

Latitude 38

VOLUME 490 April 2018

WE GO WHERE THE WIND BLOWS

**BOAT SHOW
GUIDE INSIDE**

**Puddle Jump Profiles
Sailing San Rafael
GGYC Midwinters
Rise and Shine II**



April 2018

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Every Ocean Race: An Escapade

PHOTO BY ERIK SIMONSON



Ocean racing involves “excitement, daring, and adventure,” the very definition of an escapade. So Nick Schmidt’s Express 37 *Escapade* is an aptly named winner of the 2017 Season Championship in PHRO-2, the offshore division for boats with PHRF rating between 63-102.

Nick and the crew of *Escapade* are hooked on ocean racing, “developing new modes for speed through bigger waves and enjoying the fast downwind rides back home.” Racing in the Express 37 one-design class inside the Bay has only added to their performance offshore.

*Escapade**

Escapade’s carbon class jib from Pineapple Sails was the “workhorse” for the season and is still going strong after three years of hard racing. A (10-year-old) bright yellow Pineapple spinnaker added speed and control for the downwind slide back through the Gate.

(We built the boat a new bright yellow spinnaker this winter. Shhh, don’t tell the competition.)

News Flash: *Escapade* placed first in the 4-race 2018 Corinthian Yacht Club midwinter series. Congratulations, Nick and crew!

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Cover: A fleet of one-design yachts race in the shadow
of the Transamerica Pyramid, as depicted by master painter
and San Francisco Bay sailor Jim Dewitt.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must pertain to a West Coast or universal sailing audience and be accompanied by a variety of pertinent, in-focus digital images with identification of all boats, situations and people therein. Send both text and photos electronically. Notification time varies with our workload, but generally runs four to six weeks. Send all submissions to editorial@latitude38.com. For more additional information see www.latitude38.com/writers.html.



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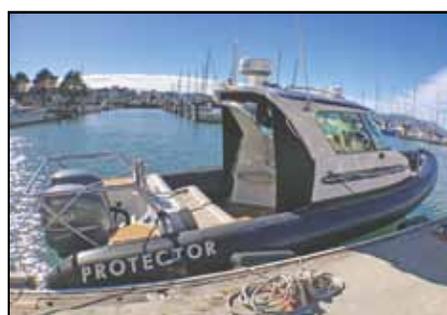
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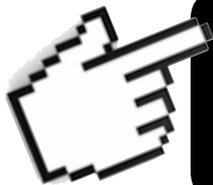
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Mar. 31 — Sail under the second Blue Moon of the year, on a Saturday. Sorry, no eclipse.

Apr. 1 — Easter Sunday.

Apr. 1-29 — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 4, 12 — Aquatic Invasive Species Prevention Workshops. 4/4: Anderson Lake County Park, San Jose, 8:45 a.m.-2:45 p.m. (register by 3/30); 4/12: Sacramento YC, 8:45 a.m.-2:45 p.m. (register by 4/6). Vivian, (415) 904-6905 or vmatuk@coastal.ca.gov.

Apr. 4-25 — Wednesday Yachting Luncheon Series, StFYC, 11:45-1:30 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Apr. 5, 7, 14, 28, May 5, 12 — Dockwalker volunteer training. 4/5: Oakland YC, Alameda, 7-8:30 p.m.; 4/7: Bodega Marine Lab, 10 a.m.-12:45 p.m.; 4/14: Silver Gate YC, San Diego, 10 a.m.-12:45 p.m.; 4/28: Newport Sea Base, 10 a.m.-12:45 p.m.; 5/5: Sacramento Marina, 10 a.m.-12:45 p.m.; 5/12: Holiday Harbor Marina, San Pedro, 10 a.m.-12:45 p.m. Pre-register, www.dbw.parks.ca.gov/?page_id=29199.

Apr. 6 — Sneak preview of *We the Voyagers*, a documentary about the Polynesian Vaka Taumako Project. Bay Model, Sausalito, 1:30-2:45 p.m. Free. Sylvia, (415) 886-4972 ext. 1.

Apr. 7 — USCGA Boating Safety Class, Encinal YC, Alameda, 8:30 a.m.-5 p.m. \$40 includes book, exam and certificate. Pre-registration required. Douglas, doug_beckstein@yahoo.com or (510) 295-7430.

Apr. 7 — Ship Operations in the Bay with Captain Craig Thomas of Agile Marine, Bay Model, Sausalito, 1-2 p.m. Free. Info, (415) 332-3871.

Apr. 7 — YRA Social: First Aid for Sailors, Richmond YC, 1-5 p.m. Limited to 30 sign-ups. \$35. Info, www.yra.org.

Apr. 7 — Chowder Feed & New Members Meeting, Lake Tahoe Windjammers YC, South Lake Tahoe, 6 p.m. Everyone welcome; learn about the club. \$15. RSVP by 4/2 to consulting.concepts1@gmail.com. Info, www.tahoeWindjammers.com.

Apr. 7, May 5 — Chantey 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.

Apr. 7-28 — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 8 — Swap Meet & Open House, Berkeley YC, 6 a.m.-1:30 p.m. Seller spaces \$20. Club tours. Info, (510) 843-9292 or www.berkeleyyc.org.

Apr. 11 — Film screening of *Racing with Copepods*, San Francisco YC, Belvedere, 6 p.m. Info, www.sfyyc.org.

Apr. 12 — Corinthian YC Speaker Series presents Gavin Pretor-Pinney, Cloudy with a Chance of Joy. Tiburon, 7 p.m. Free but RSVP to speakers@cyc.org.

Apr. 12, May 10 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Apr. 14 — Women in the Wind, Stockton SC. Sailing workshop for women only: veterans, active duty, first responders and wives. Classroom and in the water. \$60; pre-register by 3/30. Info, www.sailtorecovery.org or www.stocktonsc.org.

Apr. 14 — Bay Model volunteer orientation, Sausalito, 10-11 a.m. Free. Ranger Joanne, (415) 289-3027.

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Special Event

South Bay Opening Day

Saturday, May 5

Spring 2018 Calendar

Racing

Sunset Racing Series

Every Wednesday starting April 25 (except July 4 and August 1) and ending October 3.

Summer Series

April 14; May 19; August 11; September 1; September 15

Single/Double-handed Series

April 7; August 18; September 8

Moonlight Marathon

June 2; August 25

Westpoint Regatta: YRA Weekend Series

June 30th

Social

Drop-in Dinners

(Members, Guests, and Reciprocal Club Members Only)
May 11; June 15; July 13; September 14; October 12

Island Time Party

June 30 following Westpoint Regatta

Monthly Cruise-Outs

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CALENDAR

Apr. 14 or 15 — Advanced Safety at Sea (Hands-on), Encinal YC. \$200. Prerequisite: 8-hour Safety at Sea Seminar. Pat, (925) 407-5507 or www.pacificcup.org.

Apr. 14, 28 — Guided tour of the Bay Model, Sausalito, 1:30-2:30 p.m. Free. Info, (415) 332-3871.

Apr. 14, May 13 — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. April's event coincides with the Berkeley Bay Festival. Info, www.cal-sailing.org.

Apr. 14-15 — Bodega Bay Fisherman's Festival, Westside Park, 10 a.m.-5 p.m. Live music, wine & beer, seafood, food trucks, kids zone, pet parade, craft booths, wooden boat challenge, blessing of the fleet. \$12-\$14. Info, www.bbfishfest.org.

Apr. 18 — Singlehanded TransPac Seminar: Provisioning, Medical Considerations, Island YC, Alameda, 7:30 p.m. SSS, www.sfbaysss.org/main/shtp-2018.

Apr. 19-22 — Pacific Sail & Power Boat Show and Marine Sports Expo, Craneway Pavilion and Marina Bay Yacht Harbor, Richmond. See the glossy insert in this issue for info.

Apr. 21 — WWII in the Shadow of Mt. Tam, Bay Model, Sausalito, 10 a.m.-12:30 p.m. 2-mile walking tour of Marini-ship. Rain cancels. Sailing Ships of SF Bay, 1:30-2:30 p.m. Free. Info, (415) 332-3871.

Apr. 21-22 — Marine equipment sale, Del Rey YC, Marina del Rey, 9 a.m.-3 p.m. Proceeds benefit the Santa Monica Bay Sailing Foundation. Info, www.smbssf.org.

Apr. 22 — Earth Day.

Apr. 22 — Opening Day on the Bay. Theme: Nations on the Bay. PICYA, www.picya.org.

Apr. 24 — Leatherback Sea Turtles in the California Current: Why Leatherbacks Cross the Pacific, Bay Model, Sausalito, 7-9 p.m. with Scott Bensen, research fishery biologist, NOAA. \$5 donation benefits student research grants. Info, (415) 332-3871.

Apr. 25 — Screening of *Racing with Copepods*, with filmmaker Barbara McVeigh. Spaulding Marine Center, Sausalito, 6:30-8:30 p.m. Info, www.spauldingcenter.org.

Apr. 27-29 — Women's Match Racing Clinegatta with coaching by Liz Baylis and Nicole Breault. Mixed-gender teams are welcome to apply. \$400/team. Nicole, (203) 671-7908 or www.stfyc.com.

Apr. 29 — Sail under the full moon on a Sunday.

May 5 — Underwater Exploration: A Peek Behind the Scenes, Marine Applied Research & Exploration, Point Richmond, 1-4 p.m. Deep-sea robotics demos, shop tours, underwater video, prizes. Free. MARE, www.maregroup.org.

May 6 — Singles Sail and Potluck Picnic, Ayala Cove, Angel Island, 11 a.m.-2 p.m.. Info/RSVP, chaika@pacbell.net or www.meetup.com/sfbay-sailing/events/248329111.

May 13 — Take Mom sailing.

May 16 — Singlehanded TransPac Seminar: Weather Routing and Race Strategy, Island YC, Alameda, 7:30 p.m. SSS, www.sfbaysss.org/main/shtp-2018.

May 19 — Delta Doo Dah X Seminar & Kickoff Party, Richmond YC, 6-9 p.m. Info, www.deltadoodah.com.

Racing

Mar. 29-31 — Nacra 15 Midwinters West & Youth World Qualifier in Long Beach. Alamitos Bay YC, www.abyc.org.

Mar. 30-Apr. 1 — 50th annual Southern Straits Race. West Vancouver YC, (604) 921-7575 or www.southernstraits.ca.

Mar. 31 — Sadie Hawkins Race for women skippers and mixed crews on the Estuary. IYC, www.iyc.org.

Mar. 31 — Trans-Folsom Challenge. FLYC, www.flyc.org.

Mar. 31 — Champion of Champions Regatta in Santa Cruz. SCYC, www.scyc.org.

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CALENDAR

Apr. 1, 15, 29 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

Apr. 6-8 — Etchells Midwinters West, Coronado Roads, San Diego. SDYC, www.sdyc.org.

Apr. 7 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 7 — Bullship Race for El Toros from Sausalito to the San Francisco Marina. SYC/RYC, www.richmondyc.org.

Apr. 7 — Singlehanded/Doublehanded Races. SeqYC, www.sequoiayc.org.

Apr. 7 — America's Schooner Cup Charity Regatta in San Diego. Silver Gate YC, www.americasschoonercup.com.

Apr. 7 — Carmiggelt/NorCal Series #2 for Mercurys, on the Estuary. EYC, www.encinal.org.

Apr. 7 — Andy Byrd Memorial Pursuit Race. CPYC, www.cpyc.com.

Apr. 7 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 7, May 5 — North Bay Series. VYC, www.vyc.org.

Apr. 7-8 — J/Fest for J/120, J/111, J/105, J/70, J/24 and J/22 classes. StFYC, www.stfyc.com.

Apr. 7-8 — Opti Harken Series #2. SFYC, www.sfyc.org.

Apr. 7-8 — California Dreamin' Invitational Series concludes, sailing in Catalina 37s. LBYC, www.lbyc.org.

Apr. 7-8 — NWICSA Rainier Cup collegiate regatta on the Columbia River Gorge. CGRA, www.cgra.org.

Apr. 8 — Estuary Cup. EYC, www.encinal.org.

Apr. 8, 22, 29, May 6 — Spring Series Races #3-6. SSC, www.stocktonsc.org.

Apr. 13-15 — Ficker Cup. LBYC, www.lbyc.org.

Apr. 14 — SSS Round the Rocks for singlehanders and doublehanders. Skippers' meeting 4/11 at IYC. Info, www.sfbaysss.org.

Apr. 14 — South Bay Interclub #1. IYC, www.jibeset.net.

Apr. 14 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 14 — Commodore's Cup. BVBC, www.bvbc.org.

Apr. 14 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 14 — Small Boat Solar Series. EYC, www.encinal.org.

Apr. 14-15 — Resin Regatta. SFYC, www.sfyc.org.

Apr. 14-15 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 14-15 — Camellia Cup Regatta on Folsom Lake. FLYC, www.flyc.org.

Apr. 14-15 — San Francisco Cup Challenge. StFYC, www.stfyc.com.

Apr. 15, May 13 — Baxter-Judson Series Race. PresYC, www.presidioyachtclub.org.

Apr. 18-22 — Congressional Cup match racing, to be sailed in Catalina 37s. LBYC, www.lbyc.org.

Apr. 21 — OYRA Lightship. YRA, www.yra.org.

Apr. 21 — Twin Island Race #1 around Angel Island and Alcatraz. SYC, www.sausalitoyachtclub.org.

Apr. 21 — Doublehanded Long Distance Race #2. SSC, www.stocktonsc.org.

Apr. 21 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 21 — Intraclub Race. StFYC, www.stfyc.com.

Apr. 21 — Anniversary Cup. SFYC, www.sfyc.org.

Apr. 21 — SF Pelican Races at SSC in Stockton. Info, www.sfpelicanfleet1.com.

Apr. 21-22 — Big Dinghy with four buoy races on Saturday and a pursuit race on Sunday. RYC, www.richmondyc.org.

Apr. 21-22 — High School Silver PCCs hosted by EYC. PCISA, www.pcisa.hssailing.org.

Apr. 28-29 — Great Vallejo Race. YRA, www.yra.org.

Apr. 28-29 — Elvstrom/Zellerbach Regatta for dinghy classes. StFYC, www.stfyc.com.

Apr. 28-29 — Etchells PCCs. SDYC, www.sdyc.org.

Apr. 29 — Spring SCORE/Doublehanded Series #1.



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2001 35' J/105	88.9k
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1995 35' BENETEAU 352	62.5k
2006 33' J/100	88.9k
2006 32' C&C 99	79k
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2006 29' CHAPARRAL 276	59.9k
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CALENDAR

SCYC, www.scyc.org.

May 4-6 — Yachting Cup. SDYC, www.sdy.com.

May 5 — Singlehanded Race. SSC, www.stocktonsc.org.

May 5 — Frank Ballentine Memorial Pursuit Race. CPYC, www.cpyc.com.

May 5 — Point Dume & Return. DRYC, www.dryc.org.

May 5 — Behrens Regatta. TYC, www.tyc.org.

May 5 — Intraclub Race #1. RYC, www.richmondyc.org.

May 5-6 — J Stop Regatta. StFYC, www.stfyc.com.

May 5-6 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 6 — Spring Races. FSC, www.fremontsailingclub.org.

May 6 — Championship Series. CYC, www.cyc.org.

May 9-12 — Farr 40 North Americans in Long Beach. LBYC, www.lbyc.org.

May 12 — OYRA Duxship. YRA, www.yra.org.

