, Eric Kaiser, 11; 3) **Freja**, Tom Reed, 22. (12 boats)





Del Olsen and Stephen Gay from Richmond YC raced on a Sun Fast 3200 in Newport YC's 635-mile Bermuda 1-2 in mid-June. "Bermuda was interesting notwithstanding the AC circus being in town," said Del.

with just his 155% genoa before going to the spinnaker when the wind lightened up near Pillar Point.

Eliana joined the boats changing from spinnakers to white sails and back as their sailing angle in toward Pillar Point changed the wind angle. Switching headsails was not without issues, however. Buzz Blackett reported getting the "most amazing headstay/jib halyard wrap I've ever seen." It took an hour to unravel things and by that time it was, "too late/too chicken to try that shit again, so we jibed for the finish mark and drifted in." Farraige suffered a spinnaker halyard failure, dumping the chute and "its now-inverted sock, which made a great drogue" into the ocean. They didn't report catching any shrimp.

The "Pillar Point Promenade" in light

air and lumpy seas greeted boats as they closed in on the finish. Spinnakers drooped, crews sat on booms attempting to hold out mainsails, and sailmakers rejoiced as sails slatted and delaminated while boats inched toward the finish line at Pillar Point Buoy #3.

Taking their own finish time when passing an imaginary line between #3 and the pylon at the harbor entrance, boats quickly fired up the iron sail and either turned and burned or spent the night in Pillar Point Harbor. HMBYC provided a hearty pork-and-apple stroganoff and a delicious angel-food cake dessert.

The return sail on Sunday provided unusual southerly wind, which made the trip home as fast as the race down. Some exhausted (hungover?) crews even hoisted their chutes and enjoyed a pleasant run back up the coast.

— pat broderick

ORYA HALF MOON BAY RACE, 7/1

PHRO 1 — 1) California Condor, Antrim

BEAR — 1) **Smokey**, Stephen Robertson, 5 points; 2) **Magic**, Tim Maloney, 12; 3) **Huck Finn**, Margie Siegal, 19. (6 boats)

Full results at www.StFYC.com

LIPTON SERIES, SYC, 7/8 (3r, 0t)

J105 — 1) **Roxanne**, Charles James, CYC, 3 points; 2) **Hazardous Waste**, Chuck Cihak, SYC, 8; 3) **Fast Friends**, Kyle Elliott, SFYC, 9. (3 boats)

SF30 — 1) **Abba Zabba**, Tartan Ten, Greg Arkus, SFYC, 5 points. (1 boat)

CAL 20 — 1) **First Rodeo**, Halsey Richartz, StFYC, 4 points; 2) **Sprite**, Paul Kaplan, SBYC, 7; 3) **Raccoon**, Sally Clapper, SYC, 15. (6 boats)

Full results at www.sausalito yachtclub.org

WHIDBEY ISLAND RACE WEEK, 7/9-14 (13r, 1t)

PHRF 1 — 1) **Wicked Wahine**, Melges 32, Darrin Towe, 23; 2) **Shrek**, 1D35, John Hoag, 29;

3) **Absolutely**, Farr 39ML, Charles McCaulay, 32. (7 boats)

PHRF 3 — 1) **Bat Out of Hell**, Farr 30, Lance Staughton, 36; 2) **65 RedRoses**, Farr 30, Bruce Chan, 42; 3) **Sabrosa**, Henderson 30, Pete Sau-

THE BOX SCORES

er, 45.5. (10 boats)

PHRF 4 — 1) **Uno**, Sierra 26x, Brad Butler, 16; 2) **Here & Now**, J/29, Pat Denney, 26; 3) **Mad Dash**, Dash 34, David Jackson, 30. (7 boats)

PHRF 7 — 1) **Bodacious**, Beneteau 3555, J. Rosenbach, 20; 2) **Crazy I's**, M242, Chris White, 27; 3) **Kowloon**, Olson 911, Ken Chin, 35. (8 boats)

PHRF 8 — 1) **Amuse Bouche**, J/24, Jamie Thomas, 26; 2) **Ehu Kai**, San Juan 24, Bill & Cathy Walker, 36; 3) **Roshambo**, J/24, Mark Daniel, 41. (9 boats)

J105 — 1) **Troublemaker**, John Well/Kent Sisk, 27; 2) **Moose Unknown**, John Aitchison, 34;

3) **More Jubilee**, Erik Kristen, 38. (13 boats)

MELGES 24 — 1) **Cool Beans**, Kathy Kushner, 22; 2) **Nikita**, Arntson/Maher, 37; 3) **Merlin**, Mark McCuddy, 38. (8 boats)

Full results at
www.whidbeiyislandraceweek.com

In a building breeze that approached the high teens at times, StFYC hosted J/111s for Summer Sportboat and J/70s for their PCCs.

Class 40, Buzz Blackett; 2) **Blue**, Swan 53, Ray Paul; 3) **Bright Hour**, Farr 40, James Bradford. (4 boats)

PHRO 2 — 1) **Escapade**, Express 37, Nick Schmidt; 2) **CruzSea Baby**, Beneteau First 10R, Brian Turner; 3) **Bullet**, Express 37, Laurence Baskin. (6 boats)

PHRO 3 — 1) **Sea Star**, Cal 39, Bob Walden; 2) **Ahi**, Santana 35, Andy Newell; 3) **Yeti**, Express 27, Adam Mazurkiewicz. (8 boats)

SHS — 1) **Nancy**, Wyliecat 30, Pat Broderick/Pat Wertz; 2) **Six Brothers**, Columbia C32, Chris Kramer/John Fryer; 3) **Ragtime!**, J/92, Bob Johnston/Dave Morris. (7 boats)

Full results at www.jibeset.net

Tahoe Racing Update

The Trans-Tahoe Regatta was about hanging out in the shade waiting for wind that barely filled at 5:30 p.m. both Friday and Saturday, June 23-24. Much to their credit, the hosting Tahoe

SANTA CRUZ 27 NATIONALS, ANACORTES YC, 6/30-7/2 (5r, 2t)

1) **Wild Rumpus**, Stephanie Schwenk, 15 points; 2) **Zipper**, Alixia Fischer, 21; 3) **Limy Bastard**, Colin Emsley, 26. (8 boats)

Full results at www.anacortesyachtclub.org

J/70 PCC, StFYC, 7/14-16 (9r, 0t)

1) **Perseverance**, Bennet Greenwald, SDYC, 15 points; 2) **Bottle Rocket**, David Schumann, SFYC, 21; 3) **Jennifer**, Chris Kostanecki, SFYC, 24. (8 boats)

SUMMER SPORTBOAT, StFYC, 7/15-16 (9r, 0t)

J111 — 1) **Skeleton Key**, Peter Wagner, 6 points; 2) **Swift Ness**, Nesrin Basoz, 18; 3) **Bad Dog**, Dick Swanson, 19. (4 boats)

Full results at www.stfyc.com

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/15-16

PURSUIT — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Freedom**, Worth 40, Muriel Martens; 3) **Leda**, L-36, David James. (12 boats)

Full results at www.sfycc.org

THE RACING

YC did very well with the wind they had, putting on three short around-the-pins races on Friday evening using a three-minute start sequence. Racing started Friday at about 5:45 after waiting since 3 p.m. An enjoyable party followed at a local restaurant.

With an equally flat wind forecast for Saturday, Tahoe YC announced at the 10 a.m. competitors' meeting that the AP flag, signaling a postponement, would fly until at least 2 p.m. It made good sense to hang out in their nice clubhouse in Tahoe City, watch the America's Cup, and stay out of windless 88° heat.

The AP was lowered about 3 p.m. We went afloat to have water fights with provided squirt soakers. A light westerly filled in about 5:45. A 13-mile course was started for the Trans-Tahoe distance race, shortened to finish at Dollar Point. Good enough, with a beautiful sunset and a nice party with awards at the clubhouse.

Five Express 27s sailed as a one-design fleet. Our compliments to *Swamp Donkey* and *Salty Hotel* for trailering up. *Dianne* and *Eagle* came up from Lake Tahoe's South Shore. The local boat *Fired Up* bested the fleet with all first places.

Little Lake Tahoe Windjammers Yacht Club in South Lake Tahoe had a good turnout for their distance race, the Southern Crossing. Fifteen boats turned out on July 8. The day started with light wind and went to no wind, and then the hoped-for afternoon westerly came in, giving a fast spinnaker reach back to the South Shore at Edgewood and a finish at the club mark.

Boats ranged from a J/125 rating -4 to a Catalina 250 at 200. Four Express 27s and a couple of Moore 24s and Melges 24s turned out for a most pleasant day on the fresh water of Lake Tahoe. Ross Groelz's Express 27 *Eagle* sailed a brilliant race and placed first overall, correcting out on the big, fast boats from Tahoe YC.

— steve katzman

TAHOE YC TRANS-TAHOE, 6/23-24 (4r, 0t)

PHRF 1 — 1) **August Ice**, J/125, Richard Ferris, 7 points; 2) **Wicked Sister**, Farr 36, Richard Courier, 8; 3) **Racer X**, Farr 36, Gary Redelberg-er, 9. (3 boats)

PHRF 2 — 1) **Flight Risk**, Thompson 650,



Jeff Fellicetti and Terri Cole sailed on Ross Groelz's Express 27 'Eagle' in the Southern Crossing Race.

Ben Landon, 5 points; 2) **Aloha**, Hobie 33, Kyle Vanderspek, 9; 3) **Chinook**, J/105, Jim Duffy, 10. (5 boats)

PHRF 3 — 1) **Heatwave**, SC27, Don Bemiss, 8 points; 2) **Moorigami**, Moore 24, John Siegel, 9; 3) **Poopsie**, SC27, Jason Roach, 10. (7 boats)

EXPRESS 27 — 1) **Fired Up!**, John Morrison, 4 points; 2) **Eagle**, Ross Groelz, 12; 3) **Dianne**, Steve Katzman, 13. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Zoom Zoom**, Pete Russell, 13; 3) **Looper**, Duane Yoslov, 14. (6 boats)

CRUISING — 1) **Knot Bitchin**, San Juan 24, Chaco Mohler, 8 points; 2) **Osprey**, Alerion Express 28, Jamie Casey, 12. (2 boats)

Full results at www.tahoeyc.com

LAKE TAHOE WINDJAMMERS YC SOUTHERN CROSSING, 7/9

PHRF A — 1) **Zoom Zoom**, Melges 24, Pete Russell; 2) **Magoo**, Melges 24, Wilson; 3) **Hot Rod**, J/80, Peter Rexelius. (6 boats)

PHRF B — 1) **Eagle**, Express 27, Ross Groelz; 2) **#42**, Moore 24, Lester Robertson; 3) **Dianne**, Express 27, Steve Katzman. (7 boats)

PHRF OVERALL — 1) **Eagle**; 2) **#42**; 3) **Zoom Zoom**. (13 boats)

CRUISING/NON-SPINNAKER — 1) **Hello Sunshine**, Catalina 250, Laura Hyde; 2) **Time to Burn**, Santana 23, Bruce Kenney. (2 boats)

Full results at www.tahoeyc.com

US Youth Championships

West Coast youth shone like the Texas sun at the US Youth Championships hosted by Corpus Christi Yacht Club on June 24-28.

The regatta featured 177 boys and girls under 20, with qualification for the 2017 Youth Sailing World Championships on the line in four of the six classes.

In the 29er skiff fleet, RYC junior Neil

Marcellini of Lafayette and his crew, Ian Brill of San Diego, had a critical win on the last day of racing. Tuesday's leaders, David Eastwood of Santa Barbara and Sam Merson of Rancho Santa Fe, were tied in points with Marcellini and Brill but lost on the secondary tiebreaker of more second-place finishes. (Marcellini was Junior El Toro champ in 2015.)

"We're actually the heaviest team here, so we were expecting to go fast in heavy air, but we've been doing well in lighter air recently, so that's awesome for us," said Marcellini. By winning they have qualified for the Youth Worlds.

"Leading up to the Worlds, this is a feeler to see where the rest of the US fleet is, and the competition has gone up over the past year. So, it was really tight and really fun," said Eastwood.

Laser Radial sailor Joseph Hou of Newport Beach placed seventh in the final race. It was more than enough to win the championship — he won by a 17-point margin. "There was a lot of frontal breeze, so there's more tricky conditions and it takes a lot more mind power to get through the day," said Hou. "I tried to keep an even-keel kind of attitude, making sure nothing gets to me. If a good race happens, it's on to the next one."

In the Nacra 15 catamarans, Jake and Maxwell Mayol of Newport Beach finished second with a narrow deficit in the highly competitive fleet behind Mark Brunsvold and Dylan Heinz of Sarasota, FL. Luke Melvin and Kyle Collins, sailing for Alamitos Bay YC, placed third. The first female team, Helen Horangic and Charlotte Versavel, from Redwood City's Peninsula Youth Sailing Foundation, placed fourth.

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

July's racing stories included:

- America's Cup • Transpac
- The Bridge • Clipper Race
- Westpoint Regatta • Governor's Cup
- Santana 22 Nationals
- Previews of the YRA 2nd Half Opener, August races, and more.

For results and more info, go to www.ussailing.org/racing/championships/youth/youthchamps.

—latitude/chris

Race Notes

Our congratulations go out to the top finishers who traveled from the West Coast to Rhode Island for the Newport Regatta, hosted by **Sail Newport** on July 7-9. Californians stacked the deck in the Melges 20 class. Drew Freides of Pacific Palisades topped the division with *Pacific Yankee*, Dan Thielman of CYC in Tiburon placed third with *Kuai*, and young Liam Kilroy of SFYC placed fourth with *Wildman*. Liam's dad John raced too.

Bay Area International 110 sailors included Milly Biller, Bren Meyer and David West. Meyer scored best, finishing fourth with *Another Woman*. J.C. Raby from Tiburon placed fourth in the RS Aero class. For complete results and more, see www.sailnewport.org.



of the SSS," he writes. In mid-July he was about to head to Gosport (near Portsmouth in southern England) for his Level 4 training. We'll have much more on Shragge's participation in the Clipper Race in future issues.