May 12 — CBRA #1, hosted by SFYC on the OC. YRA, www.yra.org.

May 12 — South Bay Interclub #2. IYC, www.jibeset.net.

May 12 — Club Laser Championships in Monterey. MPYC, www.mpyc.org.

Mar. 12 — Lady and the Tramp. FLYC, www.flyc.org.

May 12 — NorCal Series #3 for Mercurys on the Estuary. EYC, www.encinal.org.

May 12 — Flight of the Bulls for El Toros in Foster City. John, (650) 305-1466 or www.eltoroyra.org.

May 12 — Santana 22 Team Races. SCYC, www.scyc.org.

May 12-13 — Gorge College/High School Invitational, Columbia River, OR. CGRA, www.cgra.org.

May 19 — Singlehanded Farallones Race. Skippers' meeting 5/16 at IYC. SSS, www.sfbaysss.org.

May 26-June 2 — California Offshore Race Week. Info, www.offshoreraceweek.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 3/30, 4/13, 4/27, 5/11, 5/25, 6/8, 6/22, 7/20, 8/3, 8/17, 8/31, 9/14. Gary, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 4/16, 4/30, 5/14, 5/28, 6/11, 6/18 (make-up). Fall: 7/23, 8/6, 8/20, 9/3, 9/17, 9/24 (make-up). Info, www.bvbc.org.

BENICIA YC — Every Thursday night: 4/5-10/18. Dan, (707) 319-5706 or www.benicia-yachtclub.com.

BERKELEY YC — Every Friday night: 3/30-9/28. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Every Friday night: 4/13-8/24. Marcus, (415) 435-4771 or www.cyc.org/racing.

COYOTE PT YC — Every Wednesday night: 4/11-10/10. Info, (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday night Twilight Series. Spring: 4/6, 4/20, 5/4, 5/18, 6/8. Summer: 7/6, 7/20, 8/3, 8/17, 9/7. Ted, (925) 699-3726 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/2-8/29. Summer Sunset Series, Saturday nights: 5/12, 6/16, 7/14, 8/4. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights. Small Craft Beer Advisory Series: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Charles, (510) 504-4076 or www.ggyc.com.

HALF MOON BAY YC — Friday nights: 4/27, 5/11, 5/25, 6/8, 6/22, 7/6, 7/20, 8/3, 8/17, 8/31, 9/14, 9/28. Info, www.hmbyc.org.

ISLAND YC — Island Nights, Fridays. Spring: 4/13, 4/27, 5/11, 6/1, 6/15. Summer: 7/13, 7/27, 8/10, 8/24, 9/14. David, (510) 521-2985 or www.iyc.org.



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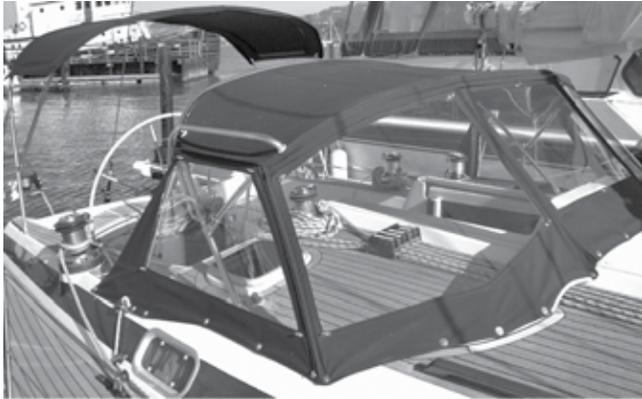
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CALENDAR

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/2-10/10; Intergalactic Beer Can Race: 7/18. Jeff, (775) 544-8268 or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night: 5/3-9/27. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: 5/10-8/30. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Wednesday night Sunset Series: 3/21-9/26. Info, race@mpyc.org or www.mpyc.org.

OAKLAND YC — Sweet 16 Series every Wednesday night. First Half: 5/2-6/20. Second Half: 7/18-9/5. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 4/4, 4/18, 4/25, 5/2, 5/16, 5/23, 5/30, 6/6, 6/20, 6/27, 7/4/ 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19, 9/26. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Wednesday Night Spring Series for J/22s & J/70s: 4/4, 4/11, 4/18. Wednesday Evening Series for IODs, Folkboats, Knarrs: 4/25-8/22. Thursday Night Kite Series: 4/12, 4/26, 5/10, 5/24, 5/31, 6/21, 7/12, 7/26, 8/23, 9/6, 9/20. Friday Night Formula Windsurf Series: 4/20, 5/4, 6/15, 6/29, 7/13, 7/27, 9/14, 9/28. Graham, (415) 655-7756, racing@stfyc.com or www.stfyc.com.

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

SANTA CRUZ YC — Wet Wednesdays: 3/14-10/31. Info, www.scyc.org.

SAUSALITO YC — Sunset Series, Tuesday nights. Spring: 5/8, 5/22, 6/5, 6/19. Summer: 7/24, 8/7, 8/21, 9/4. Mary, (510) 757-3317 or www.sausalitoyachtclub.org.

SEQUOIA YC — Wednesday Sunset Series: 4/18-10/3. Scott (410) 212-8177 or www.sequoiayc.org.

SIERRA POINT YC — Tuesday nights: 5/1-8/28. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 4/20, 4/27, 5/4, 5/18, 5/25, 6/1, 6/15, 6/22, 6/29, 7/20, 7/27, 8/3, 8/17, 8/24. Info, www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night: 6/6-8/29. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Monday night Lasers: 5/28-8/27. Wednesday night Beer Cans: 5/30-8/29. Andrew, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/25-8/10. Cam, (415) 789-9294, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/4-9/26. Mark, (916) 835-2613 or www.vyc.org.

In the Tropics

April 2-30 — Cruisers Rally to El Salvador. A spring rendezvous in Bahia del Sol. Info, www.elsalvadorrally.com.

Apr. 8-14 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

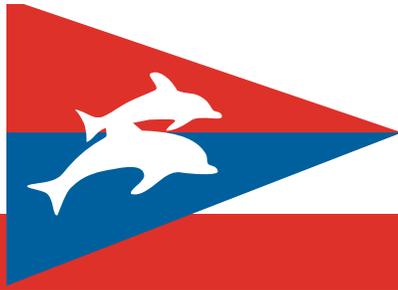
Apr. 11-15 — Bay Fest for cruisers in La Paz. Dinghy Poker Run, sailboat racing, wine tasting, seminars, workshops, games, volleyball, bocce ball, chili cook-off, happy hours, dinners, music, raffle. Club Cruceros, www.clubcruceros.net.

Apr. 18-24 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 21-22 — Paradise Cup for J/70s and Laser Masters. Vallarta YC, www.vallartayachtclub.org.

Apr. 27-29 — Newport to Ensenada Race. NOSA, www.nosa.org.

Apr. 29-May 4 — Antigua Sailing Week. Antigua Sailing



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Apr 14/15: Advanced Safety at Sea (Hands-on)

July 1-8: Pacific Cup Village

July 7: Skippers Meeting

July 9-13: Pacific Cup Starts

July 23-27: Finish Line Festivities



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CALENDAR

Association, www.sailingweek.com.

May 7-12 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

May 9 — Antigua Bermuda Race starts. Royal Bermuda YC, www.antiguabermuda.com.

May 20-25 — Baja Seawind Rally for catamarans, Puerto Escondido, Sea of Cortez. Free. Info/registration, www.charter-catamaran.com/events/seawind-baja-rally-2018.

June 22-24 — Tahiti-Moorea Sailing Rendez-vous, co-sponsored by *Latitude 38*. Traditional music, dance, cuisine and sports. Info, www.tahiti-moorea-sailing-rdv.com.

June 23 — Singlehanded TransPac to Hanalei Bay, Kauai, starts in Tiburon. SSS, www.sfbayss.org/main/shtp-2018.

June 24-July 1 — Optimist North Americans. Vallarta YC, www.vallartayachtclub.org.

June 30-July 4 — Vic-Maui International Yacht Race starts in Victoria, BC, bound for Lahaina. Info, www.vicmaui.org.

July 9-13 — Pacific Cup starts off StFYC, destined for Kaneohe Bay, Oahu. PCYC, www.pacificcup.org.

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

April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
3/31Sat	0016/5.7	0603/0.4	1225/5.5	1813/0.3
4/01Sun	0050/5.8	0646/0.2	1315/5.2	1851/0.8
4/07Sat	0438/4.8	1147/0.5	1936/4.1	
	LOW	HIGH	LOW	HIGH
4/08Sun	0025/3.0	0542/4.6	1253/0.6	2036/4.2
4/14Sat	0507/0.8	1124/5.0	1709/0.6	2344/5.5
4/15Sun	0542/0.4	1212/5.0	1744/0.8	
	HIGH	LOW	HIGH	LOW
4/21Sat	0340/5.6	1035/-0.6	1812/4.4	2252/2.8
4/22Sun	0446/5.3	1144/-0.4	1921/4.6	
	LOW	HIGH	LOW	HIGH
4/28Sat	0509/0.1	1134/4.9	1703/0.9	2337/5.9
4/29Sun	0550/-0.2	1226/4.8	1742/1.3	

April Weekend Currents

date/day	slack	max	slack	max
3/31Sat	0130	0412/2.5E	0754	1048/3.6F
	1400	1636/2.2E	2000	2306/3.9F
4/01Sun	0206	0448/2.5E	0842	1136/3.4F
	1454	1730/2.0E	2036	2342/3.6F
4/07Sat	0024	0336/1.6F	0630	0906/1.2E
	1342	1736/2.3F	2118	2312/0.8E
4/08Sun	0136	0436/1.4F	0730	1024/1.1E
	1448	1830/2.4F	2212	
4/14Sat	0036	0312/2.1E	0636	0948/2.7F
	1254	1524/1.7E	1830	2200/3.4F
4/15Sun	0100	0336/2.3E	0712	1024/2.9F
	1336	1606/1.7E	1906	2236/3.5F
4/21Sat		0230/2.5F	0506	0748/2.4E
	1200	1548/2.8F	1942	2154/0.9E
4/22Sun	0012	0336/2.2F	0612	0854/2.1E
	1318	1654/3.0F	2048	2306/1.1E
4/28Sat	0018	0306/2.6E	0700	0948/3.4F
	1300	1536/1.9E	1842	2154/3.8F
4/29Sun	0054	0342/2.7E	0748	1042/3.5F
	1354	1618/1.8E	1924	2230/3.6F

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LETTERS

⇅ THE BCDC RESPONDS TO OUR EDITORIAL

Thank you for asking BCDC staff to respond to your Westpoint Harbor editorial published in last month's magazine. However, we still do not understand why your magazine decided not to publish our response last month, *alongside your editorial and prior to the March 15 public hearing*, given that it would have consumed such a small amount of room in your very large publication.

Unfortunately, *Latitude 38* is confused about how BCDC has operated during its 50-year history. BCDC's mission is to minimize fill in the San Francisco Bay and maximize the public's access to the Bay and along its shoreline. The permits BCDC grants to private entities (such as Westpoint Harbor's Mark Sanders) and public agencies (including cities, counties, and park districts) spell out specifically how permit holders are required to provide maximum feasible public access, consistent with the project. These permits ensure that the people of the State of California have access to the Bay in exchange for the State allowing private and public development in and around the Bay.

The BCDC staff provides permit holders with a great deal of assistance as they plan and build projects; we spend countless hours working closely and successfully with permit holders to ensure that public access requirements are met while property rights are respected. BCDC issues violation reports only as a last resort. In the case of Westpoint Harbor, the BCDC staff notified Mr. Sanders almost seven years ago of permit violations and then waited six years before issuing a violation report. Why the delay? During that period, the BCDC staff met with Mr. Sanders and his representatives many times and offered him myriad ways to comply with or amend the permit that he originally signed 14 years ago. He declined every opportunity to do so.

Permits are a kind of contract. Simply put, Mr. Sanders hasn't fulfilled his part of the bargain. That is why BCDC's Enforcement Committee has recommended a proposed order that requires Mr. Sanders to abide by his signed agreement and pay a large penalty.

The violations have nothing to do with how Mr. Sanders promotes clean boating, is committed to the harbor's tenants, and operates the marina in what appears to be an environmentally sound manner. Instead, Mr. Sanders has broken his contract by refusing to provide over a quarter-million square feet of public access areas and specified public access improvements that he promised to provide when he signed his permit. Public access to the shoreline is the benefit that the public receives while Mr. Sanders earns revenue from operating his marina. Mr. Sanders also has failed to comply with a number of permit conditions intended to prevent or minimize adverse impacts to wildlife, including endangered species found in the adjacent national wildlife refuge, which were imposed in response to comments by the US Fish and Wildlife Service.

Only after learning that the BCDC staff would bring his violations to the Commission's Enforcement Committee did Mr. Sanders finally agree to open all required public access areas. Yet, while that occurred in early July 2017 — eight years after the deadline established by the permit — Mr. Sanders continues to restrict public access by pedestrians to the guest docks, which are a required public access improvement in a dedicated public access area. Similarly, as recently as a few weeks ago, BCDC received a complaint from a member of the boating public who was told by someone at the Harbor, in violation of the permit, that the public boat launch ramp, another required public access improvement in a dedicated

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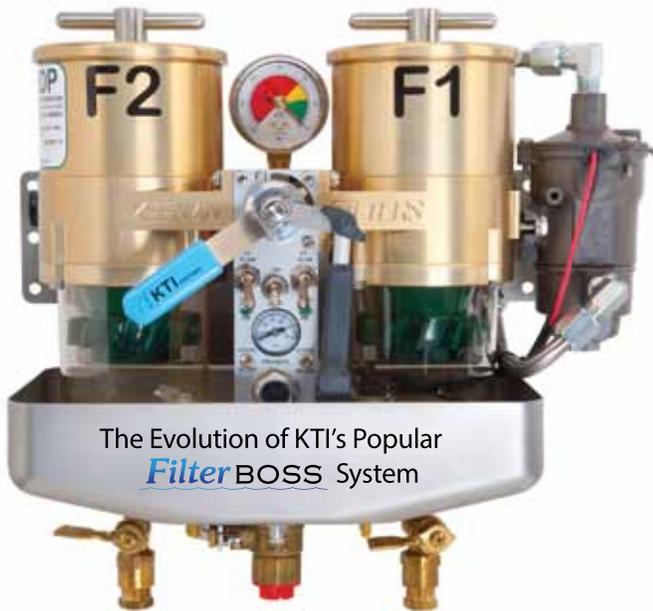


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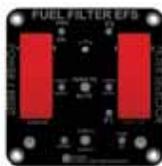
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LETTERS

public access area, was not for use free of charge by kayakers.

Just as important, the site as it exists now is not what existed when the enforcement case commenced, or even as recently as a year ago. The public access areas and improvements were required to be completed in fall 2009, commensurate with the phased construction and occupancy of the marina. Until July 2017, the main entrance to the site was posted with multiple signs that read "Members and Guests Only," a second pedestrian access point was blocked by a fence, and Mr. Sanders maintained numerous "Restricted Access" signs at various locations around the site that effectively prohibited public access to the Bay.

Even today, the public shoreline trails are narrower than required by the permit. Until July 2017, long segments of the public paths were closed and overgrown with weeds. Other ancillary public access improvements also were missing. Combined, this noncompliance leads the public to believe that the Bay shoreline is simply not accessible — the opposite of the permit's intent. Just as important, required natural resource protections, such as visual habitat barriers and mitigation for shorebird roost habitat and wetlands, are not fully in place.

The upshot of the problem is that Mr. Sanders has materially benefited from the private gains of his marina while not fulfilling his promises to the State of California to provide the public access to, and enjoyment of, the shoreline. Should BCDC simply ignore his willful violations of the permit that he signed? Would the public want BCDC to look away if, for example, the San Francisco Giants closed the BCDC-mandated wide walkway around AT&T Park, or if access to the magnificent restored Hamilton Field wetlands in Marin County was closed?

Finally, for the sake of clarity, I should note that both BCDC and the Regional Water Quality Control Board are appealing the decision of the Superior Court judge in Solano County in the Point Buckler case. Also, *Latitude 38* should be careful about cherry-picking out of context a relatively minor issue from among the large-scale public access violations in the Scott's Restaurant enforcement case; that is comparable to stating that a large sailboat is not seaworthy due to some peeling varnish.

BCDC has helped open up hundreds of miles of public access along the Bay. A vast majority of that access has been created through the fine work of BCDC permit holders who have honored their commitments. It's too bad that one recalcitrant permit holder has thumbed his nose at the public for so long and has caused BCDC to use the legal system to remedy his noncompliance with state law.

Larry Goldzband
Executive Director

Bay Conservation and Development Commission

Readers — This letter is a response to our editorial in the March issue, and our original intention was to include it in that same issue. However, given the 20 years this marina project has been underway, we felt we were rushing the process and subtracting other content to squeeze this letter in at deadline.

We do want to give the BCDC space to help us all understand this complex process. The note above was accompanied by the comment, "I can't begin to tell you how to run your periodical, and I learned a long time ago that people who buy ink by the barrel usually have more resources than any organization in which I have been part." While Latitude 38 probably buys more ink than most, we're quite sure our "resources" are much smaller than the 40-plus people, 40-plus commissioners and the \$8 million budget that the BCDC wields.

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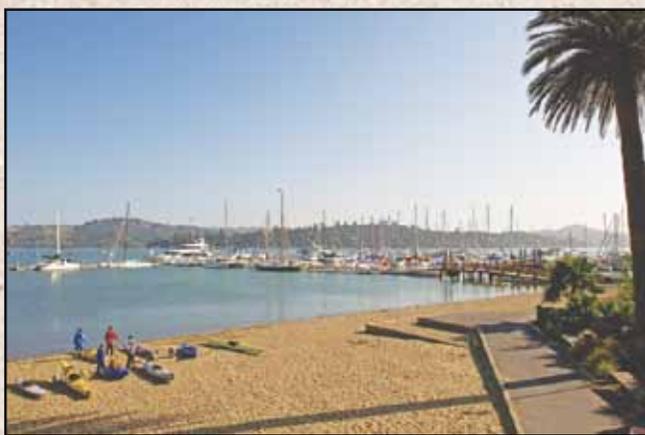
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LETTERS

While we clearly want to see facilities like Westpoint Harbor continue to thrive and provide sailing opportunities to the public, we don't see Westpoint as having any fundamental conflicts with the BCDC's founding goals of encouraging responsible use for future generations and maximum public access. We're sure the more than 5,000 people who signed a petition in support of Westpoint Harbor did so because they believe the marina has done just that, by transforming a waste zone and turning it into a model marina.

Despite general agreement on the BCDC's founding goals, the fact that a public agency has so many members of the public petitioning against it suggests that something is wrong. We've talked to many people about the BCDC, and are pressed to find anyone who wants to go on record for fear of what they've called "retribution." While we may buy ink by the barrel, we don't have an army of lawyers or the ability to enforce an idea, regardless of how passionately we think it's right.

Did we "cherry pick" the documents? Well, sure. As everyone knows, public agency documents and 'legal briefs' (classic oxymoron) are anything but brief. In fact, the papers exchanged by Westpoint Harbor and BCDC lawyers over the past 20 years probably exceed the pages of Latitude printed in that time, so there's plenty to cherry pick. We simply believe that an agency mandated to keep the Bay clean should not concern itself with the color and shape of tables, period. We believe that dealing with such minutia reflects the overbearing nature of an agency that has lost its focus. But if any of our readers feel shortchanged by not being able to read the rest of the many complaints filed by the BCDC, we're not trying to hide anything. Like all public agencies, they have gigabytes of additional reading on their website, www.bcdc.ca.gov.

No human, or marina is perfect, but we try to step back from the details to see how the debates impact our view that increased public access on a clean Bay is a good thing. The support received by Westpoint Harbor suggests they've added to and not subtracted from those goals. The miles of shoreline pathways added with the BCDC's support have certainly increased the ability of people to walk near and have views of the Bay, but they don't provide public access to the thing itself. The only things that access the water are marinas, launch ramps and beaches.

While we take issue with the current state of affairs, we still think the BCDC and other public agencies have made a great contribution to improving the Bay Area over the past few decades. But that initial progress has become a burden to the people trying to survive the bureaucracy's expanded self-defined goals and powers. — ja

↑↓ DO YOU PICK UP TRASH WHEN YOU SAIL?

We always pick up trash; it's a great time to practice seapersonship! We now keep a net and a boathook handy, and have doubled our fender collection and heaps of balloons. Once we managed to wrestle aboard a kid's plastic slide, steps, slide and all. Recently we found a six-gallon tank full of gasoline on its way through Raccoon Strait. That took two of us to land. We would love to see more boaters getting in on the action. For the earth.

Jan Passion
Hokahey, Seawind 1000
Richmond

↑↓ MY PHILOSOPHY

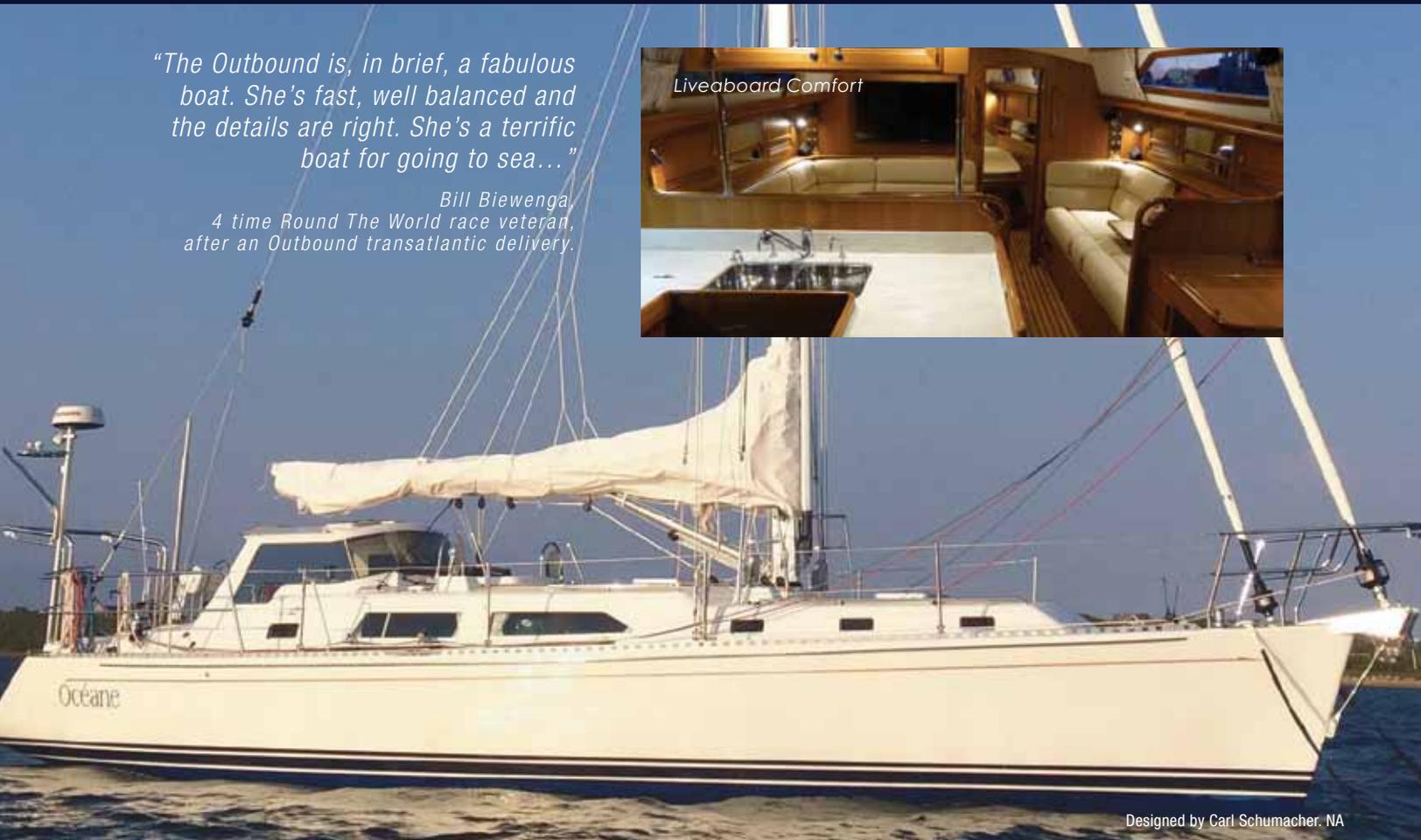
My philosophy is to pick up a piece of trash every single day, so that if a paper plate flies over the side while I'm anchored in Aquatic Park (like it did this Saturday) I will be

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LETTERS

364 pieces ahead of the game. Funny but true, the plate that caught the wind was owned by a non-sailor not as attuned to the wind.

Lisa Bullet
On Air, Beneteau 31
San Francisco

(Living on a powerboat, sailing on a sailboat)

↑↓ **BUMMER BALLOONS**

I picked up two Mylar balloons between San Diego and Two Harbors.

Craig Moyle
Concordia, Cape North 43
Guaymas, Mexico/Carmichael

↑↓ **KAYAKERS DO IT TOO**

A close friend gets his exercise on the Bay and levee by



PATRICK ARNDT

We like to grab whatever stray plastic flotsam we see floating in the Bay, but this is pretty hardcore. We tip our hat to Patrick Arndt's friend, who collects this amount of trash for exercise . . . and fun.

picking up trash in his kayak. He goes prepared to get the easy stuff down in Fremont, because almost "everything" that falls off a boat in the main part of the Bay ends up between Hayward and Fremont. I've helped him off and on for a few years until he gets aggressive and starts pulling in truck tires and tree trunks (a bit much

for my back and age).

My friend Brian got me back into sailing on his Catalina 27 *Louisa*, until he sold her. Now I reciprocate with my old 'plastic classic'. You should see him load up a mountain bike.

Patrick Arndt.
Sinaloa, Islander 30-2
Berkeley

↑↓ **TRASH OVERBOARD? HAT OVERBOARD? WHAT A GREAT TIME TO PRACTICE YOUR MOB**

I found the best thing to use as an MOB drill is a baseball cap. It floats just long enough to simulate a drowning, unconscious crewmember. If you take too long it's a goner. It's also just about as difficult to see as a person's head in the water. As a note, if you use a Giants' cap you will get back to it much quicker than if you use a Dodgers' cap.

Barry 'Baz' Foster
Boat Sadly Sold
Planet Latitude

Barry — As we discussed in December's Letters, we think that sailors can't practice their MOBs enough. We think that taking any opportunity to think on your feet, react to an unplanned situation, and circle back for whatever piece of flotsam that's fallen in the water are invaluable exercises in seamanship, as well as ocean stewardship. Our motto is (or just became): Keep crap out of the Bay whenever you can! — th

↑↓ **CHICKS**

I found the use of the word "chicks" in your February 26 *Electronic Latitude* article/headline pejorative and



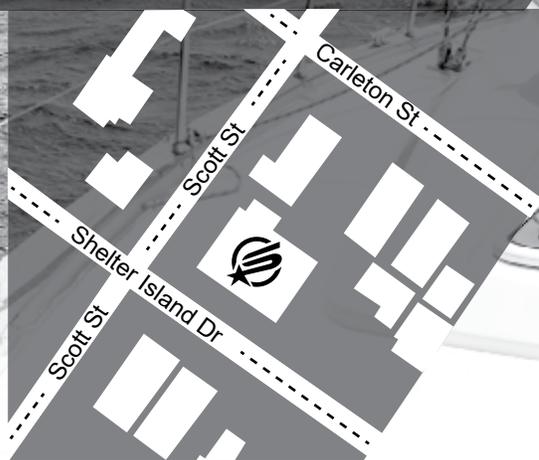
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LETTERS

disrespectful.

Ray Kuhn
Planet Earth

Ray — *No contempt, disrespect or any other negative connotation was intended by either the writer or the editor of that piece, who are both female and clearly comfortable with the term. (Readers — Ray is also a woman.)*

When contributing editor LaDonna Bubak wrote the headline "Calling All Sailing Chicks" we're sure it was just a sassy comment made between women. What happens or is spoken between sailors on boats is often very different than what we'd likely put in print. However, Latitude 38 always strives to reflect what's actually happening in the world of sailing, which, naturally, is broadly diversified, rather than trying to find language acceptable to all sailors.

Admittedly, it's easy for things said in print to feel out of context, and possibly out of touch. In a conversation, you can identify the speakers, and their tone and level of wit and/or sarcasm. Consider an exchange where a woman jokingly says, "You dudes are such slobbs," to which a man retorts, "Oh yeah, you chicks are so uptight!" But the headline "Chicks Are Uptight" would be understandably offensive.

We try to let the voice of the author come through and not impose a social screen. We trust readers will have the space in their lives to listen to all the views. We're glad you care, Ray, and glad you wrote. It's likely if we had retitled LaDonna's story "Calling All Sailor Ladies," she wouldn't have liked the edit and we never would have heard from you. Choosing words carefully is important and all people deserve respect, but, like at the 'roast' of an honored guest, a few sparkly words can add some zest to an otherwise dull monologue. — ja

↑↓ DOES MAX EBB GO BACK OR WHAT?

Are the *Max Ebb* articles online? I did not find it in *Lectronic Latitude*. His (whoever he is: Richard Spindler?) articles are great.

Ron Kallen
Planet Ocean

Ron — *Every issue of Latitude back to May 2007 is online. Go to www.latitude38.com/ebooks.html#Archives and scroll down.*

Richard Spindler is not Max, but Mr. Ebb's identity is still a bit of an open secret that we're keeping on the down low. — th

↑↓ ABOUT THAT ONE BOAT . . .

Regarding the boat left adrift as reported in the February 14 *Lectronic Latitude* identified as a Cal 2-30, I'd say a 2-29 on account of the transom. The 2-30 has a 'reverse' transom; the 2-29 nearly vertical. My family sailed a 2-30, racing in Kaneohe and around Oahu, as well as cruising to Molokai, Lanai and Maui over the nine years we had the *Nalu*.

I've long wondered if the Coast Guard couldn't leave a radar reflector on vessels left adrift, unless they're sure of sinking.

Mahalo nui loa for your fine publication (and Happy Valentine's Day).

Jim Nash
Hawaii

Readers — *We used the (very useful) Sailboat Data website, www.sailboatdata.com, in an attempt to ID the unfortunate Cal. When Jim called our attention to the shape of the transom, we went back and looked again, and we agree that she looks more*

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LETTERS

like a Cal 29 than a 30.

Regarding radar reflectors, we posed that question to Layne Carter, a Search and Rescue (SAR) specialist with the Coast Guard in Alameda. He said "We do not use radar reflectors as a general practice.