The campaign for the 2017 **Bart's Bash** launched on July 17. The global regatta on September 16-17 aims to be the biggest sailing event in the world. See www.bartsbash.com to find out what it's about, how and where to sign up, how to fund-raise and how donations are spent. Named for and honoring English sailor Andrew 'Bart' Simpson, the Artemis Racing America's Cup sailor who drowned on San Francisco Bay in 2013, Bart's Bash supports many diverse charities.

The **Caribbean Sailing Association** has announced a five-year calendar for their winter circuit of regattas. See www.caribbean-sailing.com. Entry is already open at www.bvispringregatta.org for the **BVI Spring Regatta & Sailing Festival** on March 26-April 1, 2018.

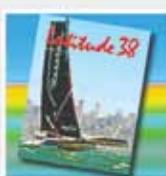
—latitude/chris

Ian Brill and Neil Marcellini won gold medals in the 29er class at the US Youth Championships in Corpus Christi, TX.

Harmon Shragge, normally of the Beneteau Oceanis 350 *French Kiss*, will be sailing in Leg 3 (from Cape Town, South Africa, to Fremantle, Australia) and 7 (from Seattle to New York via the Panama Canal) of the upcoming **Clipper Race**, and doing the Sydney to Hobart Race. "I'm a San Francisco resident, Farallon Patrol member, and an officer

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WORLD

As the popularity of yacht chartering continues to expand, we offer **Tips and Advice on Bareboating Worldwide** — especially aimed at first-timers.

A World Chock Full of Bareboat Charter Options

During dockside conversations these days we often hear boatless sailors quip that they only sail on "OPBs." That is, on 'other people's boats'. And that trend is not surprising.

Given the fact that most North American wage slaves seem to be spending more time working nowadays and less

or buying into less formal boat-sharing arrangements these days. Likewise, the popularity of bareboat chartering worldwide is also on the upswing — even among folks who expect to go cruising on their own boat 'someday'.

If you're new to the concept of chartering you may not realize that there are fleets of late-model bareboats based in both tropical and temperate sailing

destinations all over the world. As you can see on the map below, Western Europe offers charter boats everywhere from Scandinavia to the South of France. In addition, bareboat chartering — especially in flotillas — is extremely popular in Croatia (in the Adriatic Sea) and both Greece and Turkey (in the Aegean).

Chartering venues

in the Indian Ocean include the Seychelles, Malaysia and Thailand, while Australia's most popular destination is the maze of well-protected pine-covered isles called the Whitsundays. East across the Tasman Sea, New Zealand's most idyllic sailing region is the spectacularly beautiful Bay of Islands. In the central South Pacific lie Tonga and Tahiti, both of which offer terrific interisland sailing within sheltered waters.



LATITUDE / ANDY

If you're in the market for laid-back sailing among a lush green maze of islands, consider a cruise through the Gulf and San Juan Islands.

time recreating, various manifestations of the OPB concept make perfect sense. Sailing industry experts tell us that an increasing number of would-be boat owners are opting to join sailing clubs

There are so many bareboat chartering options around the world that it would take years to visit them all. What fun that would be!

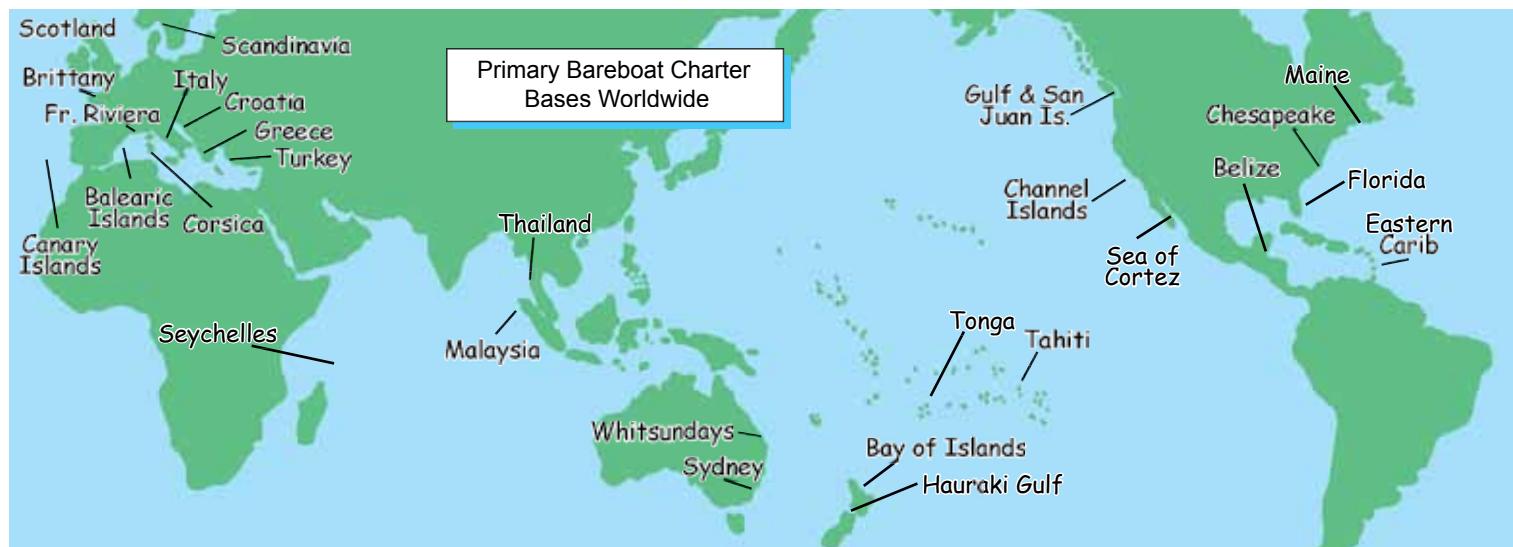
In the Americas, the range of options includes the Eastern Caribbean's 500-mile necklace of emerald isles, the Florida Keys, the historic waterways of Downeast Maine and the Chesapeake, plus the Gulf and San Juan Islands, Mexico's Sea of Cortez, Belize, and our own Channel Islands.

Impressive, right? But with so many choices, how do you pick just one? We've got a few ideas to share that might help make your planning process easier. So before you lock in a reservation for a specific destination, consider these key questions:

What are the specific needs and preferences of the sailors you hope to recruit as crew? Do they — and you — crave or shun shoreside amenities such as shopping, dining and nightlife? Do you and your buddies prefer tranquil, secluded anchorages or being berthed in the heart of the action, such as along a seawall in the heart of a bustling port town or village? Are you more interested in visiting historic sites and learning about cultural traditions than snorkeling on colorful coral reefs? Will you bring kids along? How about neophyte sailors? And finally, how tight is your travel budget? While boat rental prices tend to be roughly similar worldwide, airfare to some far-flung destinations can be a deal-breaker.

We don't have the editorial real estate here to discuss the virtues of every cruising ground on the map, so we'll focus our recommendations based on several key criteria.

Destinations Closest to Home — Assuming you're reading this on the West Coast, California's Channel Islands, Mexico's Sea of Cortez, Belize, and the



OF CHARTERING



Northwest's Gulf and San Juan Islands (aka the Salish Sea), are all located less than a half-day's travel from your front door, with air pricing that won't break the bank.

Each offers its own unique attractions, yet all have many unspoiled anchorages far from the hustle and bustle of modern urban living.

Best First-Timer Destinations — Anyone who's ever picked up a sailing magazine knows that the British Virgin Islands are the most popular choice for first-time charterers. And for good reason. Not only are BVI waters well protected, but the distances between anchorages are short, and the shore-side facilities abundant, yet there are overnight mooring buoys in almost every popular anchorage. You could literally explore this British Overseas Territory for weeks without ever having to anchor — the task most feared by many marina-based sailors.

Although we never tire of sailing the BVI, roughly 350 miles to the southeast lies a cluster of tiny islands called the Grenadines, which are also well worth considering. As with the BVI, distances between islands and anchorages are quite short, and the sea state is generally pretty flat. But the Grenadines see far fewer boaters, and there's not nearly as much development ashore. You will

Clear tropical waters serve as ideal playgrounds for crews of all ages. Spread: An uncluttered anchorage on Barbuda. Inset: The Tuamotus.

need to anchor in most places, but with white sand beneath you in nearly every anchorage, setting a hook here is as close to a no-brainer as you'll find anywhere.

We can also recommend the Northwest's Salish Sea as an excellent first-timer destination. Whether you choose to sail in the American San Juans or the Canadian Gulf Islands, you'll find benign conditions 90% of the time and excellent shoreside facilities — including many marinas — and breathtaking panoramas. You do have to pay careful attention to tides and currents, but that's a minor challenge that we've always viewed as part of the fun.

Best Sailing Winds — We'd be foolish to guarantee that you'll find ideal wind and weather *anywhere*. But the year-round trade winds of the Eastern Caribbean are about as predictable as any we've experienced.

From the Virgin Islands south to the Grenadines you'll typically find ideal 12- to 25-knot conditions year-round, interrupted only by passing storms and 'tropical waves' during the June-to-November hurricane season.

Elsewhere, you can usually count on some pretty fine sailing conditions in New Zealand during their summer

months (our winter), as well as in the Leeward Islands of Tahiti, a spectacularly beautiful destination that combines overnight anchorages in tranquil lagoons with often-booming open-water passages between islands.

In Mexico's Sea of Cortez, wind velocity tends to cycle every few days, giving sailors everything from very light air to

Reached via a charter base at La Paz, Mexico's Sea of Cortez is a national treasure that has minimal development and abundant sea life.



INSET SUNSAIL

SPREAD LATITUDE / ANDY

THE MOORINGS

WORLD OF CHARTERING

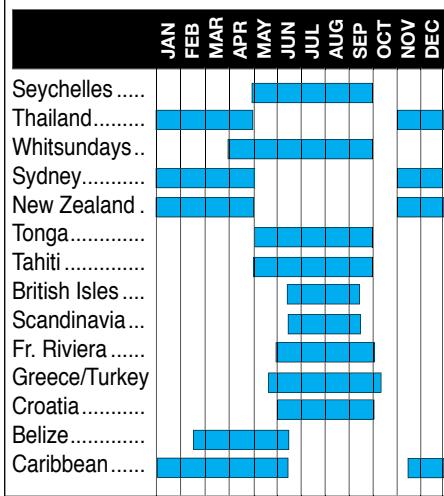
strong blows. Taken as a whole, though, there's generally plenty of nice breeze there in fall, winter and spring.

Best Venues for Kids — During three decades of chartering, we've observed that the most fun young kids typically have during a charter vacation is when they're snorkeling on coral reefs. Fit your kid with a mask, snorkel and fins, then let him or her splash around for a few hours exploring an abundant reef, and you'll have one happy kid. Older teens and young adults tend to like the autonomy of taking off on a sailing dinghy, windsurfer or kayak (that is, escaping their parents). With these facts in mind, we can recommend a variety of destinations: the Eastern Caribbean, Belize, the Sea of Cortez, Tonga, Tahiti, Thailand, the Whitsundays, and even Florida. If your charter operator doesn't offer watersports toys, you can often rent them from beachfront facilities or waterside resorts.

Best Cultural Attractions — Which venues offer the most interesting cultural

PRIME SAILING SEASONS

* Please note: The blocks below represent the *absolute best* months in terms of wind and weather. However, many of these venues also typically see fine sailing conditions beyond these dates, as they are essentially "year-round" destinations. (Data from industry sources.)



attractions ashore? If some of your potential shipmates aren't die-hard sailors, but love history, or simply like being surrounded by lively cultural traditions, we can suggest a variety of venues that will nourish their interests, in addition to offering fine cruising under sail. Almost any venue in the waters of Western Europe is worth considering, including Brittany, the French Riviera, Italy's western coastline, and Croatia. But for serious history buffs, accessing the antiquities of the Greek Isles and Turkey's Turquoise Coast is tough to beat.

Closer to home, consider the serene backwaters of Downeast Maine and the Chesapeake, as towns there date back to colonial times. Meanwhile, half a world away the highly revered cultural traditions of either Tonga or Tahiti will give your crew a firsthand appreciation of authentic Polynesian culture.

We hope this quick trip around the globe has helped you narrow down the options, at least a wee bit. If you still can't decide, why not share our suggestions with your potential boatmates?

—andy

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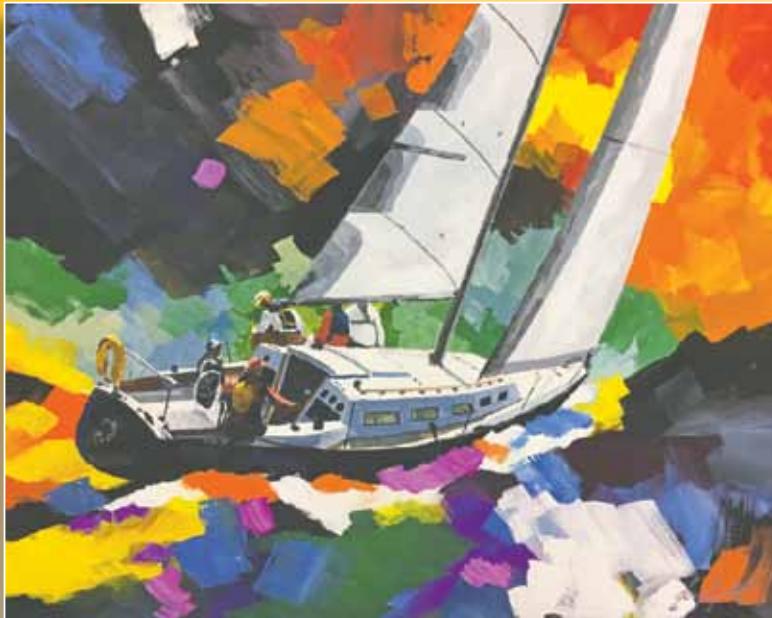
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CHANGES

With reports this month from **Talion** on La Reina del Mar's best Baja Bash ever; from **Cirque** on the beauty and pleasures of Bocas del Toro; from Jack van Ommen on the loss of his second **Fleetwood**; from **Pelagic** on taking the South Pacific route home to Portland from Panama; from **Moonshadow** in Fiji for a second season; and **Cruise Notes**.

Talion — Gulfstar 50

Patsy Verhoeven Easiest Baja Bash Ever! (La Paz, BCS)

We had a stellar Baja Bash this year. I had heard reports of cruisers having to pay \$7-\$8 per gallon for fuel in Turtle Bay. That is totally unacceptable on my budget, so in my best Puddle Jump

style of fueling up, I bought four 13+ gallon plastic jugs in La Paz. Add that to my 90 gallons in the tank, and 35 gallons in jerry cans, and I figured I could motorsail to Ensenada even if it blew 10-15 on the nose.

I singlehanded from La Paz to San Jose del Cabo, where I picked up my boyfriend Tim Horne for the Bash. After topping off the fuel one last time, we headed around Cabo Falso. The weather site windyt.com showed about 20 knots of wind at Falso, but not too much after that.

We encountered the expected 20 knots on the nose at Falso, but because of my previous experience of the wind's backing off after Falso, and windyt.com calling for lighter winds, Tim and I kept going. After a couple of hours of low boat speed, windyt.com proved to be accurate once again. The wind dropped to 10 knots or less — and for days.

Inside Cedros Island we were even *Because of reports of high fuel prices at Turtle Bay during this year's Bash, Patsy, aka 'La Reina del Mar', blew on by to San Diego.*

blessed with a few hours of sailing at eight knots with the main alone, as the wind was coming from the south!

By the time we reached Ensenada, we could see that we had a good chance of making San Diego on our remaining fuel. Just then the wind picked up to 15-20 knots, reducing our boat speed to four knots. Unless the wind backed off we wouldn't make it to San Diego. But we continued on because the forecast called for even more wind later on.

We kept one five-gallon jerry can in reserve, and didn't put it into the tanks until one hour out of San Diego Harbor. But we made it.

It was a perfect Bash! Doublehanded nonstop in a *Talion* record-breaking five days! No question a southerly and being able to sail all the way would've been better, but after 10+ years, I know the best Bash strategy: Take on loads of fuel and then wait, wait, wait for light winds.

As I write this I'm anchored at San Diego's La Playa Cove for the Fourth of July festivities. Fellow Ha-Ha boats are here, too, and best of all, my daughter Denise and her family are here on their boat, too. I just read about the Wanderer's great canal boat adventure in France with his daughter. Hanging out with family on the boat is priceless!

I have crazy-fun crew lined up for both the SoCal Ta-Ta in September and the Baja Ha-Ha in late October. Looking forward to the endless good times!

— patsy 07/04/2017

Readers — Doña de Mallorca and La Reina del Mar have nearly 30 Baja Bashes between them. They agree on the strategy of taking lots of fuel and waiting until the wind dies off.

Cirque — Beneteau 42s7 Louis Kruk and Friends Mostly the Bocas del Toro (San Leandro)

I spent dangerously close to three months — late February through mid-May — cruising my boat mostly in the Bocas del Toro region of Panama. *Cirque* has been living at Red Frog Marina in the Bocas for just over three years. I'm still amazed and inspired by the beauty of the archipelago.

I was finally able to replace my boat's original main with a



new Doyle 9.5-oz Hydra-Net radial main. But it wasn't easy. The project started in 2015 when I agreed to have a sailmaker build a new main for me. That didn't go well, so in November 2016 I contracted with the Doyle loft in Alameda to build the sail to my specs. The specs were sent to Robbie Doyle at the company's world headquarters in Salem, Mass. I'd raced with Robbie years ago aboard the maxi *Kialoa III*.

The sail was designed and the panels cut in Salem, then the panels were shipped to Alameda for assembly. The sail and the battens, the longest of which is 15 feet, were then shipped to Miami. Then they were put in a container that was placed on a ship and sent to either Costa Rica or Panama, I'm not really sure which. After several weeks of delays, I received an email telling me to come to Bocas Town to pick up an 80-pound box with my sail, as well as a 15-ft-long tube containing my five battens. Finally.

During the time I was waiting for the sail I was able to do other projects on the



IN LATITUDES



ALL PHOTOS COURTESY LOUIS KRIK



Clockwise from above: Frenchwoman Melanie proved to be superb crew; the strangest looking bird in the archipelago; even the driftwood is beautiful; the parrots are colorful, but they can't sing worth a darn; the beautiful Caribbean waters; it's a frog, but not a red one; the sloths are cute.

boat. The monumental one was fixing the big leak in the 55-gallon forward water tank. Every time I'd try to fill the tank, the water would end up in the bilge. Opening up the inspection ports revealed nothing, so I had to remove the Pullman berth. It took removing a lot of fasteners and furniture to get at the tank. I discovered that the fiberglass tank was cracked, no doubt a result of up to 458 pounds of water being knocked around in rough weather. I repaired the rupture with five layers of fiberglass cloth and epoxy resin.

While waiting for the sail, I also had time to walk across Isla Bastimentos to the beach on the Caribbean side. I occasionally got glimpses of some of the colorful critters of the island. Among them are red frogs, capuchin monkeys, green parrots, and sloths.

Most people see sloths as virtually inanimate objects high up in the

jungle canopy. You rarely see them on the ground or moving. I've been lucky enough to see them on the ground twice, and once close enough to get full-frame photos.

I didn't start looking for crew until I got the main, so I got a pretty late start on the season. But I was lucky to find crew who were passionate about sailing on *Cirque* for what time I had left.

My first crew was Melanie, a 37-year-old French woman who spends a lot of her time traveling. She was an amazing crew, as she would retrieve the anchor, prepare much healthier meals than mine, and do things on the boat just because she'd seen me do them the day before. Had my mainsail arrived earlier, and had Melanie been available, we would have sailed to the

Caymans, Jamaica, Cuba, and back. As it was, I was able to introduce her to Bill on *Windrose*, and at last word they were headed off to San Andreas, Providencia, the Bay of Islands of Honduras, and the Rio Dulce.

My next crew were Robyn and Stuart — a spectacular couple. Stuart had once been on the *Shark Tank* television show, which is about getting billionaires to invest in business and has nothing to do with real sharks in tanks.

I was amazed at how well the couple adapted to 10 days on *Cirque*. We visited some areas I'd never been to before, and some that I had. We anchored in Dolphin Bay and dined at the No Name restaurant. On my previous visits to Dolphin Bay I'd never seen any dolphins. Not this time, as the dolphins put on quite a show. Later that night we were surprised, because we were anchored at least a quarter mile from the jungle and mangroves, to see lightning bugs all around *Cirque*.

The next morning we took a tour of the Green Acres Chocolate Farm, which is owned by a couple named Robert and Julie. Formerly a dentist, Robert was our knowledgeable and personable guide on the tour of their 30 jungle/garden acres. Our visit was more a tour and education about the jungle than it was about chocolate. Sure, we ate cacao seeds/beans right out of the pods, but we also ate live termites. Green Acres will be on my list of stops for future guests on *Cirque*.

We then sailed 40 miles offshore to Escudo de Veraguas, which is not part of the Bocas del Toro archipelago. It's a rather remote but gorgeous island that is home to just a few Indian fishermen. Sometimes the weather makes it impossible to stop there, but we were blessed with three peaceful nights.

Louis, left, was joined by Robyn and Stuart for 10 days aboard 'Cirque'. They adapted well to cruising and even ate termites.



COURTESY CIRQUE

CHANGES

CIRQUE

The first evening some of the locals brought us lobster. We bought four for \$6 each. Two nights later they sold us bigger ones for only \$5 each. I wonder what they would have charged us had



Day by day the lobster got bigger and less expensive.

we stayed around a few more nights. I had stocked up on plenty of Danish Lurpak butter in advance. By the way, the snorkeling at these islands is fantastic.

One of the strangest sites I saw in the Bocas del Toro was what at first looked like a helicopter going down in the jungle. It was actually landing in a clearing, and dropping off the owner of the 56-ft megayacht *Georgia*, which at one time had been the biggest sloop in the world. *Georgia* and the helicopter had the same color scheme.

Bocas del Toro is the home to several megayachts, both sail and power. But it's great for those of us with small boats, too.

— louis 06/10/2017

Fleetwood — Naja 30

Jack van Ommen

The Wreck of My Second Boat (Gig Harbor, Washington)

I am sad, embarrassed, but grateful that I am alive, and am excited as to what God's plan is for the next chapter in my life.

I had another shipwreck. My second *Fleetwood* grounded near Mink Island on the Virginia Eastern Seaboard at around 4 a.m. on June 23. I was rescued from my liferaft at first light by the crew of a Coast Guard helicopter.

Jack, now 80, attributes the loss of 'Fleetwood' to a lack of prudence on his part. He should have left port a day later when well-rested.

My plan had been to get underway before noon to be able to clear the bridge near the marina in Portsmouth, Virginia. But the engine wouldn't start because the ignition switch was loose. After failed attempts to fasten it, I had to replace it. Thus I didn't leave the dock until 4:30 p.m., and had to sail against the tide coming in from the Atlantic.

If I had been prudent, I would have waited until the next morning to leave. It meant I would have got the sleep I needed, and I would have gotten out to open water earlier. But I had paid for my moorage and the adrenaline was pumping, so I ignored prudence.

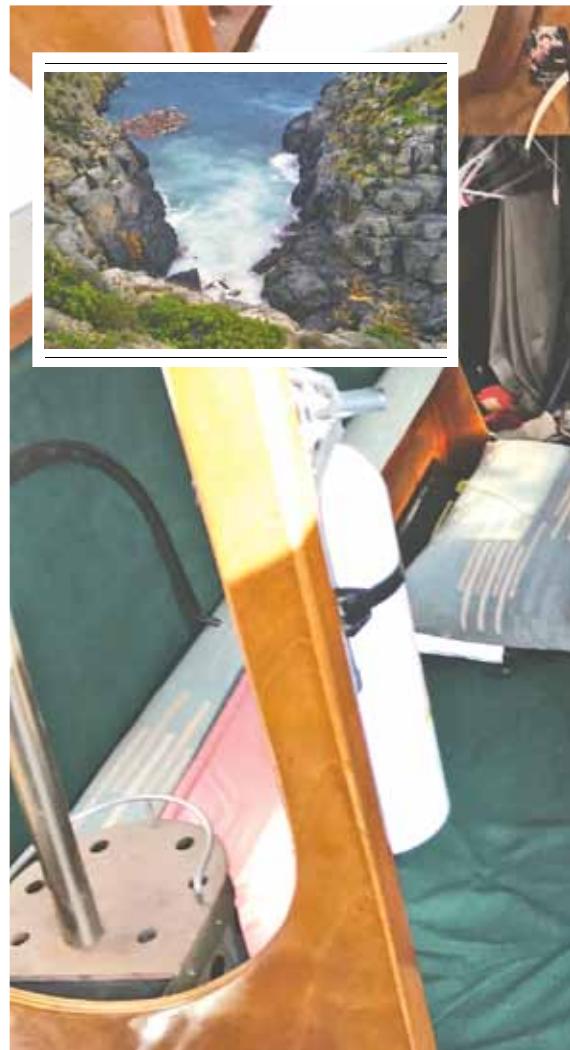
By 2:30 a.m. I had cleared the lower Eastern Seaboard peninsula and was sailing northeast. It seemed safe to set the alarm and take a one-hour nap. Apparently I didn't realize how tired I was, as I most likely slept through the alarm. Meanwhile, the wind must have changed from a westerly to a southwesterly, and with the windvane setting, it meant *Fleetwood* was now sailing toward shore.

I estimate my boat was moving at over five knots under full main and 140% genoa when I was awoken by the sound of grounding on a hard sand bottom. I dropped the sails, started the engine, and tried to back out to deep water. But it was pitch-black, and without being able to go down into the cabin to check my position, it was difficult to determine the way back to deeper water.

Every new wave drove *Fleetwood* into even more shallow water. She was bouncing like a wild bronco. I announced a Mayday on 16. When there was no immediate response, I pushed the alarm on my Garmin InReach tracker. Authorities received the signal at 4:30 a.m.

I put my two laptops, billfold, two backup hard drives, the ship's log, and my Nikon and GoPro cameras in my new ditch bag. I'd bought the bag after losing my laptop in the surf at Cabo San Lucas.

Before long water from the bilge was coming over the floorboards. I was constantly talking to the Coast Guard dispatch. When the water really started coming in fast, I pulled my liferaft from the cabin sole into the cockpit. It was an almost impossible task. Never stow a heavy valise like mine



belowdecks! In ideal conditions you may be able to get it out, but it becomes very hard when your boat is bouncing, you are under great stress, and you're becoming exhausted.

Fleetwood had started listing, but when water came up to my knees in the cabin floor, she leveled out. I managed to step/dive straight into the open canopy of the liferaft. I took my portable VHF and the Garmin InReach with me, and they turned out to be the only survivors out of the ditch bag. The bag turned out to be useless for keeping equipment dry. I was later able to dry the log pages and my wallet's contents.