CHIEF PETTY OFFICER JAY NILLES / USCG



It is ultimately the responsibility of the owner to mark and salvage the vessel. However, we do issue a broadcast notice to mariners for all hazards to navigation we become aware of. Obviously not all owners are able to mark or salvage their vessels and of course we often are unable to even locate an owner for many abandoned and adrift vessels. We try to mark vessels as 'OK' when safe to do so, but that is generally to prevent false alerts.

"On a case by case basis, we will mark a vessel with a satellite tracking device we use to validate drift during SAR cases, but that depends on the situation (if the unit on scene involved in the rescue has the device onboard, and if they can safely attach it to the vessel)." — cw/ja

↑↓ IS THIS SCAM STILL HAPPENING?

I just called National Vessel Documentation Center (NVDC) and they clarified their vessel documentation procedure. First, they confirmed that my boat certificate does *not* expire until March 31 (which I knew and is what precipitated my call) and is *not* expired as the Maritime Documentation Center (MDC) informed me by letter.

The NVDC stated that MDC is a third-party agency (not US Coast Guard-related) providing this service, so it cannot be classified as a scam per se, although I would disagree. In my case, MDC sent me my notice about three to four weeks prior to the one NVDC said they would send out, which was 45 days prior to expiration. Secondly, the NVDC fee is the same as last year (\$26) and less than the MDC 'service' charge of \$70.

It would be helpful to inform people that this is another case of someone making a business out of providing an unneeded service normally provided adequately by legal entities. I have come across this as well when renewing my FCC permits and Ham licenses. Subscribers need to be made aware of third-party attempts to obtain inflated fees; some owners may choose to no longer document their boat due to the much higher cost. The bottom line is that we don't need these businesses increasing our boat operating costs.

Mike Hirko

Tayana, Vancouver 42
Gig Harbor, WA

↑↓ BUT SERIOUSLY

I received an 'official' renewal notice in the mail the other day and I was puzzled as I had renewed for multiple years

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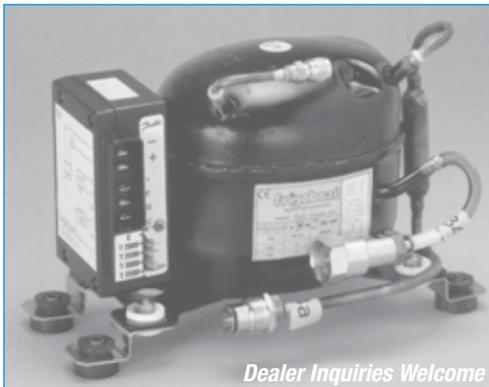


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LETTERS

just last year. I called the Coast Guard Documentation Center, and while they stopped short of calling this a scam, it sure seems like one to me. The Maritime Documentation Center (MDC) has nothing to do with the USCG; in fact, Congress never approved multiple-year renewals. Evidently there are a handful of these outfits posing as affiliates of the Coast Guard, and they are not. They collect your money and then who knows what happens from there. I would like to pass on my experience so others may avoid it.

Mark Nolfi
Janina, Hans Christian 33
Pacifica

Mike and Mark — As it turns out, the Coast Guard has called this a scam. In an October 2017 article titled "Boater beware: Vessel documentation fraud lurks online," the Coast Guard News said, "A new scam is targeting boat owners looking to save a little time online, but it's costing them hundreds of dollars: websites offering documentation renewal services for a fee." While the article never mentioned any websites by name, it stated that "the US Coast Guard's National Vessel Documentation Center is the only authorized entity to issue Certificates of Documentation required for vessels engaged in commercial trade and optional for vessels weighing five or more net tons engaged in recreational use and activities."

But the Coast Guard also said that while not officially recognized, these documentation services are technically legal, though the documents they provide are not recognized as 'official'.

"The NVDC is aware there are commercial entities that offer to manage the certification and renewal process on behalf of vessel owners for a fee. The Coast Guard does not endorse any of these companies, and the companies do not operate on behalf of the Coast Guard in any way. The services they provide are legal, but the certificates issued are not deemed in compliance.

The article also said that boaters using these websites can often spend almost three times the standard fee, "and Coast Guard boarding officers will not accept their vessel's documentation as valid." (The article can be found at www.coastguardnews.com/boater-beware-vessel-documentation-fraud-lurks-online/2017/10/16.)

Thanks for bringing this to our readers' attention. We will bring you more about this issue in an upcoming edition of 'Electronic Latitude. — th

↑↓ HOW WAS YOUR WEEKEND?

Here's a photo my wife Lori took from our front lawn of Kaneohe Yacht Club's 'Second Sunday' race on February 11.



BILL LEARY

It was a stellar winter day on Kaneohe Bay with a light northerly blowing across the course. This monthly Sunday fun race series is held during the winter months when the days are too short to run the Thursday evening 'Happy Hour' races.

Not a bad way to spend the weekend (this photo made an appearance in last month's 'Sightings').

Bill Leary
Moku pe'a,
Beneteau 351
Oahu, HI



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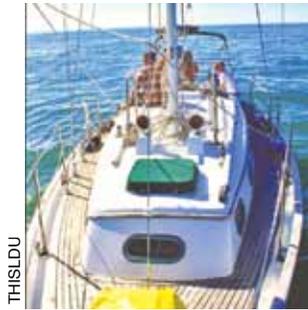
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LETTERS

Bill— Perfect timing. Your photo showed up last month just in time for us to use it in the Sightings story in our March issue, which had some hard-headed facts about sailors and coral from the Hawaii Institute of Marine Biology, located on the pictured Coconut Island. Pacific Cup racers will be finishing here at the end of July. — th

⇅ OUR SATURDAY WAS AWESOME

Saturday, February 10, had the best wind we've had in months. We sailed out of Richardson Bay for our second sail of the day at around 2 p.m. and enjoyed three solid hours of 12- to 16-knot winds, keeping us sailing at 6+ knots the entire time. We even hit a new under-sail max of 8.4 knots (at slack tide). You know it's a good day when your friends can call you without setting a plan and know you'll all be on the water.



THISLDU

Who's ready for Saturday? Audrey and Garrett Ruhland always are.

Audrey and Garrett Ruhland
ThisLdu, Rafiki 35
Sausalito

Garrett and Audrey — Thanks for your note. We're glad you're enjoying your new-to-you Rafiki. As you know, we just happen to be running a story on you in the current Sightings section. Congrats on your new liveaboard status at Sausalito Yacht Harbor! — th

⇅ FLYING IN FOR THE WEEKEND

Local sailor Carl Goodfriend (left) joined by longtime friend



STEVE GOODFRIEND

Max Hallberg enjoy the relief of a freshly placed reef. Sunday, February 11, was 'breezy' indeed. Max, just off the plane from London, was very happy to take in the view of the skyline — particularly from the lee!

The boat, an '87 Dehler 34, is incredibly speedy and was as happy as a kite while reaching over the heavy ebb that afternoon. Wow! Val Taft is the owner, and I just signed on as partner. In fact this was

our first sail on her.

Thanks for all the hours I've spent leafing through the pages over the years.

Steve Goodfriend
Private Reserve, Dehler 34
South Beach Harbor
San Francisco

⇅ AN OVERSTAYED WELCOME AT AQUATIC PARK

I believe the trimaran [anchored in Aquatic Park, which we reported on in a March 7 *'Lectorinic'*] is a 31-ft Brown Sea-runner. The guy has to go; he will ruin it for the rest of us. I expect if you move the boat he will just move it back.

Steve Haas
Tesa, Catalina 42
San Jose

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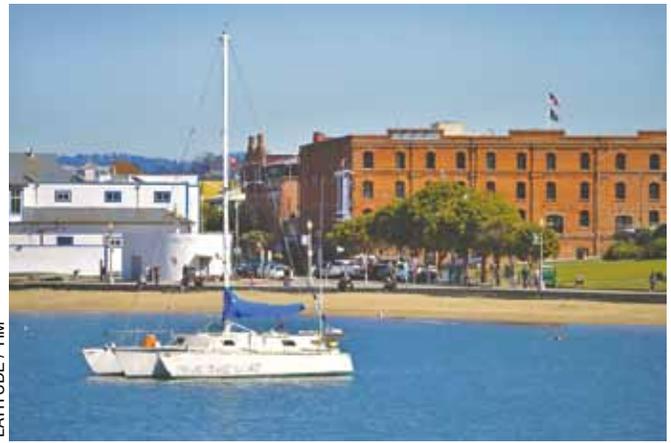
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LETTERS



LATITUDE / TIM

As we reported in a March 7 'Lectronic Latitude', this trimaran has been anchored at Aquatic Park Cove for more than 100 days. Its owner, Bryan Pennington, has gone to court and faces three counts of violating a permit requirement, each punishable by six months in jail and a \$5,000 fine, and witnesses say they've seen him dump human waste into the Cove. The boat has been graffitied with the words 'Move the Boat'.

⇅ ONE CRIME AND NOT ANOTHER?

What amazes me about this is that the day after this story appeared in the *San Francisco Chronicle*, they ran a story about an artist who touched up a "street portrait" in Aquatic Park. The artist was immediately arrested and slapped with a fairly significant fine for "graffiti."

Let me see if I have it right: Touch up a street painting and get arrested and slapped with a large fine. Anchor for three months in Aquatic Cove, block a swimming lane, and dump raw sewage into the cove and "we're working on it."

Lu Abel
Indulgence, Canadian Sailcraft
Alameda

⇅ JUST TOW THE DAMN BOAT ALREADY

Why is this any different than parking your vehicle in a tow-away zone? First you get ticketed by the SFPD, then, if you persist, you can expect to be towed and impounded. Why is this not subject to the same treatment? The police have craft capable of towing, and harbors where impound could be effected and subject to appropriate fees and fines.

John McNeill
Roadrunner, Wylie 17
San Francisco Bay

⇅ LET'S SUPPORT VETERANS

First, let's assume that Pennington is actually a disabled veteran. There are many veterans, disabled or not, homeless and on the streets. I feel that Pennington is at least not contributing to that problem; however, that doesn't excuse him from creating other problems. It does seem strange that he was allowed to anchor for more than 100 days and no one from the National Park Service notified him that he was in violation of the permitting rules — unless that fact was omitted from your article.

If a sailor is new to an anchorage, the "as many sailors know" adage doesn't work. And, by the way, swimmers vandalizing his boat by writing on it — in places that Pennington couldn't see unless he looked over the side — I would think is an arresting offense as well.

The lack of a marine sanitation system is unconscionable as any sailor should know. Maybe some local veterans' organization could start a GoFundMe project to buy and install a Type I MSD for Pennington so he could continue to live free

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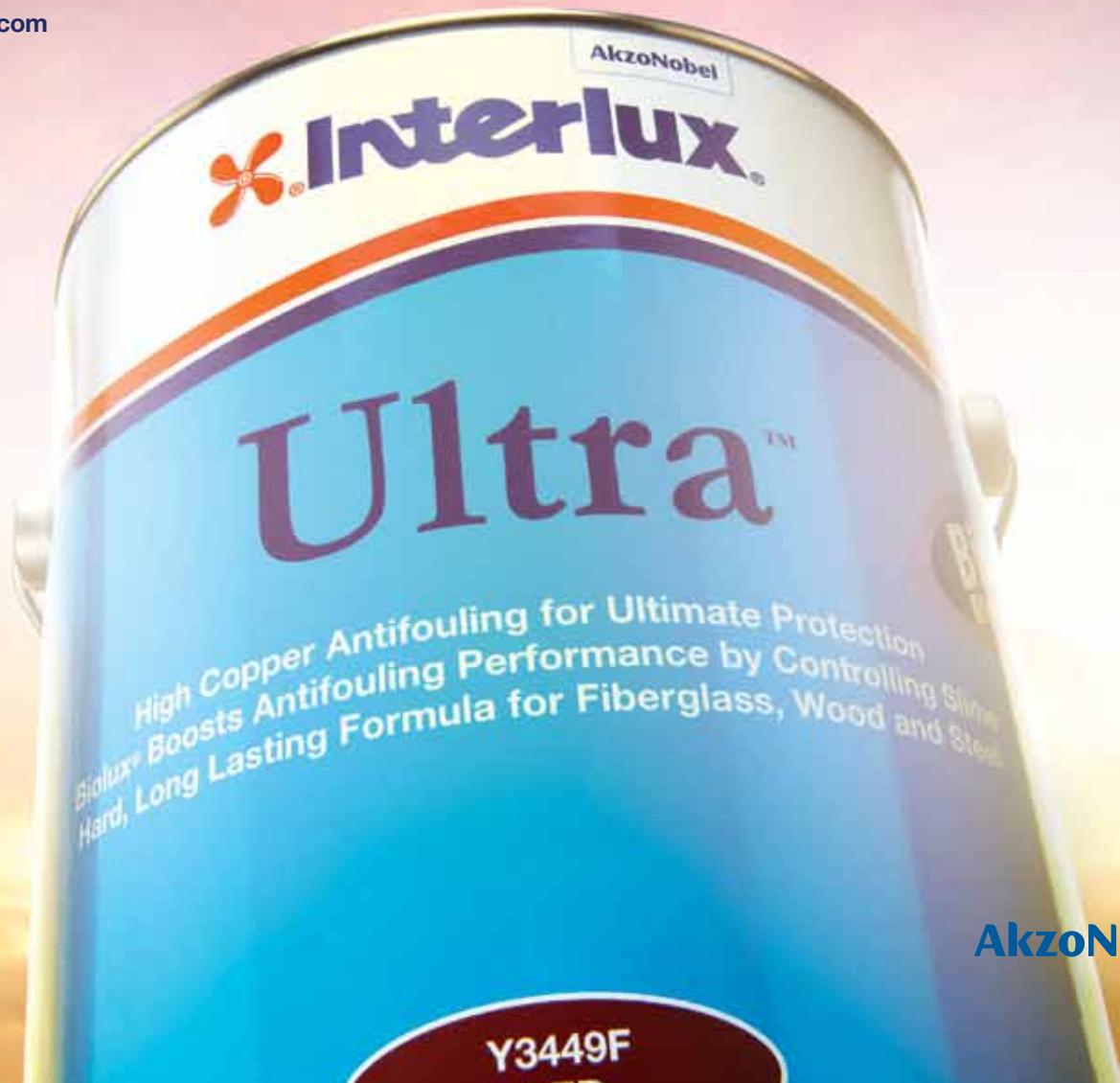
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LETTERS

and not have to join the too-numerous disabled vets in jail or on the streets. Not only that, if he is jailed, what's to become of his boat? Would he lose that, too, as well as the freedom he helped protect? Come on, San Francisco veterans, answer the call!

Ron Harben
Puka Kai, Fantasia 35
Morro Bay

↑↓ THERE ARE A LOT OF ISSUES HERE

1) Mr. Pennington should have the benefit of all the resources we have on the Bay to find a place for his trimaran. The BCDC has a lot of money, as do a lot of other agencies. It would be a happy ending if we could find a side slip for him and his boat with pump-out facilities and raise some money to put a holding tank on his boat. Disabled veterans deserve some help.

2) Aquatic Park is a jewel that should not be sullied. Raw human sewage into that Park, no matter what the tides do, is a public health hazard. (Disclosure: I have swum many times in the past 20 years in Aquatic Park). This is a public park. What would the City of San Francisco do if someone was dropping excrement in Dolores Park or Golden Gate Park? (Don't ask.)