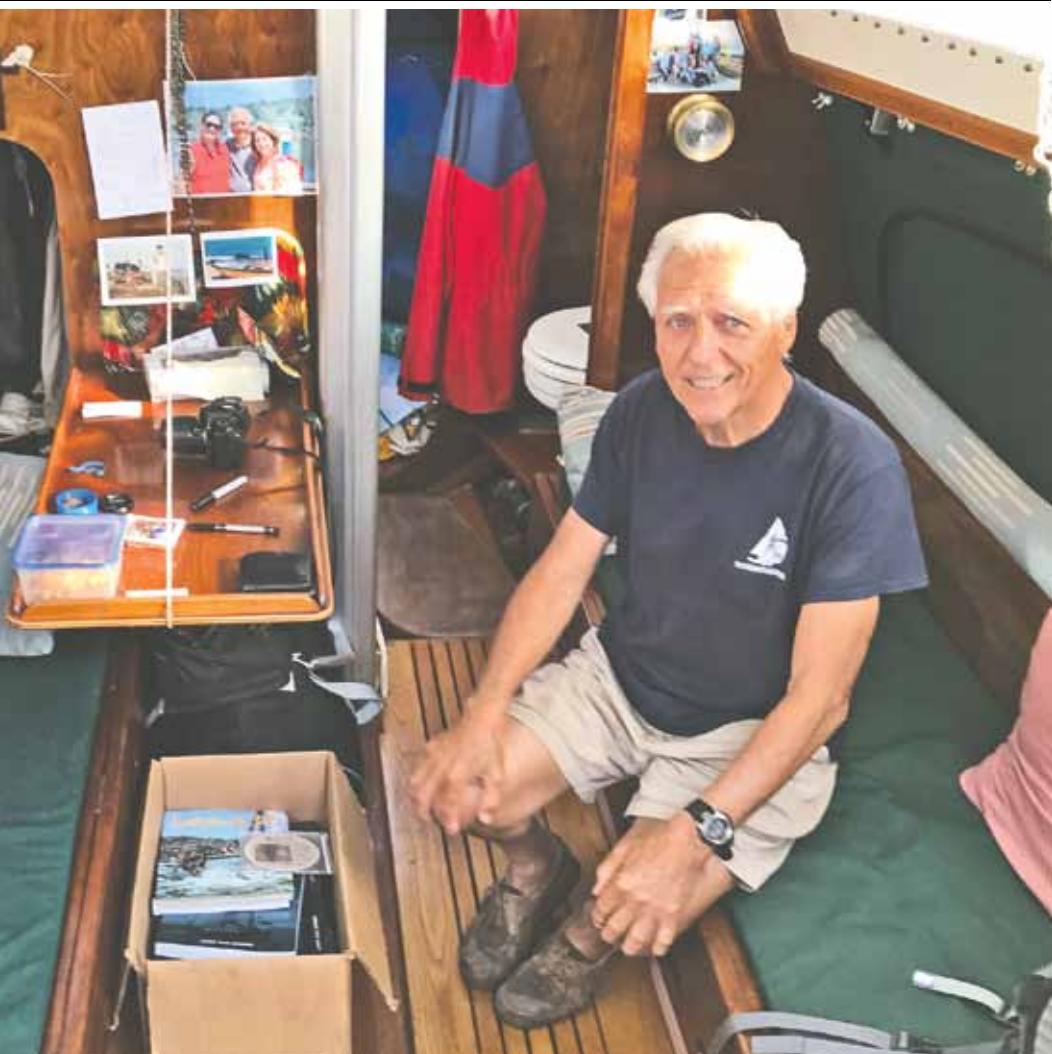
The Coast Guard helicopter arrived just after first light, and the rescue swimmer pulled me, with my PFD on, onto a steel basket. I was winched up to the chopper. The rescue swimmer then swam back to the liferaft to get my ditch bag before he was also lifted to the chopper.

All that I had on was a T-shirt, wool sweater, underwear, and boat shoes. I

COURTESY FLEETWOOD



IN LATITUDES



SPREAD, LATITUDE/CRICHARD; INSET, FLEETWOOD

and the thousand dollars' worth of books I had hoped to sell are flotsam. The last I saw of my boat — which I loved — was just her name visible at the waterline. Two *Fleetwoods* lost. May they rest in peace.

I am very grateful for the excellent and professional response of the US Coast Guard, and the help, love and friendship from my family and friends.

I have no idea what my next destination will be. The Great Loop trip has taken a great leap out of my reach. My reputation as a navigator may be somewhat dubious, but I am a good multi-language boat hand and a cook, and excel as a house-, pet- and chicken-sitter. Keep that in mind. Something good will come out of my loss and disappointment.

The search ended by finding the lifeless body on the Neuse River shore. A sad ending to his boating mishap. I count my blessings to get another chance.

—jack 06/25/2017

Pelagic — Hallberg Rassy 42 Michael and Amy Bradford The Last Eight Months (Portland)

Lord help me, Michael is already talking about doing a Northwest Passage as part of our next cruise! We — with kids Zander, Porter and Anakena — have been out for three years on our current one. We have covered 25,000 miles and spent time on four continents. We only hope the memories can sustain us until we get back out again.

Here's what we've been up to since we last reported in about eight months ago. Back then we were at the Los Roques Islands of Venezuela, or maybe Bonaire, trying to figure out how we were going to make our way back to the Pacific Northwest.

This file photo of the Bradfords was not taken in the South Pacific, but rather early in their cruise when they were in Ireland.

Spread: No matter how many boats Jack loses, he'll always be in 'Latitude's Sailing Hall of Fame' for having done so much with so little. To be sure, lots of great sailors have lost one or more boats. **Inset:** All that was left of Jack's first 'Fleetwood' in the Balearic Islands of Spain.

had a deep gash in my shin that was bleeding, so the rescue swimmer put a bandage on it.

Our initial destination was their base at Elizabeth City, but the chopper was directed to search for a boater in the water at the mouth of the Neuse River just north of Beaufort, North Carolina. This meant the copter had to refuel at the Cherry Point Marine Air Station. I was taken into the air-conditioned lounge, where still without pants, I was shivering. I was able to reach my daughter, who was just a three-hour drive away, to come and get me. She brought her husband's sweatpants, a T-shirt and underwear.

She also insisted that I go to the ER in Norfolk to check my shin wound, get antibiotics, and get a tetanus shot. I have mentioned that I injured my back in a nasty fall in the cabin in a storm off

Cabo Malo the day I reached the Panama Canal. I've been in constant back pain since, have had to walk with a stoop, and haven't been able to straighten my back. So my three daughters insisted that I have that looked into also.

After eight hours in the hospital, X-rays revealed an 80% compressed vertebra. An MRI showed more problems higher up, but no nerve damage. According to the neurosurgeon, I have two options to relieve the pain: a corset, or kyphoplasty to raise the compressed vertebra. Since I no longer have a boat and am thus not a free man able to sail where I please, the option on what to do with my back will be chosen by my children.

Naturally I had to cancel my presentation at the Wooden Boat Show in Mystic Seaport,



PELAGIC

CHANGES

After a second canal transit in three years, we took the plunge and pointed our boat home, albeit very indirectly, via French Polynesia. We decided that we didn't want to retrace our steps by bashing up the North American coast.

Yes, it's a lot of extra sea miles to go for only a few months in French Polynesia, but we were anxious to show the kids some of the best cruising grounds in the world. Besides, it's where Michael and I met when I was working on an expedition-style ship, so it has always been our dream to go back.

We signed up for the Puddle Jump, but left Panama in February, which was too early for the parties and to take advantage of the Puddle Jump Net. We did, however, pick up the Poly Mag Net about 1,000 miles out from the Marquesas. I don't want anyone to take this the wrong way, but after two weeks it was lovely to hear the voice of someone other than my husband and the kids. And even better to be heard.

Perhaps because of our early departure, most of our crossing was plagued by light winds and was thus slow. At low engine rpms, and with some sail assist, we estimate that we motorsailed about one third of our 2,900-mile passage from the Galapagos to the Marquesas.

We did, however, catch lots of fish and the kids did plenty of bosun's-chair swinging off the side of the boat. We had several swim stops while in the doldrums, which helped break up the trip. When there was zero wind, we even let our boys swim around the boat despite the fact that all the boat's sails were set.

Naturally we had a 'crossing of the equator' ceremony to initiate our children from Polliwog to Shellback status. It was much milder than, when in my other life, I had to go through the initiation of crossing the Antarctic Circle. At the end of an entire day of abuse, we newbies on that vessel had to crawl through two

Daniel's Bay, Nuku Hiva? No, it's another file shot from early in the Bradford family cruise. Looks like Scotland to us.

weeks of garbage on deck, and then eat a maraschino cherry out of the belly button of a very hairy marine engineer! We don't have a hairy marine engineer aboard *Pelagic*, so the kids had it pretty easy.

We sailed into the Marquesas after 24 slow days at sea, but we all arrived healthy and happy, and we didn't have anything broken. That's a successful passage.

The Marquesas are an incredible landfall. As we passed the headland on Hiva Oa, we could smell land. The rich soil and fragrant flowers were an assault on our olfactory senses. We sailed along the island and passed verdant peaks and cascading waterfalls, saw feral goats grazing, and watched the antics of sea birds diving off the cliffs. After so many miles of nothing but ocean, it was bliss to simply watch land go by.

The real gems in the Marquesas are the people, by far the friendliest of anywhere we've traveled. They are happy and their exuberance for life is contagious. They are patient with sailors who speak little if any French. We found that few of the islanders try to sell you anything. They often want to trade, but only because there are so many items that are hard to get in the Marquesas.

More often they try to give you something as a gift! I don't think you can walk into a Marquesan home without their handing you something. They are also generous in that we never had to pay to anchor, to land our dinghy, or to leave our garbage.

We had many bays to ourselves because we were so early in the season. Our first time through Daniel's Bay in Nuku Hiva we were the only boat. Two months later, as we came by again, there were about 10 boats. It's nice to share bays with other cruisers, but it's much easier to meet the locals when you are the only boat. Our cruising style is to hope for a little of both.

Michael's cruising dreams began in the Marquesas over 20 years ago, when he visited the islands on a live-aboard dive boat with his dad. As they passed the islands too quickly, he saw the sailboats at anchor with crew who got to stay on. The lightbulb went on in his head that a cruising sailboat was definitely the better way to see the world. His retelling of the story includes some scantily clad Polynesian women as part of the lure, but



I've heard the story so many times that I've taken it on as my own and omit that detail.

While at Fatu Hiva 20-plus years ago, Michael picked up a rock on top of the hill that overlooks Hana Vave Bay, with the idea of returning it when he came back on his own boat at some point in the future.

Our first cruise together B.C. — Before Children — to Easter Island and Patagonia did not include a stop in the Marquesas. So it took us 20 years to get back, but we ceremoniously left the rock in its resting place, once again standing watch on the overlook to the bay.

As we were retracing our steps back down the mountain to our boat this year, my oldest son Zander, 14, picked up his own rock. He tells us that he is already dreaming of returning to Polynesia on his own boat "someday." So the cycle continues. As a mom, I can tell you that it was both exciting and terrifying to witness those wheels turning in his head.



IN LATITUDES

ALL PHOTOS COURTESY MOONSHADOW

mariners visiting Viani Bay, came by to say 'hello'. He offered us some fresh fruit — and went away with some gas money and a new solar-powered Luci Light. Debbie knew how to prepare the delicious fruit.

After a stop back at Savusavu for some provisions and Chinese food, we were off to the Yasawa Islands. And boy, did we have a ride getting there! The trade winds funnel between Fiji's two largest islands at 25-30 knots. On a westerly course in this stretch of 'Bligh Water', you can find some great sailing, as evidenced by the 13.4 knots we recorded on our GPS chartplotter.

One stop we missed last year was the limestone island of Sawa I Lau, which has a lot of caves. So we went ashore at the small village to meet the chief and gain his permission to snorkel in his lagoon, visit his cave, and walk his village.

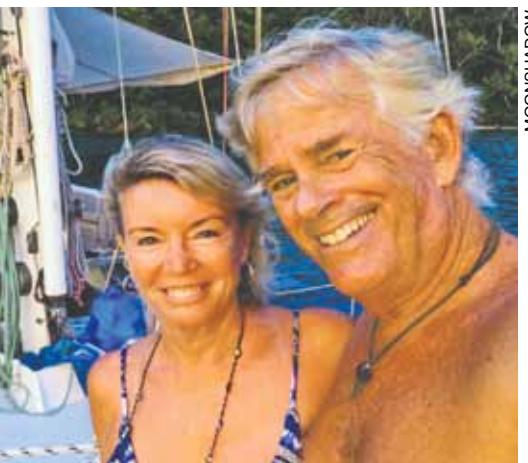
The chief welcomed us, and asked us to look over the handmade wares offered by the elder women. He then hollered out the door in Fijian. He turned back and explained the money the women earn helps support the village. As we stepped out of the chief's *bure*, seven women appeared and began setting out some beautiful things on the woven mats they had placed on the ground. Deb found six very nice necklaces and a large cowrie shell, one from each woman's display.

The village is rather small, with only 35 people, and there is little beyond the subsistence lifestyle. But the chief says they have all they need and don't have to work too hard.

Our snorkel trip to a nearby motu was one of our best of the year. There was lots of coral and it looked healthy. Healthy coral means lots of fish, each adapted to the coral. There are lots of places fish can hide.

We were once again alone at our next stop, Malakati Bay on Nacula Island. It's

The 62-ft 'Moonshadow' is a big boat, and she's not light. Nonetheless, Debbie and John don't seem to have any trouble doublehanding her.



MOONSHADOW



Clockwise from above: 'Moonshadow' flies across Bligh Water, hitting 13.4 knots; Debbie diving on healthy coral; Jack Fisher, friend of cruisers at Viani Bay; 'Moonshadow' in a 'private' anchorage, floating on the blue waters of Fiji; Don't miss a sunset; Debbie with the gift of fruit from Jack.

If you think crossing oceans gives you a few gray hairs, try fast-forwarding and thinking of your 'babies' making their own passage someday.

Next month, the Tuamotus.

— amy 06/15/2017

Moonshadow — Deerfoot 62 John and Debbie Monnie Rogers Back to Fiji (San Diego)

Last year's tour through Fiji was not in our original 'plan'. We only came to Fiji to escape the relentless rain and gloom we found in Tonga. And we loved every minute of Fiji, so it's no surprise that our Fiji track this year looks like a carbon copy of last year's. But we've stopped at some of the places we missed to fill in the gaps.

One such place was a horseshoe-shaped bay on Matagi Island. It was rain-

ing when we arrived, but somehow we knew this place was going to be special. The island is owned by a private resort, so the people don't come out to visit yachts very often. As a result, we had this beautiful bay to ourselves for four days. The sides of the horseshoe-shaped ancient volcano are very steep, and covered with jungle vegetation. We could hear goats baaa-ing on the hillsides and occasionally see them venturing down onto the sand. The steep sides protected us from trade winds just outside the bay.

Heading farther west, we stopped at Viani Bay, where last year it was windy and gray. This year the weather was perfect, and the sunsets were too good to miss. 'Never miss a sunset,' is our motto for this year.

Jack Fisher, a friend to all

CHANGES

such a small village — 100 residents — that there isn't a school, so all the kids ride off in the morning to a school at another village, and return in the late afternoon.

Since we arrived late in the afternoon,

we thought we would come ashore the next morning for the traditional Sevusevu ceremony, where we present kava, then ask and receive permission to visit. But when the villager came along side *Moonshadow* in his *panga*, he politely said that we had to come right then!