3) It is disheartening to find that despite multiple clear-cut law infractions, the policing agencies, notably the National Park Service, cannot actually enforce their laws. It is a sad commentary on the state of law enforcement that rules don't apparently matter. And we have to go to a federal court to decide whether someone can violate the rules of the Park.

Let us hope the City of San Francisco and the National Park Service can resolve this issue quickly for a change.

Bruce Adornato
Mary Shaw, Sabre 42
San Francisco

↑↓ THERE IS NO AUTHORITY

The man can die for his country, but as soon as he wants to toss anchor for a country he is willing to die for, he gets harassed by swimmers, the harbor patrol and the Coast Guard. Maybe he should fight those people instead of foreigners that are innocent of constant red tape and bullshit. One storm pollutes the Bay beyond comprehension with millions of gallons of waste that man cannot contain. Just say *no* to all authority because there is no authority.

John Retzlaff
Unbound, Pearson Triton
Sacramento

↑↓ WHY ENFORCE THE RULES HERE AND NOT THERE?

How is this different from the 50-plus boats anchored in Richardson Bay? He is supposed to have a permit, but Richardson Bay is supposed to be a 48-hour anchorage, and boats have been there for years. They cause visual as well as actual pollution (I have actually seen people dumping buckets of sewage). Richardson Bay used to be full of eel grass 30 years ago — an important habitat for juvenile fish of many species. It's now a dead zone for fish.

However the BCDC, Richardson Bay Regional Agency, and Marin County Supervisor Kate Sears have all failed to do their job on this issue, which is contentious. They don't want to deal with it. But they still should do their job and protect Richardson Bay.

So why pick on this one guy? Either open up the entirety of San Francisco Bay to everyone to anchor wherever they



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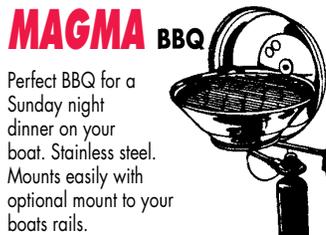
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LETTERS

want — and subsequently do whatever they want with their sewage, etc. — or apply the rules to everyone and protect the Bay. Picking on this one guy seems silly when you have 50 times as many boats doing the same thing just five miles away.

Raymond Bonnaeu
 B.J., Ericson 35
 Tiburon

Readers — It still confounds us how this could remain such a complicated issue. Despite (or perhaps because of) all the overlapping regulatory agencies, no one appears to know what to do. This has been the case on Richardson Bay for decades. The vast majority of sailors are pretty fastidious about holding tanks and numerous other rules and regs that govern their behavior. A guy like Pennington can make you think, why bother?

Not long ago there were numerous anchor-outs who were overstaying their welcome in Clipper Cove, but somehow — and after much angst and effort — that cove was cleaned up and room was made for those who now take advantage of the space for weekend cruising.

The same problem existed on the Oakland Estuary, where there were almost 40 anchor-outs overstaying their welcome, with many flushing directly into the Bay and causing other problems. We talked to Brock de Lappe, harbormaster at Oakland Marina, who was lead organizer for the Estuary Coalition, a group of harbormasters and East Bay enforcement agencies who were able to crack down and clear out the offending vessels. But it wasn't easy. Brock described many meetings with government agencies, trips to Sacramento, a couple of years, and — get this — \$7 million to eventually clean up the problem back in 2013. Since then, due to the ongoing diligence of the Oakland and Alameda Marine patrols, illegal anchor-outs have stayed clear of the Estuary.

In a world where many want to see regulations dismantled, a small case like Pennington's can suddenly make everyone a believer in regulation, but none of the governing agencies seem to have the tools to enforce said regs.

We support those living the simple life at sea, but we also think people should respect the norms of the society they're inhabiting. Pennington has his boat anchored especially close to shore and in the traditional (and extremely popular) lanes used by swimmers. Why not just anchor a little farther out? Yes, this means a longer paddle to shore, but it's a small inconvenience and a large gesture to his neighbors. (Imagine if the traditional anchor field for boats was suddenly inundated with swimmers. Not cool.)

And then there's dumping of shit. Many readers pointed out that local municipal sewage runoff routinely exceeds any amount that might come from a few boats, and, sure, we've all taken a pee in the Bay. But it's absurd for any boater to blatantly, openly dump a bucket full of waste into a still cove full of swimmers. Again, come on. It's just bad manners. We feel for Pennington and respect his service, but we think everyone should do their best to respect those around them.

Ron Harben — we don't know how or when Pennington was notified about Aquatic Park Cove's policies. We assume that like every boater, this was something he had to figure out. But we agree with you in that we'd like to see this resolved amicably. What if there was a kumbaya moment, where swimmers helped wash off the graffiti, Pennington agreed to move to another marina, the various law enforcement agencies cut him some slack (or Veterans Affairs paid for his stay), and everyone got what they wanted? — ja/th

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LETTERS

⇅ LIME BIKE TAKES SAILORS FOR A RIDE

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Bill Skitch
Island Drifter, 25-ft Motorsailer
Seattle, WA

⇅ SWEET IDEA

I tried LimeBike a couple of times and liked it. There were



LATITUDE / JOHN

Thanks to innovations like apps on your smartphone, community bikes are becoming easier to access. Alameda, which is not known for its hills, is now bikeable.

a few around our office complex that I rode to get lunch. Then I started noticing clusters of LimeBikes at marinas around the Bay Area: Oyster Point, Brisbane, Alameda, etc. (but LimeBike is not in San Francisco or Marin). How perfect for when you need to cruise to the store! The bikes even have baskets.

Tim Dick
Palo Alto/Honolulu, HI

Bill and Tim — We enjoyed discovering the new LimeBike sharing service in Alameda. There are some fantastic folding bikes out there, but even the best model can be a challenge to fit aboard a modest-sized cruiser (and, if you're anchored out, a bike in an inflatable dinghy is not a fun option). Services like LimeBike give cruisers who want a little exercise when they explore their destination an easy and inexpensive option. —ja

⇅ A REAL STEEL

A friend of mine has been brave enough to buy a 69-ft steel sloop built in Holland in 1939. Apparently, it raced with some success in San Francisco Bay in the '50s, at the time named *Jonathan Swift*. My friend would very much like to learn anything about his boat's time in the Bay Area, and I am hoping that some of your readers either remember those days or could pass my query on to somehow who does. I can be reached at davidreed@shaw.ca.

Dave Reed
Bacarat, Peterson 34
Pender Island, BC

Dave— Great to hear from you again (we used to race against Dave's always-formidable Peterson 34 Bacarat in the early part of the new millennium). Dave reports that for the past 11 years he's been enjoying life with Bacarat on Pender Island among the beautiful Gulf Islands of British Columbia. The sea salt must run in the DNA, as Dave also says his daughter will be back in Sausalito for spring break to volunteer on the Matthew Turner.

We hope one of our readers can help Dave's friend with some memories of Jonathan Swift sailing on the Bay. If she was built in Holland in 1939, that's right before Hitler invaded (in 1940). Surely she's got many stories to tell. —ja

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LETTERS

↑↓ MANY MEMORIES OF ZAMAZAAN

Zamazaan was indeed literally put out to pasture during her Southern California drug incident. I was a supervisor with the City of Newport Beach at the facility where *Zam* was dry-stored after being confiscated. Poor girl, it wasn't her fault. I was the person to show *Zam* to the Weyhorns for inspection prior to their bidding on and winning her. I'm glad the winning continues; thanks for the flashback.

Ron McClure
Iris, S2-8.0
Dana Point

↑↓ THE GREAT DORADE

In the late 1980s and early 1990s *Dorada* belonged to Four Winds Camp on Orcas Island. The camp used her to cruise around the San Juan Islands with as many as 15 campers. Both my kids sailed on her over several years. The camp sold her and replaced her with a purpose-built vessel.

Bill Mittendorf
Love, Newport 33
Sausalito

↑↓ THE MOORE 24, AS SAILED BY WEBB CHILES

I never thought much of Moore 24s — the bow of a Santa Cruz 27 is wet and dangerous enough for me. Over the years, I have read of the exploits of Moore 24s and still didn't come around to liking them.

But when someone like Webb Chiles sails one, there is no longer any doubt they have their place in history. There are a lot of big names in sailing, but to my way of thinking, few of them can put a stamp of approval on a boat like Webb Chiles.

Brad Smith
Formerly *Snow Goose*, Hobie 18
Santa Cruz

Brad — We couldn't agree with you more. Webb Chiles is one of a kind. We spoke to him recently and hope to do an in-depth interview upon the conclusion of his current circumnavigation. — th

↑↓ THINKING DEEP THOUGHTS

We just picked up the March *Latitude* and you asked for comments on the depth of Ayala Cove. We would be thrilled if it were dredged, but as of February 3-5, there was no evidence of dredging that we could tell. We draw 6.5+ feet, and we're limited to three sets of buoys. We only spend the night on plus-tide days. Even then, at low tide, we are often a bit in the mud. We arrive and leave at +3-ft or greater to be safe. We have been going there since 1973 when we bought our first California boat, and have watched it get more and more shallow over the years.

Angel Island is such a treasure, we find it very frustrating to see boaters use the buoys and skip out without paying.

PS: Our boat, *Cappuccino*, is a Baja Ha-Ha vet from 2001, and we stayed in Mexico until the summer of 2003. *Latitude 38* wrote an article about the trials and tribulation of shipping her home and the trucking company losing her for a couple of weeks on the hard in Tucson.

Mary Lou Oliver
Cappuccino, Ericson 38
Berkeley

Mary Lou — We're looking into the dredging situation around the Bay, and will have more information in the coming weeks. Spoiler alert: Congress doesn't want to spend the money. — th



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LETTERS

↑↓ WHY DIDN'T YOU COVER THIS?

Aloha, guys. Don't know who to send this to now that Banjo Andy and the Wanderer have flown the coop. I'm sure you've seen this: "Couple who sold everything to sail around the world lost it all when their boat sank after just two days at sea."

It's all over the Hawaii mainstream news. I was a little shocked it wasn't in *Lectronic*. Just in case, here's the story (many more links can be found by googling "couple lost sailboat.") Would love to know more about it. Twenty-eight feet? Around the world? I suppose it's been done in less, but not by rookies. Best to everyone.

Mark Joiner
Maui

Mark — We were reluctant to write anything about this for two reasons: 1.) These weren't West Coast sailors. 2.) We don't necessarily want to jump on the Mainstream Media bandwagon and cover every boat that sinks. We made the decision to post the www.msn.com story (that you shared with us) on our Facebook page.

What follows below are some of the responses. — th

↑↓ WHY DID YOU COVER THIS?

Why on earth is this story getting so much attention? It was a stunt!

Gennyfer Santel

Maybe some sailing classes first? Just sayin'.

Mark Caplin

One might wanna learn to sail before heading out under such circumstances. Kinda shows the extreme naiveté of millennials.

Vaughn Fischer

That boat *never* should have left the dock without the proper insurance. What if they'd hit another boat? They have no business going to GoFundMe to clean up this mess.

Charles Cunningham

"Couple quits jobs, has awesome sail around the world for glorious 12 months of joy and relaxation." Hmm, not quite as catchy a headline, is it?

Gregg Giles

When we sailed to New Zealand, they had strict rules for their citizens going offshore; boat and sailor had to be well founded. I think it's time here for the same, and Europe too. Over the last five or six years we have met more of these crazies than we did over the 40 years before sailing the world.

Steve Wrye

All of you just shut up. At least they had a dream. Bunch of trolls you are. You don't need to be judgmental about it.

Patrick Parmentier

Patrick — I don't think any of us are trolls. I'm sure most of us are sailors who understand the risks of sailing to far-off places. This couple just was not ready to go cruising. Just the above-mentioned mistake shows they were not ready. It is the sailor's law never to enter a harbor you do not know at night. You heave-to offshore till daylight, then you enter. Doing what they did put those who rescued them in unneeded danger.

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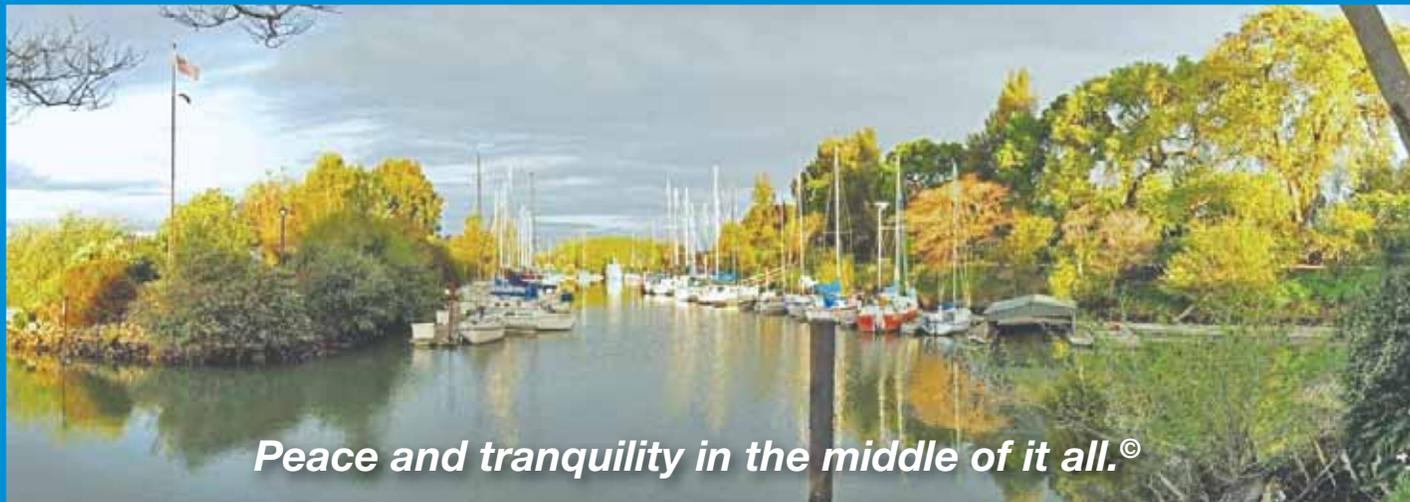
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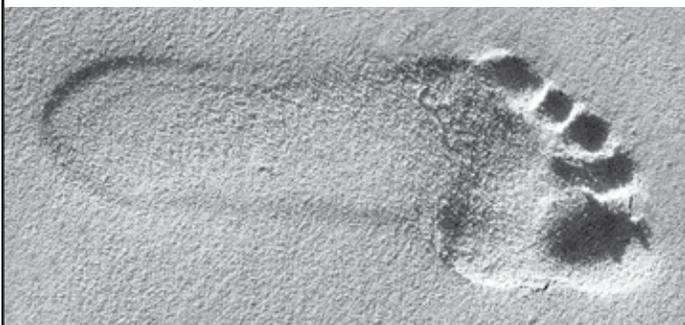


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LETTERS

We have always encouraged those new to cruising to do so but to be responsible. Also having only \$94 to go cruising in the Caribbean is not responsible. The last time we were there, there were many abandoned boats covered in green moss. Those who abandoned their boats didn't have the funds to continue and left their boats for the locals to deal with at a great cost to the island where they left them.

Steve Wrye

Why would *Latitude* publish these two scammers? They were fed up with working and are in their early 20s? They were heading to the Caribbean with \$94? I live in the Virgin Islands where we have lost over 400 boats; that's not including the BVI. Try covering that story.