Five minutes later we were sitting cross-legged on the woven mat in a small, one-room *bure* where the chief lives. We presented the kava and told the chief we would like to anchor in his bay, snorkel in his lagoon, and walk on shore to visit his village. He told us we were welcome to stay as long as we wanted.

That's how it works here. Sevusevu is required. But ask and you shall receive. After some consideration, that seems right to us. Why shouldn't we ask first before camping in what the islanders believe is their water, eat what they consider their fish, and hike across their land?

Visiting small island villages in Fiji makes us ponder the vast cultural differences in our world. Outwardly, it would appear some of these places are primitive. Perhaps. Or maybe these people are born into a world of riches beyond the dreams of those of us from across the sea. They certainly have an abundance of natural riches: fish in the sea, fruit on the trees, and so forth, such that nobody goes hungry. And Fijians are so kind and helpful. But then nobody has an iPad, there is no Starbucks, and there is no Internet or television. So are they deprived or lucky?

Speaking of primitive, a word about navigating in these parts. Back home we pull out a chart, find the shoals and hazards, and then avoid them. Otherwise we sail through the big blue playground carefree. Here in Fiji, you assume the hazards are everywhere, and only sail through known, proven deep water.

So what about the charts? Some of the surveys these charts are based upon date back to Captain Bligh, Captain Cook, or maybe even Magellan. They are not accurate. In some cases a child with a crayon could have done better. I can just imagine the guy at the chart shop saying, "Let's make this reef triangular. We haven't done a triangle in a while."

Fortunately, we have waypoints from cruisers who have gone before us, and who were thoughtful enough to share their GPS-based knowledge. And, now there are Google Earth-based navigation applications that provide visual comparisons with chart data. Thank God! We use our paper charts of Fiji to arrange our beachcombing treasures.

Those who do successfully navigate through the Yasawa Island Group find, the farther south they go, more and more evidence of modern civilization is seen. So you can go ashore for dinner at a small resort one day, and the next find yourself in a small cove with a small village — or nobody at all.

There are lots of long, sandy beaches to explore in Fiji. At one such beach, on the occasion of the 44th anniversary of our first date, we felt it necessary to leave our mark. By the way, that first date sure has worked out well!

—john and debbie 07/01/2017

Cruise Notes:

"After crossing paths with *Latitude* founder the Wanderer at the Arsenal Marina in Paris last July, we've been on the move," report Simon, Kelly, and Jasper (9) Jones of the Adelaide, Australia-based Fisher 28-ft catamaran **Catkin**. "As the Wanderer knows, we bought the cat sight unseen in Strasbourg, Germany, from a couple of Aussies. We then cruised the Marne to get to Paris, and then the Canal de Bourgogne and the Saone and Rhone rivers down to Valence in the South of France. Valence is a great port with a terrific crew and a lovely community. We wintered *Catkin* on the hard there while we returned to Adelaide for our summer gourmet popsicle business.

"We are now back on the briny, having raised our masts with the help of a great bunch of fellow cruisers at Port St. Louis. We also bought a crunchy new main from Patrick at Promo Sails for a great price, and headed east to Marseille and the amazing and beautiful Calanques. We're currently enjoying the fabulous cruising community, and the wonderful landscapes and seascapes, of the Iles du Frioul. Three miles from Marseille, with a number of fine anchorages and a 750-berth marina, the three islands



of the Friouls are a hidden gem worthy of an extended visit. One of the islands, If, site of the Château d'If, is where the main character in Alexandre Dumas' *The Count of Monte Cristo* was imprisoned. We are still on the lookout for cruising families, however, as young Jasper is yet to find any little buddies. We're heading for Corsica in August and might have better luck there."

The Wanderer had a great time visiting with the Jones family in Paris last July. Simon, a Brit, had lived in San Rafael in the 1970s, and had read *Latitude* from issue #1. He spent his summers crewing on big yachts out of Antigua, and even found himself aboard the Fife 72 **Latifa** during the deadly Fastnet Race of 1979 on the other side of the pond. But that's all ancient history. We love the fact that the family is able to afford to cruise six months a year based on their six-months-a-year business of selling gourmet popsicles from a cart. Who would have thought?

How hot was it in the **Sea of Cortez**

IN LATITUDES



PHOTOS BY MARSEILLE TOURISM & LATITUDE / RICHARD

ner of the San Diego-based Catana 47 **El Gato**, currently at the River Sallee in Grenada, caught a barracuda in the Windward Islands of the Caribbean and were faced with the question of whether to eat it.

"We never would have kept it," says Eric, "except for the fact that the Italian homemade pasta with chunks of barracuda meat I had at a little place called Barracuda on Union Island was one of the best, if not the best, meals I've had in the Caribbean. The owner told us that small 'cudas are less likely to have the toxin buildup, as they haven't eaten as many small fish. He also said that there is "no ciguatera south of Martinique". So we kept the fish and are cooking it now. If you don't hear from Annie or me again, you know what happened."

A freak accident will likely put an end to one of the favorite **cruiser thrill-seeking activities** on Dutch Sint Maarten. For years cruisers — including the Wanderer and his then-young kids — have gathered at and gripped the cyclone fence at the northwest end of the Queen Juliana Airport runway. The idea was to be buffeted by the jet-engine blasts of departing planes — particularly the afternoon KLM 747. To promote this activity a nearby bar — which also offers free drinks to topless women — prints a schedule of plane arrivals — which are almost as thrilling — and departures on a surfboard stuck in the sand. There are plenty of videos on Google of umbrellas, people — and maybe even small cars — being blown across the road by the jet blasts, then across the sandy beach, and sometimes out into the ocean. Tragically, in mid-July a 56-year-old Kiwi woman lost her grip on the fence and was blown in such a way that her head was smashed against a curb, killing her. Those with her acknowledged that they'd seen the sign admonishing people not to do it — a sign everyone ignores.

There is a letter and long response in **The good news is that 'Manu Rere' has been hauled out and the damaged areas cut away. It's time to dry things out, then make repairs.**

Spread: Port Miou in the beautiful Calanques not far from Marseille. **Inset above:** the Iles du Frioul, less than three miles from Marseille; one island even has a 750-berth marina. **Inset left:** The Joneses on their Fisher 28 cat 'Catkin' in the Arsenal Marina in Paris. They bought the boat sight unseen.

in July? We received several reports of day after day of 100+ degrees. As a result, nobody did much after 10 a.m. and before 6 p.m. And the really hot weather is still to come.

How hot was the water off Central America in July? Greg King of Long Beach, doing his second Panama to California delivery of a catamaran this summer, posted a photo of the water temp thermometer reading 91 degrees. No wonder that area is the breeding ground of so many hurricanes.

Speaking of hurricanes, Tomas Zydlar published a long and interesting article on **Baja hurricanes** at <http://www.bajainsider.com/article/bajas-hurricane-history>. We think we have decent understanding of tropical storms and hurricanes off Mexico, but we nonetheless learned a few new things.

One thing all cruisers want to avoid is **ciguatera poisoning**, which is caused

by consuming a toxin often found in barracuda and some other larger fish. Gastrointestinal symptoms include nausea, vomiting, and diarrhea, usually followed by neurological symptoms such as headaches, muscle aches, paresthesia, numbness, ataxia, vertigo, and hallucinations. Death is rare, but symptoms can last for weeks, months and even years. And relapses can be triggered by things like eggs, chicken and — oh God, no, alcohol! You might even be leery if your partner wants to eat a suspect fish, because ciguatera symptoms have developed in the sex partners of those who have it.

What makes ciguatera maddening is that there is no way to tell if a fish has it; the toxin is not effected by cooking, and there is no effective treatment for the wicked symptoms.

Eric Witte and Annie Gard-



MANU RERE

CHANGES

this month's *Letters* about Glenn Tie-man's 38-ft Polynesian cat **Manu Rere**'s getting T-boned and badly damaged by a fishing boat in Malaysia. This while Glenn was home in the States caring for his sick father. There is some good news, however, as Glenn reports in his latest letter to *Latitude*:

"Five days after arriving back at Terengganu, Malaysia, *Manu Rere* was up out of the water and drying out. She's at a boatyard under a highway bridge. The yard has a crew of shipwrights who build traditional vessels plank-on-frame of dense local wood — by eye and without paper plans. It's even a tourist spot because of this. These guys had the skills and tools to get *Manu Rere* out, an invaluable asset to me."

At the risk of sounding like the biggest fanboy of and largest shareholder in Garmin, makers of the **InReach** satellite messengers, we can't understand why anyone should ever again have to worry if their friends offshore are all right.

Virginia Gleser of the Mexico and Alameda-based Freeport 41 **Harmony**, and First Lady of Tenacatita Bay, wrote the following on June 27:



LATITUDE / RICHARD

An inexpensive device such as a Garmin InReach can save family and friends a lot of worry — and the Coast Guard a lot of money.

"We had been getting SailMails from Philip DiNuovo and Leslie Linkkila of the Kingston, Washington-based Mason 33 **Carina**, who are making a 6,000-mile trek from Pohnpei, Micronesia, back to Sitka, Alaska. We last heard from them on June 11, which is 16 days ago, when

they were in some rough weather 1,600 miles from Sitka. We are becoming concerned, and wonder if anyone has been receiving their updates and/or has heard from them more recently. We don't want to be alarmed, since the SailMail might be sketchy out there in the middle of the North Pacific, but thought someone on the nets might have had contact."

Not to knock Philip and Leslie, who are very experienced cruisers, but if they had a Garmin InReach, which only costs a couple of hundred bucks, and a relatively low monthly fee, Virginia and other friends wouldn't have had to worry about them. The couple could have been leaving a 'bread-crumb trail' on the Internet, and could have responded quickly to any inquiries about their well-being.

As it was, Philip and Leslie had been checking in with the **Pacific Seafarers Net** every evening, reporting that they were cold but doing fine. Word just wasn't getting to Virginia. The Pacific Seafarer's Net is a terrific thing, but we think it has a few shortcomings that two-way messengers don't, such as getting 'We're at such-and-such a position, and

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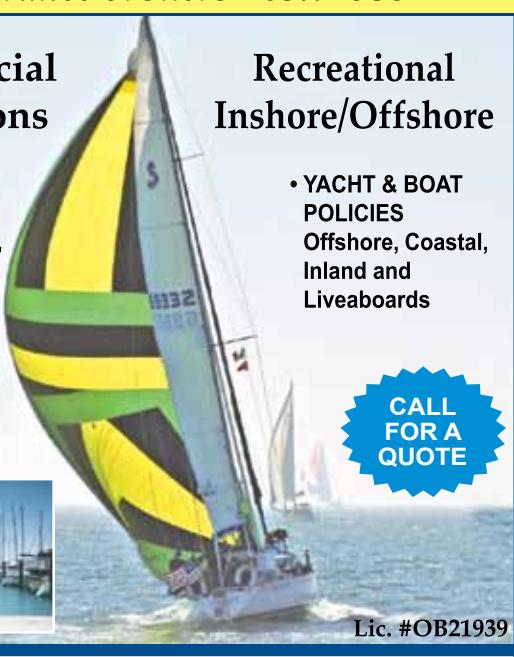
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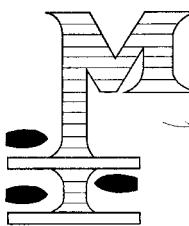


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doing just fine' messages to large groups of friends.

There was a similar situation with Kurt Roll of San Diego, who now owns the Tartan 37 that was named **Eleutheria** when owned by Lewis Allen and Alyssa Alexopolous, who have moved on to the catamaran **Quixotic**. Apparently some friends were worried about Roll and his crew because they hadn't heard from them for a few days. Then another friend wrote, "Just to let everyone know, Kurt and friends are sailing in the Lau Group. All is good with them, and they are currently at Fulaga, where there is no Internet or phone service. They hope to be somewhere with Internet and phone service in a week or so. For those who know Kurt's family, can you please pass this along?"

Kurt is a good friend, so we can say, "What the heck, Kurt, why don't you have an InReach so you can let family and *all* your friends know where you are and that you're safe, even when you don't have Internet?" Maybe there was some mitigating circumstance, but if not, we just don't get it.

If you have a family member or friend who is taking off on a voyage, in our opinion the best going-away present you can give them is an InReach or a Go! It's not much money for your peace of mind — and theirs, in case they get into trouble.

Ed and Sue Kelly of the Iowa-based Catalac catamaran **Angel Louise** got high with their boat last month. In the early stages of their 'Great Loop' of the Eastern United States, they spent 3½ days going west on the Erie Canal, during which time they climbed more than 400 feet before being lowered 120 feet back down to the level of Lake Ontario.

The most exciting part was going up on the world's largest hydraulic lift lock, the 100-year-old lift lock at Peterborough, Ontario, on the Trent-Severn Waterway. The lock, which lifts vessels 65 ft up in one go, is powered by a gigantic piston under each of two gigantic 'boat



During 'Angel Louise's Great Loop circuit, she was lifted by this famous, 100-year-old lift lock at Peterborough, Ontario.

trays'. Each lock tray displaces water equal in weight to the boats in it. To raise one tray while lowering the other, the lock operator adds one foot of water to the depth of the upper tray. You can check out their video of being lifted at www.facebook.com/ed.kelly.3388630.

As high as *Angel Louise* got on her way to Canada, it was nothing compared to how high she got while on the Main River in Europe during her London-to-London circumnavigation of Western Europe via

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CHANGES

the Danube, the Black Sea, the Med and the Atlantic. At one point the Kellys and their boat were 1,337 feet above sea level!

The couple's July arrival in Canada marked not only their 10th year of cruising — *Angel Louise* is their only home — but also their having visited 49 countries and five continents.

Six years ago last month, Douglas Thorne of the Alameda-based Celestial 48 **Tamara Lee Ann** and his crew made a 21-day passage from Hawaii to the Golden Gate, completing a summer cruise to the Islands. What's the next big sailing adventure for the veteran of a number of Baja Ha-Ha's? "Maybe a Northwest Passage."