The last thing I need in my harbor are two more broke liveaboards in a broke boat. Come to St. John and interview boat owners. You chose to cover and support two basically homeless persons with no money who dreamed of sailing on an unseaworthy boat with no experience and endorsed them. Richard Spindler would never have allowed your post when he was at the helm. I am a charter boat owner in the Virgin Islands and we have much bigger problems than the coverage you gave these two. Well established charter boat businesses that have been here for up to 30 years are gone along with the jobs they provided. In St. John, my business is the only CG-inspected vessel to survive. Those young 20-year-olds need to go back to work and not expect free money or publicity from others. My own 2005 Baja Ha-Ha veteran *Sandpiper* was a complete loss and scrapped and got no attention.

Tom Larson

Readers — To paraphrase a saying, "You can't make all of the people happy all of the time." It's interesting to see what people want to read about, and what they emphatically can't stand to see. To clarify, we don't feel like we "covered" this story, which only made an appearance as a share on Facebook, and now in this subsequent discussion you're reading. While we feel for any person who's lost their boat, we're not too worried about this couple, who are young and have no doubt learned some hard lessons.

We are deeply concerned about boat owners and businesses in the Caribbean, which we covered in last month's issue (see World of Chartering, pages 104-106). These people lost their boats — and in many cases, their homes and everything they owned — to an act of God, rather than a lack of experience and poor decisions.

We believe that no sailor can ever be prepared enough to go to sea. We believe in taking all of the necessary precautions and being as safe as one practically can. Could this couple have been more prepared? Absolutely. Should they have jumped aboard other boats as crew and learned as much as they could? Yes. But we also believe in eventually taking the plunge and untying the docklines. We're not saying this couple was ready — clearly they weren't — but we do believe that after making every effort to be prepared, there's a time to simply go for it.

*Is it responsible to go sailing without money? Probably not. We again would like to advocate for maximum preparation, which means having some funds for contingencies, and for feeding yourself. The point that there are too many boats in the Caribbean that now pose environmental (or navigational) hazards is well taken. But we recently had a discussion about Kris Larsen, whose boat the *Kehaar* has no motor or electricity, while Larsen himself has been famously broke for decades. Larsen and the *Kehaar* are approaching 100,000 miles as we speak. No, we're not advocating that everyone go cruising without money. But if*

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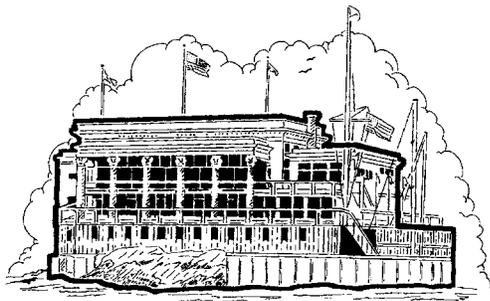
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Steve — *The point about requiring offshore sailors to be licensed has been contentious among our readership, with most people firmly against the idea — though this same readership also called for the sailing community to self-regulate and take it upon themselves to keep the unprepared off the water.*

When the bizarre story of the Sea Nymph was in the news last fall, one reader wrote: "We are largely unregulated, and I wish to keep it that way. It is my take that regulations/authorities appear as a reaction to abuse/excess/problems. I believe that these two mariners [aboard the Sea Nymph] should have been told by their sailing community that their plans were unwise in a multitude of ways, and should have been strongly discouraged from leaving. I want to suggest that every experienced sailor who knew of their plans had some community responsibility to actively and strongly discourage them from departing. Ours is a sport best learned in a guild or apprenticeship-like manner, where those with experience pass their knowledge along. Book knowledge and self-taught skills can only take you so far."

Most of all, we're pretty happy Facebook wasn't around when we were doing foolish things in our 20s. While there are a few scraps of evidence of our behavior, most is in the fading memories of co-conspirators who have plenty to fear from the Internet trolls of today who didn't have an outlet for their angst years ago. — th/ja

⇅ **READ BY FOLKS WHO ARE AFLOAT**

Thanks for the postings you are including in both the print and online issues [about news from Barra de Navidad, Mexico]. You are read far and wide and that includes folks who are afloat as well as those with dry feet.

I got an email from some people at anchor in Tenacatita the first night after they saw your Monday, February 12, issue of *'Lectronic Latitude*. They are headed in today and want to participate in everything. Also, while Carole and I were walking around town last night we bumped into a group who are out on a 'sail-out' from the Puerto Vallarta Yacht Club. Andy Barrow says they have seen your postings about the Barra Fiesta also. He is already looking to schedule the Barra Fiesta in his program for next year to bring the PV Yacht Club down for the event.

Thanks again for the assistance, and be assured folks are tuned in to you. Keep up the good work.

Pat McIntosh
Encore, Cheoy Lee 35
Sacramento

Pat, Andy and Cruisers — *We in turn are grateful to our readers who are 'out there' and who write in to keep us posted with news and cruising experiences from south of the border. Updates with photos can be sent to editorial@latitude38.com. Please be sure to sign your reports with your full name, boat name, boat model and hailing port. Muchas gracias.* — cw

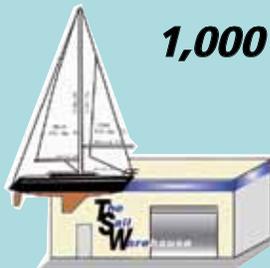
⇅ **HOW TO CIRCUMNAVIGATE WASHINGTON**

Regarding the 2018 Pacific Cup story in the February issue, and the last paragraph about Andy Sponseller, please explain how one circumnavigates Washington.

Jim Cox
Longtime subscriber, no boat
Circle Pines, MN

Readers — *Andy Sponseller, profiled by Ross Tibbits in the above-mentioned feature, plans to race his Flathead Lake,*

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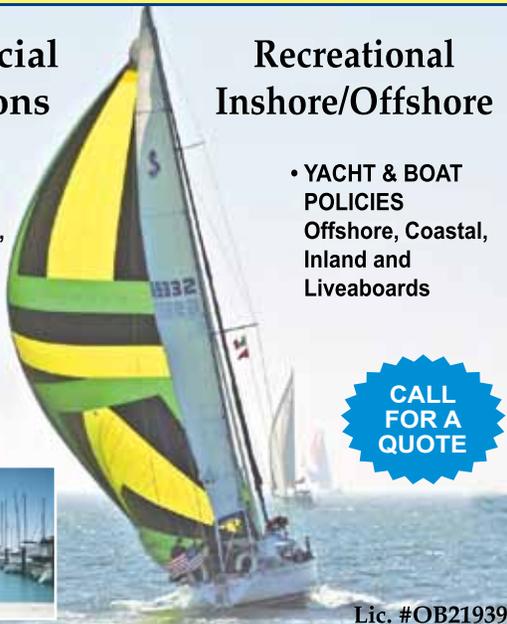
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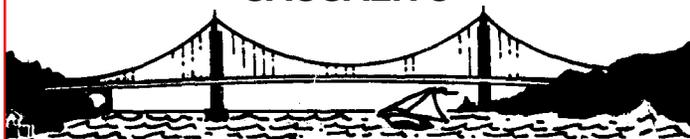
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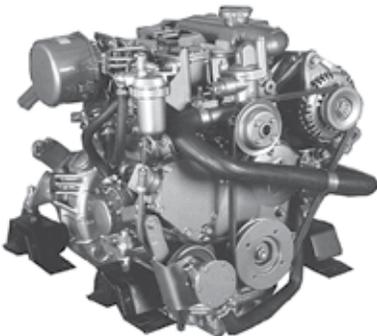
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LETTERS

Montana-based Santa Cruz 27 Low-down in this year's Pacific Cup. Among other items on his bucket list, he cited a "circumnavigation of Washington." Now, we all know that the state of Washington is not an island. So we asked Andy to elaborate.

"Obviously a complete waterborne navigation is not possible," he responded. "With a little trailer work — yes! I am thinking of launching at Olympia, dropping off the trailer in Richland, setting sail from Olympia north, hanging a left at the Strait of San Juan de Fuca, and then another left at the corner (by Neah Bay), down the coast, across the Columbia Bar, through four locks to the Tri Cities (or just take a right on the Snake River to Lewiston which is almost back to Montana) and take out at Richland. Jump over the Cascades on Stevens Pass and relaunch at Everett, then finish the sail back to Olympia. I don't know if the channel will allow a keelboat to Wenatchee."

We wish Andy all the best with his sailing adventures and hope he'll keep in touch. — cw



↑↓ A TURTLED CAT

The February 21 *Electronic Latitude* reported that Fujin had capsized in the Caribbean. Any further news? I know very little about cats that size. How do you right them?

John Hall
Hobie 18
Windsor

Readers — While sailing in the RORC Caribbean 600

in February, Seattle-based Greg Slyngstad's Bieker 53 catamaran Fujin capsized near Saba Island. It was the first night of the race, and Fujin had covered about 150 miles in high wind and seas. The boat was hit by a big puff of 35-40 knots. Crewmember Brad Baker wrote the following, as posted on the Swiftsure Yachts



The Paul Bieker-designed 'Fujin' at the start of the Caribbean 600 on February 19.

site, www.swiftsureyachts.com: "We did not react quickly enough to ease the mainsheet, traveler and jib, and the boat went over. It happened quickly and the capsized paused when the mast hit the water. Within seconds the leeward shrouds broke and the boat quickly turned turtle.

"The first rescue vessel to arrive was a dive boat from Saba,

TIM WRIGHT / WWW.PHOTOACTION.COM



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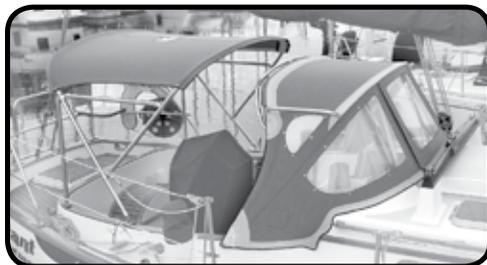
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LETTERS

then a fishing boat. We eventually inflated the liferaft and transferred four at a time from Fujin to the fishing boat. Once all were aboard the fishing boat, a tow line was connected to Fujin and we headed for the safety of a small harbor on Saba. The tow took all night. It was only a little over 2 miles, but with current and wind it was a slow slog to the island. We eventually made it, and I am happy to say that Fujin is on a mooring and planning is well underway for her recovery. Fujin will sail again!"

For more about Fujin, see the team's Facebook page at www.facebook.com/fujinsailing, and for more about the 600-mile race, see www.caribbean600.rorc.org.

How do you right a turtled 53-ft cruising cat? We're pretty sure it's more involved than recovering from a Hobie Cat capsized! We contacted Rich Difede of Gold Coast Yachts in St. Croix, builder of Greg Slynstad's Fujin, to ask how you get a cat like that back on its feet. Rich replied: "Greg brought a crane barge to lift and flip her. She's been moved to Antigua to gut the interior and replace wiring, interior trim, flooring, hydraulics, mast, rig, etc., as needed. The really great news is there were no structural issues." — cw/ja

↑↓ SOME TIPS FOR WINNING FINISHING THE THREE BRIDGE FIASCO FROM SOMEONE WHO'S DONE IT

Make sure you start the race, and remain flexible when it comes to which direction you decide to go. With the 30 minute start-time cutoff, you cannot continue racing if you never actually start the race. Additionally, with the ever-changing conditions, having a plan, and sticking to it, can catch you out.

This is my fourth Multihull Division win in the Three Bridge Fiasco, with two aboard my previous boat, the F-27 *Three Sigma*, and the third as crew aboard Rich Holden's F-27 *Sea Bird*. I have only failed to finish one time, in 2014,

when we were within a mile of the finish on *Mojo* at the cutoff time. Only one boat finished that year.

Christopher Harvey
Mojo, F-25C trimaran
Alameda

Readers — *Mojo*, sailed by Chris Harvey and Dan Mone, was among only four out of 360 entries that finished the wind-deficient, ebb-plentiful 2018 Three Bridge Fiasco on January 27. Read more about the crazy pursuit race for single- and doublehanders in the March issue of *Latitude 38*. — cw

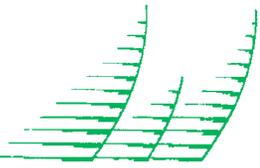
We welcome and read your letters on all sorts of topics, though the ones we run in the magazine tend to be those of interest to sailors. Please include your name, your boat's name and model, and your hailing port.

The best way to send letters is to email them to editorial@latitude38.com, though the postal carrier visits daily, so you can still mail them — with your best penmanship — to 15 Locust Ave., Mill Valley, CA, 94941.



The F-25Cs 'Mojo' (left) and 'Khimaira' at the agonizingly slow start of the Three Bridge Fiasco on January 27. They were the only two multihulls to finish.

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CRUISING NOTES - Underway to Mexico

- ★ THURSDAY, April 19 3:30-4:30 p.m.
Cruising Mexico's Baja Peninsula and the Sea of Cortez
- ★ FRIDAY, April 20 10:30-11:30 a.m.
Cruising the Gold Coast of Mexico
- ★ SATURDAY, April 21 4:45-5:45 p.m.
Enjoying Mexico: The Knack of Using Planes, Busses, Ferries, Trains, and Cars While Cruising
- ★ SUNDAY, April 22 11:45 a.m. - 2 p.m.
Part 1 - 11:45 a.m.-12:45 p.m.: What's it **Really** Like Sailing California's Coast, the Baja and the Sea of Cortez?
(15 minute break)
Part 2 - 1 p.m. - 2 p.m.: What's it **Really** Like Sailing the Sea of Cortez and The Mainland Coast of Mexico?



CRUISERS BOAT PARADE at the 3rd annual BARRA de NAVIDAD FIESTA MEXICANA weekend of February 22, 23, 24, 2019

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This month's Caption Contest(!) was all time! Thanks, everyone, for the record number of entries. Let's cut to the chase. Aaaaaannnd the winner is:



LATITUDE / ARCHIVES

The blue and white kite? No, dad. I don't know what happened to that one. — Daniel L. Weyant

- "Cleanup on aisle 19!" — Robert Hickey
- "What signal flag is that? Is racing done for the day?" — Todd Koetje
- "Don't worry guys, I hung our kite on the mark we need to leave to starboard. We can't miss it now." — Ian Charles
- "The seaplanes have a new windsock in Richmond." — Mike Fairservice
- "Gently used spinnaker. Best offer." — Mark Matthews
- "Does this kite make me look fat?" — David Philipp
- "The daymark kept people safe from the rocks while looking absolutely fabulous in this scarf." — *Wooden Boat Magazine*
- "You should have seen the other 18!" — Mark Thompson
- "Make sure the BCDC doesn't see this or they'll close the Bay." — Joe Perez
- "When I said, 'Get rid of the kite!' I didn't mean it literally." — Jon Stewart

The world's oldest message in a bottle has been found on a beach in Western Australia," *The Guardian* reported in early March. "Tonya Illman found the 132-year-old gin bottle in the dunes near Wedge Island in January . . . Inside, she found a roll of paper printed in German and dated June 12 1886, which was authenticated by the Western Australian Museum. 'It was an absolute fluke. It won't get better than this,' said husband Kym Illman. 'The bottle had been thrown overboard from the German sailing ship *Paula* in 1886 as it crossed the Indian Ocean, 950 kilometers from the Australian coast', according to Ross Anderson, the museum's assistant curator of maritime archaeology.

"At the time, German ships were conducting a 69-year experiment that involved throwing thousands of bottles into the sea to track ocean currents. Each message was marked with the ship's coordinates, the date, and the name of the ship, which Anderson used to verify the message. [Anderson's] finding was confirmed by experts at the German Naval Observatory. The previous record for oldest message in a bottle was 108 years. Of the thousands jettisoned, 662 other messages from the same German experiment have been found and returned before the latest discovery. The most recent was found in 1934."



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For more information, call Brian Nelson, East Mooring Manager, at (831) 242-8727 or see <http://monterey.org/enus/departments/harbormarina/mooringsopenanchorage.aspx>

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liz clark's changes in latitudes

"I owe Richard a big thank you," Liz Clark told us during a phone call from the Big Island of Hawaii, where she was reflecting on the closing of the 'first chapter' of her life. After meeting *Latitude 38* founder Richard Spindler in Santa Barbara in the early 2000s, Liz said that he "was very supportive and gave me credibility" in her preparation to go on a mostly singlehanded surf-oriented cruise, and instrumental in rallying you, the *Latitude* readership, for support, which you have doled out generously over the years.



After nearly 12 years cruising the South Pacific in search of waves, Clark has written a book about her inner and outer journeys titled *Swell: A Sailing Surfer's Voyage of Awakening*. As part of her national book tour, Liz will be speaking at St. Francis Yacht Club on Thursday, April 12, at 7 p.m. The event is free to attend.

Liz Clark has cruised and surfed the Pacific for over a decade. After years of blogging, she said she always wanted to write a book.

anyone had an extra headsail, and ended up finding one right away." (Holly Scott from Seal Beach responded almost immediately to a *Lectronic Latitude*.)

In 2009, Clark had a mysterious leak coming from her propeller shaft, which forced her to haul *Swell* out and pull the engine. But the Poobah rallied again. "I'm overwhelmed by the response," Liz wrote in her book. "In less than a month I receive almost \$2,000 from perfect strangers, often accompanied by supportive notes and gratitude for my blog." Clark said she was encouraged to make repairs not just for herself, but to give people something to dream about.

"For me, whether or not Richard is with *Latitude* anymore, this event will be really special to me, now that I've written this book," Liz told us. "The first chapter of my life is completed."

Swell, a Voyage is a beautiful photo book, full of images from Clark's tropical sailing and surfing travels, as well as charming, colorful illustrations by graphic artist Daniella Manini. The book talks about the highs and lows of the cruising life. Some of the highs: "When the first south swells show up, a beautiful face breaks at the pass . . . The scene is surreal as I paddle solo up the reef while flawless lines pour in. It's nice not to be forced to sit deeper than my skills allow or to have to wait for the scrap wave the crowd doesn't want." And some of the lows: "A 50-knot squall threatens to heave *Swell* onto the reef, a two-wave-hold-down at Teahupo'o [a famous, treacherous surf spot] leaves me with a week's worth of drowning nightmares, a car jack explodes in my face while I'm trying to install a new motor mount, and *Swell's* mooring comes unscrewed one day while I'm doing laundry ashore. Then, to top it all off: five hideous days with dengue fever. If challenges are the door to personal growth, I'm on the path to sainthood."

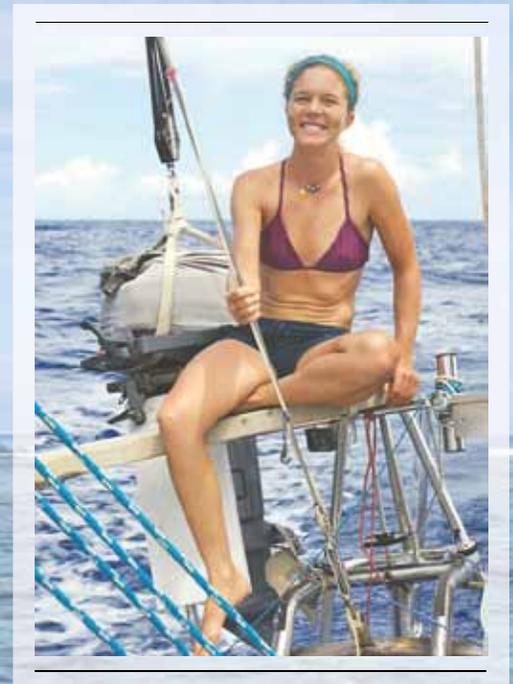
Liz said that she'd always envisioned writing a book about her voyaging. After blogging and keeping a personal journal, her longtime sponsor Patagonia proposed the project. She said that after signing a contract, the task ahead was daunting. "I begin by sifting through eight years of journals, sea logs, and blogs," she wrote in the book. Clark said she spent three and a half years writing aboard *Swell* in Tahiti. "I haven't stopped living the boating life, but I wasn't cruising. I love being immersed in nature everyday. The lagoon is flat and calm; the waves are fun," she told us.

continued on outside column of next sightings page

one on one with

The founder of the Baja Ha-Ha, Richard Spindler, aka the Grand Poobah, and the Chief of Security, Doña de Mallorca, will be at the *Latitude 38* booth at the Pacific Sail & Power Boat Show on Saturday and Sunday afternoon to answer your questions about October's historic 25th annual Baja Ha-Ha. And on cruising Mexico in general. You'll find *Latitude* in booth #C1 at the show in Richmond's Craneway Pavilion.

Latitude 38 has been the title sponsor of the Ha-Ha from its inception 25 years



ALL PHOTOS COURTESY CAPTAIN LIZ CLARK

the grand poobah

ago. The Ha-Ha is the 750-mile cruising rally from San Diego to Cabo San Lucas, with R&R stops at Turtle Bay and Bahia Santa Maria. More than 3,000 boats and 10,000 sailors have done the event under the leadership of Spindler the Poobah. Collectively, the Poobah and de Mallorca have done 46 Ha-Ha's and have transited the coast of Baja on the Poobah's boats more than 70 times. So they know a thing or two about going up and down Baja.

First-time cruisers to Mexico have lots continued in middle column of next sightings page

liz clark — continued

Liz said she has a few sailing trips in mind, but also enjoys the creature comforts and "first world" problems that the non-cruising life affords. "I would like a little break. I'm craving land life and luxury after living on a boat for 12 years. But eventually, I'd like to do a cruise to the Austral Islands in French Polynesia. And I'd like to sail west, to New Zealand."

After getting her degree in environmental science (and living off the grid as a sailor), Clark developed a passion for protecting nature. "As much as I try to live lightly, I'm still a part of the problem," she wrote in her book. "It's overwhelming, really. I want to dedicate myself to an environmental cause, but it's hard to pick just one. All that's in my power right now is to change myself."

— tim



"Coming from California and learning to surf there, it was always such a battle to get a wave and progress and try to practice your skills," Clark told us. "That was one of the big drivers of the trip, to be more nature saturated with a limited amount of people. It changed my relationship with the sport."



SIGHTINGS

heeeeeeeey sailor

Thanks to everyone who made it out for the *Latitude 38* Spring Crew List Party at Golden Gate Yacht Club in San Francisco on March 7. Ocean rower and all-around awesome sailor Lia Ditton was there. Sailable software engineer Hawkeye King was there. Lisa Chapin from SailTime was there. Robin Berman, an old friend of 'the ad guy', was there. Representing the Yacht Racing Association were Chairman Don Ahrens and In-the-Bay Racing President Rich Pipkin. Todd Smith of Catamaran Marketing was there. We met Paul Marbury from Pegasus Charters and Youth Voyages, and Yvette Yong, the commodore of the Coyote Point Yacht Club in the South Bay.

We'd also like to thank the army of volunteers who helped make the whole damn shindig happen: Sonya David and Jack Patton, Chris Leavitt, Justin McConchie, and Doug Paulsen of Svendsen's Bay Marine. And of course, the Snap Yourself! photobooth. Thanks again for a great party everyone. Let's do it again in September!

— tim

one on one

of questions about the Ha-Ha — and some misconceptions about cruising Mexico. For example, should you get your boat's Temporary Import Permit online or pay someone else to do it? The answer is no, there are good reasons that you should *not* get your TIP online. And unless you like throwing money away, there is no reason you need to pay a couple of hundred dollars to have someone do your paperwork for you.

The Poobah and de Mallorca have most of the answers and/or educated opinions about cruising Mexico. How much does it cost to cruise? Is it safe? What kind of boat do you need? Can you cruise without



Clockwise from upper left: It was a good turnout at Golden Gate Yacht Club in March; sailor Ashley Schantz; Sailable's Hawkeye King (middle) poses with some friends showing off the 2018 Ultimate Sailing Calendar; 'Latitude's Soren in his new prescription glasses; From right: 'Latitude's Mitch, Annie, Chris (back row, hidden), Monique and John say cheese; 'Latitude's Monique and Timmy.



LATITUDE / MITCH

LATITUDE / MITCH

— continued

a watermaker and refrigeration? Do you have to stay in marinas? What are the best itineraries? And if they don't have the answers to your question, they can direct you to sources who do have the answers.

The Poobah has done a lot of Ha-Ha seminars in the past, but is thinking they don't give members of the audience enough time to ask all the questions they want or get the answers in as much detail as they need. So this year we're trying the 'unseminar' all afternoon April 21-22. We're looking forward to seeing you there — and at the October 29th start of the 25th annual Baja Ha-Ha.

— richard



LATITUDE / JOHN



THIS ROW / SNAP YOURSELF!

randall reeves' second pit stop

"These two high-latitude legs — to Cape Horn and from the Horn to Tasmania, have been brutally difficult — I have made what I consider to be a number of heavy weather mistakes and (having survived) have learned a ton from them. I'm excited to apply what I've learned to what comes next." That was the word from Randall Reeves, who emailed us from Hobart, Tasmania, at the end of March. Reeves suffered numerous knockdowns in the Southern Ocean a month earlier, leading to the loss of a cabin window and some navigation electronics (as well as other miscellaneous damage). This is Randall's second unscheduled stop on the Figure 8 Voyage, and it's not yet clear if he'll continue on his planned circumnavigation of Antarctica before crossing the Northwest Passage and returning to San Francisco. "I'll only say that the season is now late and the decisions aren't easy."

But after his arrival in Hobart, a team of Tasmanians went to work as if *Moli*, Reeves' 41-ft sloop, were a Formula One car at a pit stop. "Mo is ensconced at the Royal Yacht Club of Tasmania, and within an hour of mooring to the emergency dock, my contact John Solomon, Port Captain for the Ocean Cruising Club, had introduced me to a guy who could replace *Mo*'s shattered window, a welder who could repair the bent lifeline rail I cut away after the knock-down, and a mechanic. So, projects were underway almost before I got checked into the country. Also, the club has the hottest showers and the best gin and tonics in the Southern Hemisphere."

Randall was also forced to stop in Ushuaia, Argentina, in December for repairs, just before passing Cape Horn. On his blog (which can be found at www.figure8voyage.com), Reeves has been incredibly frank about the trials and tribulations of sailing around the world alone. "Do I question my motives when there is a big blow bearing down on *Mo* and me that I'm not sure how to manage — when the risks of this reward loom? Yes," he wrote on Valentine's Day, describing the "emotional complications" of leaving his wife, Joanna, for a year to do the Figure 8.

In early February, a month after he'd departed Ushuaia and was sailing in the Southern Ocean for the first time, Reeves wrote: "I'd like to say that after 30 days sailing at 47 degrees south and below, I am finally comfortable and in the groove. But I am not. There is too much raw power down here for one to settle in. One is constantly anticipating future days and weathers or cruising the deck for gear that is on the verge of failure." Earlier in February, after he was becalmed, Randall wrote: "The swing between confidence and its lack I find difficult to manage. One day we make good miles and I am happy; the next is like today, and I sink. We have so far to go, I think, as many miles back to Cape Horn as we have already come from San Francisco. And in this ocean I feel exposed. A rank novice in a realm that eats novices like candy. So much I don't know. So many mistakes already made. But I don't want confidence or its lack. Both are an annoyance, a distraction. Did you ever want of confidence in the Pacific? No, you just sailed. You didn't think. What I want is to be here, to figure out this groove, to ride that swell, to catch today's wind in the sails just so. To solve this problem knowing that tomorrow there will be another."

In his email to us, Reeves recalled a meeting with Scanmar owner Mike Scheck at the boat show in Oakland in 2013: "Even then I was chasing the Figure 8, but at that time, I was very worried about the challenges associated with the Northwest Passage. When Mike asked me how I was going to manage the Southern Ocean, I said, 'Well, that's just more sailing down there'. Am I ever eating those words!"

— tim



FIGURE 8 VOYAGE

Randall Reeves at the Royal Yacht Club of Tasmania. "I have such an appreciation for the people here," he told us.

SIGHTINGS

a super-sized do-over

For many sailors, the dream of bluewater cruising is a paradox: When they're young, fit and overflowing with wanderlust, they may have the time, but not the means to pursue their cruising dreams. Decades later, when they have a suitable boat and an ample cruising kitty, they may no longer have the energy and agility to handle the rigors of offshore sailing.

But Hawaiians Thor and Tanya Temme of Kauai are exceptions to both scenarios. Not only did they get 'out there' while still in their

20s, but they made another cruising foray while in their 30s with their son Tristan, then 7, and daughter Sienna, then 4. Today Thor and Tanya are in their mid-40s, the kids are 15 and 12, and the family has cast off their docklines yet again — this time aboard their newly purchased Aikane 56 cat *Manu Kai*,

Having crossed from Hanalei Bay, Kauai, to the mainland last summer — only two months after sealing the deal — the family is now enjoying cruising along the mainland coast of Mexico. Thor and Tanya are experienced enough not to etch their plans in stone, but Plan A is to continue south to Costa Rica and perhaps through the Panama Canal to the Caribbean — although they

admit there's a chance that fond memories of their 2001 Pacific Puddle Jump crossing to French Polynesia aboard their lightweight, 45-ft tri *Meshach* could seduce them into retracing that route with the kids. On that 2001 trip the wide-eyed young couple clocked the fastest crossing in the Puddle Jump fleet: 3,000 miles in 16 days.

You might say that slick, sexy *Manu Kai* — one of only two cats built to this design — is a 'super-sized' upgrade of the couple's original ride. Although fast and stable offshore, *Meshach's* living space was confined to her narrow center hull. By comparison, *Manu Kai* is absolutely cavernous. "Before, the kids had their own bunks in the galley area," explains Tanya. "But now they each have their own cabin. Before we went cruising in 2009, Thor converted *Meshach's* nav station to create Sienna's bunk. Now that she's a teenager, we joke that if we were to cruise again on *Meshach* we'd have to cut holes in the galley for her legs because she is so tall."

On their first cruise, Thor and Tanya spent two seasons in Mexico before crossing to French Polynesia. While in Tahiti, she became pregnant with Tristan, which put the brakes on the couple's lust for voyaging until 2009, when the family crossed to California to do the 2009 Baja Ha-Ha rally. In preparation they completed an exhaustive four-year refit of *Meshach*. Thor vividly recalls, "I stripped her down to the bare hull; gutted the whole boat: all electrical, plumbing, everything! So I know her really well. She is kind of like a family member to us." (So yes, they still own her.)

"The biggest takeaways from our Ha-Ha experience," explains Tanya, "were connecting with the other families we met and the friendships that we have maintained through all the years." As they cruise south this season, they'll be keeping their antennas out for other 'kid boats' to interact with.