In the process of a Northwest Passage attempt right now are Charlie and Cathy Simon of the Spokane- and Nuevo Vallarta-based Taswell 56 **Celebrate**, a boat the couple used to do an 11-month doublehanded circumnavigation. For the Northwest Passage they have three crew. Ralf Jäger and Edward Jaschek have been with them for a time now, and they were joined in Nuuk, Greenland, by Brian Martin O'Grady. A main jump-off point for a Northwest Passage, Nuuk is



CELEBRATE

Three makes a crew! Ralf Jäger, Edward Jaschek, and Brian Martin O'Grady are the crew for Charlie and Cathy Simon's Northwest Passage.

Greenland's seat of government and is home to 17,000 residents, one third of the population of Greenland.

For the love of a bird! Cruisers John and Jennifer Stalling of the Lagoon 380 **Noel's Delight**, hailing port unknown, found themselves having to make the

1,400-mile trip from Antigua to Miami because of their pet bird Ho' Aloha. The pet's passport needed to be renewed by the US Fish and Wildlife Service, but when the couple applied for renewal, they were told the bird had to be in the States. John and Jennifer looked into getting the inspection done in the US Virgin Islands, but there are no inspection services there. So they looked into Puerto Rico. In order to get the inspection done in Puerto Rico, they would have to apply for a Designated Port Exemption Permit, one of the criteria for getting a permit to "alleviate undue economic hardship". After getting fee estimates of \$600 to get the renewal done in Puerto Rico, they found they wouldn't qualify for the exemption. So they sailed downwind to Miami. That's not so bad, but if they have to sail 1,400 miles to weather getting back to the Eastern Caribbean, they might not be so happy with their bird.

Many years ago Antonio des Morte, captain of our Ocean 71 **Big O**, had a bird named Lola aboard. While charming at times, and once on the cover of *Latitude*, Lola had a terrible habit of hurling

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racist insults at people who walked by, and was forever chewing snorkels into little rubber bits. We were glad when Lola was repatriated to the jungles of Panama.

Want to really get away? Shelly Ward Rothman and Mike Rickman of the La Paz-based Peterson 44 **Nirvana** suggest Tahanea Atoll in the Tuamotus. "Life is isolated here to say the least," they write, "as it is uninhabited and the channel unmarked. Fortunately, our friends Christian Feldbauer and Birgit Hacki — he was born in Grieskirchen, Austria, while she was born in Linz, Austria — on the aluminum S&S 41 **Pitufa** have spent several months a year here for the last four years. And they guided us in. The pass was mostly 50 to 100 feet deep, but it's important to cross the lagoon with the sun directly overhead so that you can easily spot the bommies — which are the individual coral heads that stick out of the water."

Nancy Morrison of the Santa Cruz-based Catalina 42 **Aldebra**, one of the few female owner/skippers in last year's Ha-Ha, figured out how to beat the summer heat of La Paz. She left her boat at

Marina de La Paz, and along with four others — 2014 Ha-Ha vets Rick and Cindy Patrinellis of the Sausalito-based Pacific Seacraft 31 **Cool Change**, and Jeff and Julie Fredrick of the catamaran **El Gato** — traveled to the historical city of Taxco, about 100 miles southwest of Mexico City. The group rented a house in a Mexican neighborhood. Because Taxco is at

6,000 feet, the high temps are only in the high 70s and the lows in the low 60s — a delightful change from the relentless summer heat of Baja. But it does rain. "The five of us came here to enroll in the language school at CEPE-Taxco," explains Morrison. "It's part of UNAM, the premier public university of Mexico. CEPE is the center for language studies for foreigners, and is a satellite campus housed in what in the 16th century was a *hacienda*. Students are evaluated for placement in one of eight levels of Span-



Back to school, but this time language school at Taxco not far from Mexico City. From left: Rick and Cindy, Julie and Jeff, and Nancy.

ish instruction and cultural activities. The course is six weeks long and costs about \$600, including the textbook. I'll give *Latitude* an update as the course progresses.

Jeanne Socrates of the Victoria-based Najad 380 **Nereid** arrived in San Francisco Bay from La Cruz, Mexico, in the third week of July, and was greeted by a whale. It was a nice welcome after a long period of northbound harbor-hopping, accompanied by her share of minor boat

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CHANGES

problems. Socrates, who has done four singlehanded circumnavigations, two of them solo and nonstop without outside assistance, is headed for Victoria, British Columbia. In September she plans to depart on yet another solo, nonstop circumnavigation, which she expects will take about 275 days. Socrates currently holds the record for being the oldest woman to have done it — she was 70 when she finished her 2012-2013 go-round. She missed being the oldest person to have accomplished the feat by several months, and is intending to correct that. The retired math teacher is a *Latitude* favorite. If you wish to contribute to this remarkable woman's attempt, you can contact her at <https://svnereida.com>.

If you're in the area, there is no way you want to miss the 34th Annual **Fiji Regatta** at the Musket Cove Island Resort and Marina in Fiji. While not as politically correct as events in the States, those folks know how to put on a great event, and you get to play with a lot of cruisers from the Southern Hemisphere. The dates are September 15-20.

"We've completed most of the Bash



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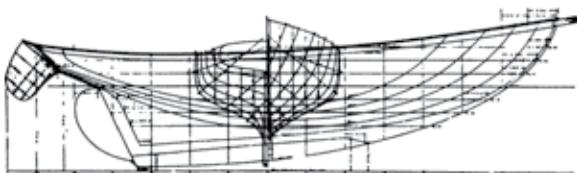
from La Cruz to San Francisco with our Santa Rosa-based Lagoon 440 **Baja Fog**," report John and Monique Schultheiss. "It was a true Bash as we had a lot of wind on the nose. In fact, we had to hide out at San Carlos. Unfortunately, the anchor

CELEBRATE

got stuck there and I had a big problem getting it free. Take it from me, chain is stronger than human flesh. But we made it to Ensenada, where the marina and pool are great. So far we've got another Lagoon 440 to sign up for this fall's Ha-Ha, and we're hoping to get enough sisterships for a one-design class."

Steve Tull and DeAnne Trigg — he of Perth, Australia, she of Huntington Beach — on the Lagoon 421 **La Mischief** have arrived in the Northeast after several seasons in the Med, a season in the Caribbean, and playing spectator boat at the America's Cup in Bermuda. As is the case wherever the two go, they do everything that can be done. So they've visited the stocks for witches at Salem, taken in a Red Sox game in Boston, visited the Cheers bar, and a whole lot more.

As we go to press, we've learned two things from Jack van Ommen. First, he had his back surgery, although so far he's not feeling any better. Second, his **Fleetwood** was raised and taken to a boatyard. Having been submerged for several weeks, she has much damage, but there is hope. Fingers crossed!



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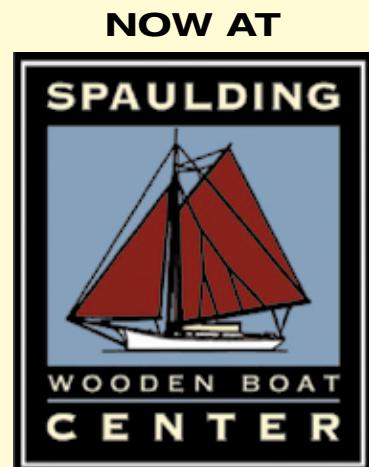
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12-FT CATALINA EXPO, 2016. San Luis Obispo. \$8,000. Tapered carbon fiber mast with rotating furling drum. Hoyt boom for no-duck tacking. With trailer, boat cover and more. One owner, stored in garage, all in excellent condition. (805) 595-2929 or jclong2277@gmail.com.



28-FT NEWPORT, 1980. Riverboat Marina, Delta. \$5,500. Universal diesel. Wheel helm, good sails. Harken furling. Spinnaker. Pressure water. Garmin chartplotter. GPS. New batteries. Dual-bank charger. 2 anchors. VHF and handheld VHF. Surveyed 7/8/2015. Moving out of state, must sell. Will sail to Bay if necessary. Any reasonable offer considered. Contact michaelstahlgolf1@gmail.com or (707) 373-9662.



25-FT NORDIC FOLKBOAT, 1987. SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetlounge@yahoo.com.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$20,000/obo or trade. New carbon Wylie-design cat rig. (415) 577-1148 or fred@fredandersen.com.



23-FT RANGER TALL MAST, 1978. Oxnard Channel Islands Harbor. \$6,000. Mast recently painted. All new standing, running rigging, wire, masthead, LED lights throughout, antenna, windvane. New Ullman on furler, mainsail good, spinnaker with sock. Solar, 110 capable. Autopilot, Mercury 8hp, electric start. Solid dual-axle trailer, new rims and tires. (805) 626-4285 or patlav718@gmail.com.



26-FT MACGREGOR 26X, 1999. Marina del Rey, Southern California. \$11,500. Price includes boat, trailer and tow vehicle. Dry stored on trailer. Includes the usual stuff, GPS, fish finder/depth-sounder, 2 anchors, 2 batteries, solar chargers, 50hp Big Foot Mercury, 4 fuel tanks with 21 gal. fuel capacity. I just don't use the boat that much and it is time to sell her. 2nd owner for past 14 years. (310) 832-2845 or gwmoore49@hotmail.com.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$9,000. Well cared for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko_2@comcast.net.



26-FT CONTESSA, 1978. Santa Cruz, CA. \$7,000/obo. Research at website. Tabernacled mast. Good-new sails: main, 4 jibs, spinnaker. Non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Good bottom paint over barrier coat. See http://bluewaterboats.org or call (831) 566-0442.



27-FT ERICSON, 1974. Richmond. \$5,250. Clean and fully functional. New, unused marine toilet. Atomic 4 engine that runs fine. Mainsail, 2 genoas, 1 jib, 1 kite. Revamped electrical system. 2 anchors and miles of chain and rode. Good paint and fresh zincons. Nice, clean and original. Original sales slip and brochure from Albatross Yachts in Oakland. No slip. Gets little use. (510) 691-2009, (510) 787-2295 or brooksdees018@gmail.com.

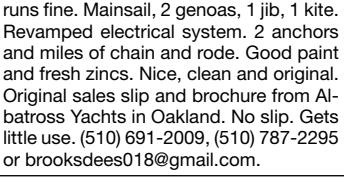


28-FT ISLANDER, 1976. Emeryville, CA. \$10,000. Beautifully maintained and upgraded. New bottom paint (2016). Tiller, all lines led aft through Lewmar clutches, Pineapple jib (2014), roller furling, teak interior, Volvo Penta MD6A. Best value I-28 on the Bay. (510) 435-6073.

28-FT KNARR, 1985. Tiburon SFYC. \$31,000. Danish Borresen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See www.knarr.us/for-sale or call (415) 425-4300.



26-FT PEARSON ARIEL, 1963. Lauritsen's Oakley. \$1,200. Solid full-keel classic. Carl Alberg's smaller version of Triton. 6hp Tohatsu. Beamy and roomy for her length. Ample standing room, full-length bunks. Excellent for singlehanding. (925) 240-6421 or jimshop@comcast.net.



25-FT NORDIC FOLKBOAT, 1960. Bodega Bay. \$7,500. Built by Borresen in Denmark. Wood mast, boom, hull. Sails: two sets. New: halyards, cushions, compass, alcohol stove, Porta-Potti. 5hp Honda. Good condition. Trailer option: new tires, actuator: \$2,100. (707) 875-2736 or dtunnellsr@comcast.net.



27-FT PEARSON RENEGADE, 1968. Marina Bay Yacht Harbor. \$8,400/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or Techdiverx@yahoo.com.



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27-FT CAL 2-27, 1979. Ventura West Marina. \$7,950. Recently reduced price! Tiller with Universal diesel (low hrs). Very clean sailboat inside and out. Priced to sell. Call Rob. (805) 628-0455.



27-FT CATALINA, 1986. Benicia. \$12,999/obo. Really good shape, 2nd owner. Includes: 14hp Universal diesel, wheel, 110 and 150 roller furling jibs, spinnaker, CNG propane tank, stereo/CD player, trawl rod, anchor, spring mattress, double cabin, cabin cushions, helm seat, head, 2 floating wheel handles, linesling, C cushions for cockpit, new Magma BBQ grill never used, new teak cockpit table never used, 2 new fenders never used, 2 Danforth anchors.

27-FT VEGA, 1967. Crescent City. \$20,000/negotiable. Trailer and F350 diesel. *Lyric* was built in Sweden and is now a Plastic Classic. Mexico vet in 1999 and 2000. Exceptionally equipped. Electronics need upgrading. Rigging and sails decent. Needs paint. For more info email bestvega@hotmail.com.

29 TO 31 FEET



NEWPORT 30 MK II, 1978. Point Richmond. \$26,500. Well maintained example of the best 30-footer ever built. A great racer/cruiser set up to do it all: single-handed ocean racing, coastal, Bay and Delta cruising. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple carbon racing sails, folding prop, diesel, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.

29-FT ERICSON, 1972. Fortman Marina, Alameda. \$12,500. Continually maintained and upgraded for cruising by knowledgeable USCG captain. Divorce forces sale. See website for photos and details: <http://sites.google.com/view/ericson29/home>. Contact (831) 345-9384 or lewiskeizer@gmail.com.



29-FT CAL 2-29, 1975. Alameda. \$10,500. Excellent condition. Freshly painted topsides, re-upholstered interior, new Martec folding prop, re-built Farymann diesel. New bottom paint July 2016. Wheel steering, roller furling, four sails (including spinnaker and gear). (510) 593-8907 or davidb@realwareinc.com.



29-FT CASCADE AUXILIARY SLOOP. 1971. Clipper Yacht Harbor. \$15,750. Haulout and bottom paint/zincs 7/5/17. Survey 7/10/17. Surveyor, "This sloop was found in very good, near Bristol condition. The vessel has been well maintained and should be considered a good value for service and budget. No insurance risk." Yanmar 3GM30 diesel, wood stove, 30hp Yanmar 3GM30 diesel, wood stove, propane, 30hp Yanmar 3GM30 diesel, wood stove, propane, Lectra barbecue, inducer, Garmin 546S chartplotter/fish finder, Fusion AM/FM stereo, Sea Ranger SR-2001 VHF radio, reconditioned fiberglass hull and paint, recent brightwork, topside, and nonskid. Bottom serviced every 3 months by diver. Sleeps four adults. Full boat cover and mainsail cover included.



30-FT IRWIN SLOOP, 1973. Pillar Point. \$7,000. Cruised Caribbean, Panama, Mexico and Alaska. 10 sails, Winslow liferaft, depthfinders, Lofrans windlass, anchors, autopilots, fiberglass, documented vessel, Atomic 4, direction finder, dinghy, Ham/VHF. Needs work, as/is. (406) 291-1509 or vkarawanny@gmail.com.



31-FT CUSTOM KETCH, 1969. Delta. \$12,000. 31-ft AO. Radar, GPS, speed, depth, VHF, re-powered with new Yanmar/2GM-20, Dickerson propane heater, 7 bronze opening ports, 4 bronze fixed ports, Harken CST/40 primary winches, ProFurl jib. (916) 428-2311 or jackpayne2@aol.com.



30-FT RAWSON, 1975. Ventura. \$35,000/obo. A compact, sturdy cruiser or live-aboard. All systems updated including new sails, 30hp Yanmar, 50 gal diesel, 80 water, electrical and plumbing, furler, gen-naker and storm sails, lines led to cockpit, Aries vane, radar, chartplotter, twin CQR anchors with manual windlass, propane system. Great for couple, singlehander or small family. Clean and dry with a cruising history. Photos and many extras to make life safe and comfortable. (530) 885-1424 or Wfschell53@gmail.com.



30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. (510) 632-2370, (510) 508-2509 (eve) or saky@intensivenutrition.com.

30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced December 2013. Lifelines and running rigging replaced 1997. Harken self-furling jib installed 1997. New sails 1997. Marina Green slip included! (650) 400-6898 or D Foley@ewingeley.com.



29-FT J/29, 1984. Marina Plaza Harbor, Sausalito. \$14,800. Pure sailing fun - J/29, winner of many races! With great upgrades, comes with berth in Sausalito, high-quality sails, electric redone, engine overhauled. See www.facebook.com/lunajausalito. Contact (510) 717-2866 or goetzilla@me.com.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See more at website: <http://yankee30.net>.

30-FT OLSON 911 S, 1986. Santa Cruz. \$36,000. Santa Cruz-built. Furling jib, stove, propane heater, water pressure, water heater, bottom paint-June 2017, autopilot, stereo, VHF. Needs new instruments. Overall in pretty good condition. Email marcdkraft@gmail.com.



30-FT CATALINA, 1988. Marina Bay Yacht Harbor. \$24,600. 25hp diesel, radar/GPS - Garmin 4210, 2 VHF radios, depth, Autohelm, full canvas, full-batten main with 10 sails on it. Step aboard and go sailing today. Seeing is believing. Call (775) 313-3604.

30-FT YANKEE, 1971. Brisbane Marina. Price reduced; now \$15,000. Full Awlgrip repaint, new rig, Yanmar diesel. Looks great, sails great, race winner. See website for details and contact information: <http://doubleplay.website>.



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30-FT ISLANDER SLOOP, 1972. Napa. \$7,000. Palmer 4-cyl gas engine with 1366 hrs. Good condition and runs very well. Autopilot for tiller, chartplotter, furling jib, and flat-screen TV with antenna. Email lb_brown5@hotmail.com.



35-FT 1D35, 1999. RYC. \$48,250. Set up for ocean racing. Recently refit with new sails, standing and running rigging - 2014. Symmetrical and asymmetrical kites with custom carbon de-mountable sprit. Low hrs 2GM. New head. Ockam instruments. EPIRB and safety gear as required. Gorgeous Awlgrip metallic paint. Motivated seller. (510) 691-2009 or (510) 787-2295 or brooksdees018@gmail.com.



33-FT S&S SF BAY ONE DESIGN, 1960. Richmond Yacht Club, F Dock. \$23,000. Spirit's for Sail: 75,000+ ocean miles. A challenger and winner. This legend needs a new captain to continue the story. Email me for a link to Spirit's History Dropbox. Contact gkiskaddon@gmail.com or (510) 517-8531.



33-FT RANGER, 1977. Berkeley. \$20,100/obo. Beautiful example of a Ranger 33. Call for details on this well maintained, great-sailing SF Bay boat. (415) 494-4701.



34-FT CATALINA, 1989. Pt. Richmond. \$48,000. Well maintained, good condition, Universal M25, dodger; Raymarine radar, instruments, autopilot, VHF with AIS, stereo, bottom paint 2016, roller furler, 3 headsails, 2 mainsails, asymmetrical spinnaker, refrigeration. Many upgrades. See www.bradleybrooks.com. (916) 502-3886 or brad@bradleybrooks.com.



32-FT BRISTOL, 1977. Emeryville. \$28,500. Ted Hood-designed 32-ft ketch. Full-keel. A joy to sail. Sleeps five comfortably. Separate V-berth and head, 6'1" headroom. Teak and holly sole, cherry wood cabinetry. Upgraded Yanmar. Main, mizzen, multiple headsails, spinnaker, rigging in great condition. New zincks, bottom paint. Call for details. Consider trade for larger sailboat. (510) 387-8130 or savellghc@aol.com.



34-FT SABRE TARGA, 1989. Monterey Bay, Municipal Marina. \$64,900. High-quality racer cruiser, built with Maine craftsmanship. 5 sails, 7 berths, CNG stove, oven, all gear. Lightly used and dearly loved. Monterey municipal harbor slip available. Owned with care and attention. Excellent condition. (831) 444-5947 or glmckee@hotmail.com.



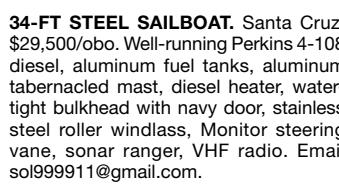
33-FT CUSTOM LESTER STONE, Sloop, 1958. Berkeley Marina. \$29,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-tending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or dickwr8@gmail.com.



33-FT INTERNATIONAL ONE DESIGN. 1970. San Francisco Marina, West Harbor. \$35,000. The International One Design was inspired by a Six Metre created by the famous Norwegian architect and builder Bjarne Aas, in 1935. This fiberglass boat is the current season champion built by Aas in 1970, fully equipped and race-ready. She's in very good condition with two full sets of sails. Email pzupan@gmail.com.



33-FT OL 33, 1984. Alameda. \$11,500. Tamara, Danish built, Arne Borghen, FG sloop. 33'x28'WL x 8'x5'4", balsa core, FG hull. Hull solid FG below waterline, iron ballasted keel. Volvo Penta SailDrive, folding prop, 4 berths w/cushions, Porta-Potti, sink, alcohol stove, full instruments, 7 sails in good condition, lines led aft, much more. A perfect Bay boat, fast, very stiff, easy singlehander. Everything in very good condition and well cared-for. Berthed Alameda. Email douglas-holmes@comcast.net.



34-FT STEEL SAILBOAT. Santa Cruz. \$29,500/obo. Well-running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacled mast, diesel heater, watertight bulkhead with navy door, stainless steel roller windlass, Monitor steering vane, sonar ranger, VHF radio. Email sol999911@gmail.com.



32 TO 35 FEET



32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$51,900. This Gilmer design has been well maintained and is a go-anywhere cruising sailboat. See <http://bit.ly/2tGxn1Q> or call (360) 316-1421.



32-FT J/32, 2001. \$88,000. New North sails, main, 135 genoa, gennaker, Stack-Pack, new dodger, interior foam and fabric, running rigging, batteries, B&G Zeus 9" chartplotter, refrigeration, dinghy and outboard. I am the 2nd owner; this boat is in awesome shape due to its seasonal use (3 months per year) in fresh water for the 1st 14 years. For more info on this amazing boat go to website: www.cruisingworld.com/sailboats/j-32. Contact (360) 298-0545 or seacooper@gmail.com.

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ERICSON 35 MK III, 1985. Alameda, CA. \$39,900. One of Ericson's most beautiful and popular designs. Excellent Bay boat. Fast and comfortable. New North main and jib 2016. Spinnaker and 120% jib in very good condition. Mast removed and inspected and all new standing rigging in 2016. Rigid vang. Hydraulic backstay adjuster. Wind speed, wind point, knot, depth, autopilot, VHF, self-tailing winches, battery charger, propane stove. Universal diesel in excellent condition. Lazy jacks, dodger and much more. (650) 341-1002.



32-FT BENETEAU, 2008. Richmond Marina, CA. \$79,000. 31.8 feet. One owner. Meticulously maintained. Maintenance records available. Survey 3/16. Currently a member of Tradewinds Sailing School. Contact (510) 215-8737, (510) 734-2314 or mullanjohn2@gmail.com.



35-FT ERICSON, 1972. South Beach Harbor, San Francisco. \$21,500. Great coastal cruiser located at South Beach Harbor right next to AT&T Park where the SF Giants play. Yanmar diesel, 2-blade folding prop, Force 10 propane oven, 12 volt and 110 plugin, Danforth anchor, VHF, depthsounder, autopilot, knotmeter, AM/FM/CD stereo with Bose speakers, EZ-JAX, head - toilet/sink, adjustable backstay. Contact (415) 307-5805 or cameron@clickmail.com.

35-FT SANTANA, 1980. Benicia Marina. \$22,000/obo. Successful racer, *At Ease* back on the market, now clean with repaired engine. New North 3DL main. See website for more info. See more at <http://ateaseforsale.blogspot.com>. Contact renecanham@earthlink.net or (925) 408-0420.



32-FT BENETEAU 311, 2001. Tahoe City, CA. \$49,900. Electronics: Raymarine depth, speed, wind speed/direction, GPS, autopilot, radar, VHF. 20 amp 110V and solar battery chargers. Racing: classic main w/full battens and 2 reefs, self-tailing Lewmar 42's (2) and 30's (2), 2-blade Flexofold prop, 3/4 oz symmetrical spinnaker, rigid vang, Garhauer traveler. Cruising: cockpit cushions, dodger, forced-air heat. <30 hrs since complete rig, engine, and marine survey and major Yanmar service. (916) 425-1794 or (916) 481-1115 or marktpmg@yahoo.com.

ERICSON 35 MK III, 1987. Alameda. \$48,900. Beautiful teak interior with upgraded cushions and curtains, makes this a one-of-a-kind classic. Re-powered in 2006 with a new Universal 25hp 3-cylinder diesel, 195 engine hrs. Email pezzoll@comcast.net.



35-FT CATALINA 350, 2005. Emery Cove Yacht Harbor. \$114,900. The best equipped 350 on the Coast and in excellent condition. Day sail or cruise to Mexico and beyond, *Sea Dancer* will take you there safely and comfortably. AC/heat, roller furling main/jib, Universal 35hp diesel, Raymarine RC 80 color radar/plotter and AP. Dodger, bimini, full cockpit cushions, separate shower stall, electric head and more - too many extras to list. Email for full specifications and pictures. Email jhbuetu@surewest.net.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$95,000. A standout classic coastal cruising yacht, well equipped, well maintained, with large main and 33' waterline. A fast, easy sailer, with 13' beam, super-livable. See <http://gypsypirits.me/category/boat-for-sale>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



35-FT HUNTER LEGEND 35.5, 1990. Richmond YC. \$35,000. In excellent condition. Rig and engine recently overhauled. Electric windlass, refrigeration, 2-burner propane stove with oven, perfect for extensive cruising or liveaboard. 150 and 130 jibs with good main. Bimini and dodger. 1500 inverter, VHF, stereo. New plastic holding tank. One owner since new. Best looking Hunter ever! Contact (510) 620-0126 or donfarq77@att.net.

36 TO 39 FEET



36-FT CAPE GEORGE, 1978. Gig Harbor, WA. \$120,000. *Millie* is a fully yard-built Cape George 36, impeccably maintained, with all major systems replaced or updated. For details, photos and contact info visit website: <http://capegeorge36millie.weebly.com>. Contact (253) 851-2707 or kurt.hermanns@centurytel.net.

37-FT CHERUBINI CUTTER, 1980. Sausalito. \$36,500/obo. Best year, best Hunter, Cherubini-designed, -built. Excellent: replaced 30hp diesel, sails, rigging, dodger, electric windlass, full updated electronics, radar, autopilot, self-tailers, furler, stall shower, reefing, aft cabin, clean teak interior, many upgrades, bulletproof, fast, roomy liveaboard, cruise. Baja Ha-Ha-ready. Contact (415) 713-6876 or ecearthyacht@yahoo.com.



37-FT BLACK WATCH, 1966. Paradise Cay, Tiburon. \$35,000. Ted Hood design keel/CB. Completely restored by yacht expert owner. This is the predecessor to the first Tartan 37. All-new standing and running rigging last 2 years. Great sails. Roller furling genoas. New nonskid 2015. Awlgrip topsides, deck and cabin top. Self-tailing winches. 37hp Westerbeke diesel. New exhaust 2015. Solid teak brightwork and below. Winner of Prettiest Boat at Plastic Classic Concourse several times. Lots of silver racing the Bay. Very clean and ready to take you anywhere with style, grace and speed. Main, 145% & 125% genoas, 95% jib, symmetrical and asymmetrical spinnakers. Contact owner for complete equipment list and pics: (415) 244-2294 or bob.horton@staples.com.

36-FT ISLANDER, 1976.



San Francisco. \$29,000. A SF Bay favorite with many improvements. Race-ready: upgrades include Beta Marine diesel, 6 oversize ST winches, all stoppers, traveler, hydraulic backstay, shrouds, racing furler and headstay, retracting lazy jacks, VHF, knot, depth, multiple sails. Class and Jazz Cup winner. Cruise-ready: upgrades include upholstery, headliner, windows, lighting, stove, microwave, head, music system, custom bar, 5 berths (2 doubles). *Moon-doggie* is priced to sell. Contact (415) 640-7440 or dgooding@sbcglobal.net.



36-FT DOUG PETERSON, 1979. Ventura County. \$45,000. High bulwarks, encapsulated keel, bronze port lights, SS water and fuel tanks, wheel steering, aluminum mast and boom, good sails, freshly rebuilt diesel engine, fresh paint, new interior. Call Rob. (503) 490-3305 or sailgazelle@gmail.com.

36-FT ISLANDER, 1976. San Francisco. \$29,000. A SF Bay favorite with many improvements. Race-ready: upgrades include Beta Marine diesel, 6 oversize ST winches, all stoppers, traveler, hydraulic backstay, shrouds, racing furler and headstay, retracting lazy jacks, VHF, knot, depth, multiple sails. Class and Jazz Cup winner. Cruise-ready: upgrades include upholstery, headliner, windows, lighting, stove, microwave, head, music system, custom bar, 5 berths (2 doubles). *Moon-doggie* is priced to sell. Contact (415) 640-7440 or dgooding@sbcglobal.net.

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46-Ft KELLY PETERSON, 1990. Shelter Bay Marina, Panama. \$124,900. A California Classic! *Esprit* is the last genuine Kelly Peterson 46 (KP46) built. (Not a cheater-son!) KP46s were built in Queen Long yard (Hylas) and finished in California. *Esprit* has just completed a circumnavigation and is ready to go again. Recent survey available. Go to www.sellingesprit.com for complete details, and a comparison between the Peterson 44 and Kelly Peterson 46. Email chaynkt@sailingesprit.com.

44-Ft NORSEMAN 447, 1984. Monterey. \$215,000/obo. Exquisite condition center cockpit. Very well equipped for offshore voyaging. Consistently updated and professionally maintained. (831) 594-0485.



46-Ft CAL 2-46 KETCH, 1973. Berkeley, CA. \$49,500. Comfortable liveaboard. Captain's cabin aft. Private bow V-berth. 2 heads. Over 6' headroom. Large windows in galley/salon. VHF, SSB, GPS, weather fax, Monitor wind vane, Mack Pack mainsail cover, working sails, spinnaker. Bottom and zincks maintained. (707) 499-4968 or patlmcandrews@yahoo.com.

47-Ft CATALINA. La Paz, Mexico. \$198,500. Customized bluewater-ready. Extra fuel capacity, 110 or 240V, water-maker, chartplotter, radar, AIS, cold-plate refridgerator/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Pacific Puddle Jump-ready. See <http://adream2sail.publishpath.com> or call (916) 607-9026.



47-Ft CUSTOM. Performance Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.com.



50-Ft SANTA CRUZ, 1979. Kaneohe, Hawaii. \$165,000. Ready For Transpac. Santa Cruz 50 #1. Tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! \$165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario. Contact (808) 367-8185, (808) 799-9818 or wazzario1@icloud.com.

47-Ft PHILIPS CUTTER, 1988. Emeryville Marina. \$89,500. Strong bluewater cruising boat completely updated for Hawaii in 2012/13. *Shaya* is a superbly built steel cutter offering exceptional safety. Great liveaboard. 65hp Yanmar, new shaft, prop, dripless stuffing, Simrad autopilot, GPS plotter, Edson steering 2012, GPS EPIRB, new paint 2014, rig 2008 including furlers. Tender and outboard. Two voyages to BC. Survey and photos available. A simply laid-out boat in excellent condition. (415) 488-0218 or (415) 999-2270 or sjr90@comcast.net.



48-Ft CELESTIAL, 1985. Long Beach, CA. \$129,000. Well equipped bluewater cruiser featured in *SAIL* magazine and *Lats&Atts TV*. Excellent maintenance, many upgrades. 200 gal fuel, 200 gal water, separate engine room, generator, 2500W inverter, 900+Ah AGM batts, Raymarine 48 mi radar, GPS, autopilot, dual Racors, Lighthouse windlass, twin anchors w/380' chain, Max-Prop, microwave, flat-screen TV/Blu Ray, Wavestopper dodger, full enclosure, many spares. Huge storage. Exceptional condition, very special center cockpit. See www.sailboatlistings.com/view/65022. Contact (949) 689-0544 or totemgroup@msn.com.



42-Ft RON HOLLAND SWAN, 1985. Channel Islands, Oxnard, CA. \$114,650. Surveyed Jan. 2016 Jamestown, RI. New: Yanmar 4jh5e, Max-Prop, Sea Frost refrigeration and freezer, Navtec rod rigging, Harken roller furling, Lofrans windlass. Bottom painted June 2017. 2011 ARC veteran. Contact (830) 377-2145 or Richard.Hesse2145@gmail.com.



43-Ft PASSPORT 42, 1981. Sidney, BC, Canada. \$139,000 USD. Recently returned from Australia. Passages is a comfortable, fast, offshore passage-maker. She still has all her cruising and offshore equipment installed; including Monitor windvane, watermaker, solar panels, generator and much more. Fill the food lockers and head south! Email for equipment list and photos. Located 10 minutes from the Anacortes and BC ferry terminals. (250) 732-0778, (778) 404-5420 or sv.passages@gmail.com.



43-Ft GULFSTAR CENTER COCKPIT. Sloop 1977. La Conner, WA. \$70,000. Custom boat with Schattauer sails, custom-built hard dodger, custom interior, instruments/electronics galore. New Perkins 4108, 349 hrs, generator. Proven offshore cruiser. See <http://seattle.craigslist.org/see/boa/6178660732.html>. Contact (360) 333-9973 or tamacn3@mac.com.

51 FEET & OVER



48-Ft LAURIE DAVIDSON. Bluewater Cruiser, 1979. Phuket, Thailand. Best offer. Contact owner directly and save. Great liveaboard cruiser in great relaxed marina. You can not legally own land in Thailand so a boat is a good option. A very relaxed part of Phuket. US-documented, built in New Zealand, this boat can go anywhere and has solar, good reefing, drogue and parasail sea anchor, newer Furuno radar/plotter, good equipment. Email saveke@gmail.com.



41-Ft ISLANDER FREEPORT, 1975. Sausalito. \$90,000. Factory hard dodger. Spacious, comfortable liveaboard in Sausalito for the last ten years. Bluewater boat with all the high-cost upgrades completed. No blisters, hull/deck joint redone, fiberglass fuel and water tanks, topsides paint, masts and rigging, engine and transmission rebuilt. Davits with Achilles 8-ft dinghy with 15hp Evinrude motor. See photos at website: <http://philritercpa.com>. Contact (707) 481-0984 or philr@sonic.net.



56-Ft JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholsons, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. Contact (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.

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MONITOR WINDVANE. Los Angeles. \$1,750. 1988, stored since 1998. Tahiti vet, very good condition, complete with two standard vanes, a light-air vane, wheel adapter, all mounting tubes and hardware, and cruising parts kit. Email skvitky@hotmail.com.

GALE SAIL-ATN. Sausalito. \$999. 150 sq. ft. sail hoists over furled headsail. No removable headstay needed. Never used. Fits 42'-52' boat. White sail with orange sleeve. List price is \$1,705. Selling for \$999. Contact (206) 310-8615 or banuoney@gmail.com.

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MARITIME DAY VENDOR BOOTHS. Sausalito, CA. \$30. Marine flea market at Galilee Harbor, 300 Napa St., Sausalito. Saturday, August 5, 2017 8am-6pm. Call or email to reserve your space today. See www.galileeharbor.org. (415) 332-8554 or galileeharbor@gmail.com.

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ADVERTISERS' INDEX

ARC Pacific	86	Boome, Chris,	Doyle Sails	35	Gianola Canvas	Johnson Marine, C.,			
ATN	105	Insurance	58	Products	118	Sherman	47		
Alameda Marina/		Breakwater Cove	Dream Yacht		Grand Marina	2	Kissinger Canvas	57	
Pacific Shops Inc.	34	Marina	51	Charters	117	Hansen Rigging	52	KKMI – Boatyard	148
American Battery	130	Brisbane Marina	47	Emery Cove Yacht		Harbor Island West		Lee Sails	130
Baja Ha-Ha Sponsors	87-89	BVI Yacht Charters	118	Harbor	39	Marina	96	List Marine Enterprises	45
		CDI/Cruising Design	97	Equipment Parts		Helms Yacht & Ship		Loch Lomond Marina	53
Baja Ha-Ha Beach		Charter L'Obsession	119	Sales	132	Brokers	20	Makela Boatworks	132
Party	129	City Yachts	7	Eros Charters	119	Helmut's Marine		Marchal Sailmakers.....	39
Bay Marine		Club Nautique	55	Facnor	42	Service	143	Marina Bay Yacht	
Boatworks	19	Cover Craft	51	Farallone Yacht Sales	12	Heritage Marine		Harbor	54
Bay Marine Diesel	133	Coyote Point Marina	41	FlopStopper	133	Insurance	41	Marina Cortez	47
Beta Marine Engines	46	Cruising Yachts	29	Flying Cloud Yachts	145	Hirschfeld Yachts	46	Marina de La Paz	128
Blue Pelican	143	Defender Industries	36	Fortman Marina	16	Hood Sails	21	Marina El Cid	39
Blue Water Yacht		DeWitt Studio	119	Geico Insurance –		Hydrovane	97	Marina Village	28
Insurance	119	Division of Boating &		Marlon Zatare	45	Island Yacht Club	38	Marine Lube	133
Boat Yard at Grand		Waterways	27	Gentry's Kona		Iverson's Design	53	Maritime Institute	54
Marina, The	33	Downwind Marine	32	Marina	130	JK3 Nautical		CONTINUED ➤	



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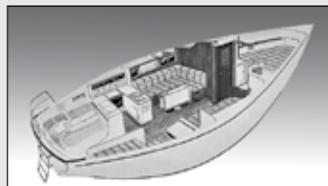
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ADVERTISERS' INDEX – cont'd

Marotta Yachts.....146	Pacific Offshore Rigging	Sal's Inflatable Services.....52	Spinnaker Sailing of Redwood City	Vallejo Marina.....104
McDermott Costa Insurance.....128	Paradise Village.....37	San Francisco Boat Works	Starbuck Canvas.....41	Ventura Harbor
Minney's Yacht Surplus.....43	Passage Nautical.....5	Satellite Phone Store.....31	Stem to Stern	Boatyard
Modern Sailing School & Club.....51	Pier 39 Marina	Schaefer Marine	Suncoast Yachts	132
Napa Valley Marina.....26	Pineapple Sails	Schoonmaker Point Marina.....44	West Coast Multihulls ...	132
New Era Yachts	Punta Mita Beachfront Condos	Seacoast Marine Finance	West Marine	116
Newport Beach Marina Park.....50	Quantum Pacific	Sean Alexander Marine	Sure Marine	23
Norpac Yachts.....147	Raiatea Carenage Services.....131	Seashine	Svendsen's Boat Works	Westwind Precision
North Sails.....15	RBG Canon.....47	South Beach Harbor	25	Details.....53
Outboard Motor Shop.....56	Richard Boland Yacht Sales.....43	South Beach Yacht Club.....93	Svendsen's Marine	Whale Point Marine
Owl Harbor Marina	Richardson Bay Marina.....43	Spaulding Marine Center.....105	Swedish Marine.....57	Supply.....40
Oyster Cove Marina.....97	Rubicon Yachts.....9-11	Spectra Watermakers80	TMM Yacht Charters....116	Whiting & Wedlock
Pacific Crest Canvas.....24	Sail California		ThunderStruck Motors	Marine Surveyors
			105	143
			TowboatU.S.....49	Wichard Sparcraft, Inc. ..22
			Treasure Island Sailing Center	Wizard Yachts, Ltd.81
			45	Yachtfinders/
			Trident Funding	Windseekers.....8
			4	
			Twin Rivers Marine Insurance	
			30	

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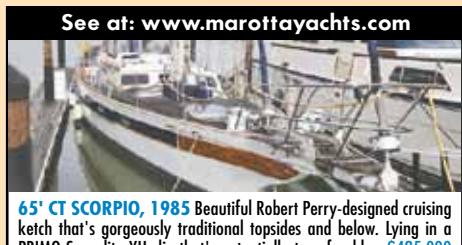
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43' C&C CUSTOM, 1973 TOTALLY updated stem to stern incl.: 2008 Yanmar and totally new custom inter. Vessel literally looks NEW and must be seen! Potential Sausalito YH boardwalk slip. \$149,000



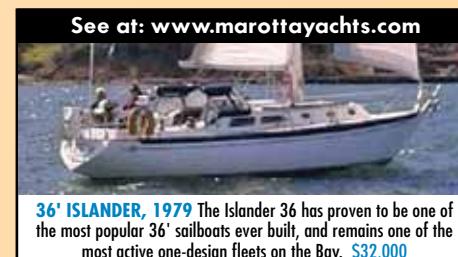
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32' WESTSAIL CUTTER The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised; very low time on machinery. \$59,000



31' PACIFIC SEACRAFT CUTTER, 1987
Shows nicely inside and out, competitively priced. \$69,000



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



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! \$22,000



CAL 29, 1977 Classic plastic with a DIESEL ENGINE for price of an outboard! Boat shows well, has a reef jib and is lying in a potentially transferable Sausalito Yacht Harbor slip – nice package all 'round! \$11,000

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52' KHA SHING Spindrift MY Flybridge & PH helms, big salon plus 2 stoms, 2 full heads, full galley, aft canopy, swimstep, radar, twin dsls, genset, refit & upgrade incomplete; but close, finish & save money, fully operational ++! GREAT DEAL – MUST SEE! Asking only \$65,000



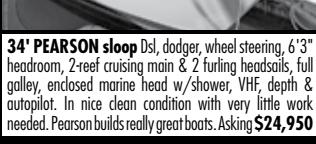
65' WHEELER M/Y, 1931, Detroit V6-53 diesels, near full restoration inc. all new plumbing & wiring. Teak decks, mahogany cabins, 3 dbl stoms + fo'c'sle, full galley, 2 full heads, tub, P/H & salon, original fixtures. Completion of hull reframing still to do. Bargain at \$49,950 asking.



41' Cutter-rig MOTORSAILER by Alexander. Center PH, wheel, RF jib, self-tending staysail AP, GPS/plot, VHF + handheld, SSB, inverter, port gen, ST winches, heater, head & shower, full galley, ship's table/settee, aft master stateroom & MORE! Asking \$30,000



33' C&C Sloop Famous for performance & quality, C&C built great yachts. Plotter, GPS, AP, SSB, VHF, inboard gas, good rigging & sails, Bollenger mast, chainplates, mast partners, rod rigging by Eason, all windows replaced, MORE! Really nice boat. Asking \$14,950



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36' ISLANDER Sloop. Cruise equipped. Ready to go. Dsl, dodger & bimini, self-tailing winches, radar, chart plotter, AP, solar, Lazy Jacks, vang, furling jib. Beautiful interior, full galley, convertible settee/ship's table, +. Asking \$31,500

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