We love seeing cruiser kids who are truly engaged in the cruising life and love watersports as much as their parents. When we caught up with the Temmes last month in Nuevo Vallarta's Paradise Village Marina, they were about to head out to the Punta de Mita anchorage near the mouth of Banderas Bay so the whole family could ride some

continued on outside column of next sightings page

more about the

You'll find a comprehensive color glossy boat show guide between pages 74 and 75 of this issue, but here are the basics:

The Pacific Sail & Power Boat Show will run from Thursday, April 19, through Sunday the 22nd. For the third consecutive year, you'll find boats in the water at Marina Bay Yacht Harbor. A short, scenic stroll along the water following a paved walkway peppered with historic displays will get you to the boats on land and the Craneway Pavilion, the location of the

ALL PHOTOS LATITUDE / ANDY



Then in their mid-20s, Tanya and Thor struck a pose during our 2001 Pacific Puddle Jump Sendoff Party.



ALL PHOTOS LATITUDE / ANDY

pacific boat show

seminars and exhibitors' booths.

Latitude 38 is the official sponsor of the Friday night party at Assemble Restaurant, located on the eastern side of the Pavilion. The party will start at 6 p.m. and is free with your Friday boat show ticket. We've donated a keg to help everyone unwind from the work week.

During show hours, come see us in our booth, #C1. Check for updates on *Electronic Latitude* at www.latitude38.com and also see www.pacificboatshow.com.
— chris

super-sized do-over — continued

waves together on the surf break there.

"Our kids love traveling," says Tanya. "If we give them a choice between getting a present or taking a trip, they'll always choose taking a trip, hands down. So for Christmas we don't really do presents. Instead, we say, 'Where do you want to go?'" While cruising, the kids are home-schooled aboard — with additional input from the real-world experiences they have along the way.

It's particularly fitting that the Temmes ended up with *Manu Kai* because it has been Tanya's "dream boat" ever since her friend Captain Andy brought it to the islands several years ago. Today, even Tanya and Thor are a bit amazed that they pulled off the purchase. But now the family is happily 'going big', with plenty of extra leg room.

— andy



Spread: The Kauai-based Temme family is cruising again, this time aboard their sweet Aikane 56 'Manu Kai'. **Inset above:** Thor with Sienna during the '09 Ha-Ha. **Inset left:** The fast 45-ft tri 'Meshach' was built in Chula Vista to a unique design that features an unstayed rig.

build me up buttercup

"Buttercup is getting spiffy for her new home at Richmond YC," writes Cinde Lou Delmas. "Steve Enzensperger is bringing her back to life, and what a life she has had!" Cinde Lou's father Len bought three El Toros that were built in a garage in Palo Alto in 1963. "She was really a special boat," says Cinde. "When I was young, I thought I was a hot little sailor until we did 'round robins' at Inverness YC (against Milly Biller) and *Buttercup* won every race." Milly and Cinde Lou were 8-10 years old at the time. "I remember being so sad on the way home — 'It's the boat, Dad, not me!' He said, 'Cin, the boat does not drive itself.'"



LATITUDE / CHRIS

Friends since they were kids, Milly Biller and Cinde Lou Delmas sailed together on Cinde's Alerion 38 'Another Girl' in the '18 Corinthian Midwinters.

"I was 12 when my folks put me in the SFYC junior program, and it was like a duck to water," writes Vann Wilson. "The yacht club had El Toros, FJs and Rhodes 19s to develop young sailors. The program was very race-orientated, and, upon acquiring my first ribbon for placing in a race, I was hooked.

"*Buttercup* came into my life from the Delmas family toward the end of my second year in the junior program, and it was love at first sight, although I was very concerned with the name," recalls Vann. "I had heard that it was bad luck to change a boat's name. So one evening right after my folks brought *Buttercup* home, I quietly went down into the basement and sat beside her for a chat. '*Buttercup*, you have always been raced by Cinde — two girls racing together. However now it is going to be you and a boy. When I put your name down on the entry form, if we don't race well the other kids are going to give me a real hard time. I am new to sailing, so if we do well, all the kids will say is, 'Boy that *Buttercup* is a fast boat.' If we don't sail well together my life will be over with the teasing I will get racing a boat called *Buttercup*. I know you are a yellow boat and the name fits you, but still. So what do you say? Can we be fast together?'"

"The very next year, *Buttercup* and I started racking up the ribbons. There was one dominant competitor, David Stong, that we could not beat. Also we would get schooled by a couple of the older guys like Jeff Madrigali, Don Jesberg and the like."

In Vann's third year with the boat, his parents figured out that *Buttercup* fit inside their 1966 VW bus, mast and all. "They started taking us to regattas in Palo Alto, Lake Merced, Lake Merritt, Inverness YC, Richmond YC, Alameda Estuary and Huntington Lake. The competition in those days was fierce in all three divisions, Junior, Intermediate and Senior, with the likes of Hank Jotz and Jim Warfield in the Seniors and Paul Cayard and John Bertrand in the Juniors. *Buttercup* and I got pummeled the first year of traveling, always finishing at the back of the pack. We learned quickly that there was a big world out there of El Toro racing other than in Belvedere Cove. We were learning from watching the Senior and Intermediate fleets who started before the Junior fleet. My strategy was always simple: Copy the good guys — sit in the boat or on the rail, trim the sail as they did, and try to go the same way up the course."

Vann's first big success came at his first National Championships at Lake Merritt in Oakland. "My folks had to be out of town that weekend, but Grant Willson stepped in to take me. When they put the measurement jig on *Buttercup's* bottom they said she was not a compliant El Toro. There was a problem with the keelson and the aft end of the boat did not come up to the jig, things that *Buttercup* and I did not understand. I was devastated and near tears when Grant said, 'We can solve this problem,' and off we went to an auto body store

continued on outside column of next sightings page

can you sail with

Is it legal to have marijuana on a boat, even in a state that's legalized it, like California? In a word, no.

Marijuana is still considered a Schedule 1 drug by the federal government, the most severe of all rankings, and a designation that has not changed with the ideology of whichever administration is in power. And boats, even while at dock, are under federal regulations, which are enforced by the Coast Guard. So even though it's legal to blaze up at the marina entrance, once you walk onto your boat with a lit joint, you're breaking the law.

California was the first state in the nation to start the gradual decriminalization of cannabis by legalizing medical marijuana in 1996. But it wasn't until January 1 that the Golden State fully legalized 'recreational' marijuana, where you're not required to have a note from your doctor saying, basically, that it's all right to get high. California is the eighth state in the union to greenlight



marijuana? (no.)

recreational weed, while over half of the country has some form of legalized medical marijuana.

But absolutely none of this matters if you are in possession of marijuana on a boat. "Our procedures have been the same since the '96 medical marijuana laws," said Dan Dewell, a public affairs officer for the United States Coast Guard. "Marijuana is illegal under federal law. The most recent California law doesn't affect federal regulations, and we want people to know that on a boat, you're subject to federal law."

The Coast Guard also has a broad range of authority on the water, and can technically board your vessel at any time, even while tucked away in your slip. Where you're protected on land by a little something called the Fourth Amendment — which says that people have the right "to be secure in their persons, houses, papers, and effects against unreasonable

continued in middle column of next sightings page

buttercup — continued

where he purchased something called Bondo and a spatula. When I saw Grant's fix I nearly cried as the bottom and keelson now had this kind of dip and then a slow rise to it to fit the measurement jig. Also the Bondo was a different color. As I stared at the boat with tears in my eyes Grant said, 'What you are seeing is a kicker, and nobody else has one. It will be really fast.' The boat passed measurement and *Buttercup* took third. Later we took third again in the Intermediate division at Huntington Lake, losing to John Bertrand, who later went on to win a silver medal at the Olympics in the Finn Class.

"*Buttercup* was a force in many important regattas of the time. People never made fun of my racing an El Toro named *Buttercup*. All they ever said was, 'That *Buttercup* is a fast El Toro.'

"I lost track of *Buttercup* until she started racing with Bill Moore. I saw the calendar pin-up of the two racing together. *Buttercup* must be over the moon that after all these years she is back with Cinde where her life began."

"She will be a beautiful boat — as she was when I saw her the first time," says Cinde. "Hello *Buttercup* — you are my first boat, I love you, let's go beat the boys.' This boat gave us our first experience of driving our own yacht, and she hooked us! I hated the name *Buttercup* — a girl name! But the man who built her had named her, so, like Vann, I could not change her name." Now Cinde is "trying very hard to get back in shape; I better take more yoga classes to help me sail her!"

— chris



Clockwise from left: The Bondo was exposed during 'Buttercup's' refurbishment; was she really the 4,046th El Toro built? Cinde (facing the camera) meets 'Buttercup' for the first time; with Bill Moore at her helm, 'Buttercup' was Miss April in the 2014 norcalsailingcalendar (the photo is from the 2013 Bullship Race).



LATITUDE / CHRIS

PHOTOS COURTESY CINDE LOU DELMAS EXCEPT AS NOTED

SIGHTINGS

thisdu

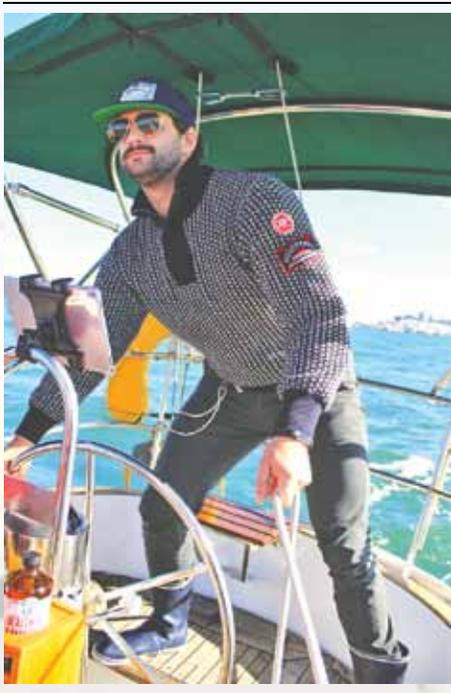
A college summer spent in Newport, Rhode Island, some 10 years ago was enough to fuel the cruising desire in Audrey and Garrett Ruhland. The couple have since worked hard to fulfill their dream to set sail and recently celebrated moving onto their 35-ft sailboat in Sausalito's Clipper Yacht Harbor. They're both 29, which sets them apart from most other sailors with similar goals. "We have a great community on our dock, but mostly we meet older cruisers in their 50s, 60s, 70s," Garrett said.

"But we found we have more in common, and are closer to them than we are with our city friends." Audrey's originally from Farmington, Connecticut, and Garrett grew up in Bay City, Michigan. The pair met at Michigan State during their senior year of college, and while neither of them had set foot on a sailboat prior to that summer in Newport,

marijuana

searches and seizures" — no such right exists on a boat. In fact, The Coast Guard has some of the most sweeping powers of any law enforcement agency, and can conduct a search of your vessel without a warrant or probable cause. (We asked Dewell how frequent boardings were; statistics are not readily available.)

Furthermore, violations of federal law can technically result in the seizure of your boat, though seizure because of a small amount of marijuana is probably unlikely. "I don't think it's really happened



— continued

in the small-quantity category," Dewell said. "But the Coast Guard doesn't want to say it's not possible. We seize boats all the time that are trafficking drugs."

In addition to looking after the safety of mariners, the Coast Guard was tasked with drug enforcement when they were absorbed by the Department of Homeland Security in the early 2000s. The USCG regularly intercepts vessels on the high seas transporting hundreds of pounds of drugs.

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Sometimes the most passionate sailors are those newest to the sport and lifestyle. Garrett and Audrey Ruhland have decided to dedicate themselves to the cruising life, and have been getting plenty of practice around the Bay.

ALL PHOTOS COURTESY OF THISLDU

du — continued

they quickly became enamored with the boating lifestyle. There they bought their first sailboat, a MacGregor 23, which was meant to be a training vessel, but became a lesson in how much work there is in boat ownership.

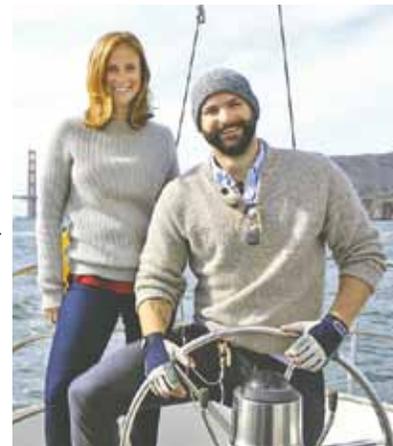
"It was a great experience but a terrible boat," Garrett laughed. "It needed a lot of work, and with the cutter rig, it was a pain in the butt to sail, so we really didn't — 99% of the time we were fixing things." After moving to San Francisco five years ago, the couple quickly was taken aback by the exorbitant cost of living. The idea of living on the water was enticing, which began a conversation about a dream: They wanted to travel and sail.

Motivated, Garrett began crewing as much as possible. "San Francisco Bay is a great training ground with the tides, inconsistent wind, big summer breeze and tons of traffic," Garrett acknowledged, adding that sailing on different boats taught him what he desired in a boat. When the time came to buy something, he knew what he wanted: a wheel versus a tiller, a sloop rig, a full keel and something that was nearly ocean-ready and required a few projects, so he could really get to know the boat. They looked at some 15 to 20 boats, and finally settled on a Rafiki 35, a full-keel, 15,000-pound cruiser.

The couple has good jobs and credit, and could have qualified to buy a house, so they assumed getting a boat mortgage would be straightforward. It wasn't. "Getting a boat loan was frustratingly impossible," Garrett laughed. "We wanted to borrow \$45,000 but were denied for ridiculous reasons, like: 'You've never borrowed this much money before.' Granted, we were looking at boats older than 1980, but it was still frustrating that lenders would cut their loan offer in half after determining what *they* thought a boat was worth." After failing to secure a loan, they had to figure out how to buy a boat on their own more conservative budget. The Rafiki listed in the *Latitude* classifieds was originally \$45,000, but of a list of 10 must-haves, it had nine out of the 10. "When we first met with the owners, they had wine poured for us and talked to us for a long time before showing us the boat," Garrett said. "It was obvious they wanted it to go to people who were going to take care of it."

The Ruhlands negotiated a final price of \$25,000 and renamed their new home *Thisldu*. To save money, the couple have done most of the upgrades themselves. "It was in great shape for an older boat but there hadn't been many upgrades," Garrett explained. "We've installed a windvane, roller furling, autopilot and dodger." At a time when their peers are mostly beginning to settle down, the Ruhlands view cruising as the next chapter in their lives. With *Thisldu* now cruising-ready, their first adventure will be the Baja Ha-Ha later this year.

"I've always had the travel bug," Audrey said. "I think the same goes with Garrett and his passion for sailing. We want to do this before we're locked into kids and a mortgage. I'm so excited to one day be able to shout from a mountain top that we're going cruising!" The Ruhlands have been reaching out to other young cruisers through social media, and Audrey has been organizing Bay Area meetups. They're also meeting new cruising friends as members of the Presidio Yacht Club, where Garrett is fleet captain. Their advice to other young people wanting to cruise: "Read everything — we like *Latitude 38*, and *Good Old Boat*. Online, Young & Salty targets young sailors planning to cruise." Follow the Ruhlands at www.thisldu.com and Instagram @thisldu



— michelle slade

SIGHTINGS

pursuit's tireless caretaker

We don't often highlight the passing of local sailors, but Ron Mac-Annan of Sausalito was definitely one of a kind.

He was a local legend among longtime Bay Area sailors, but not because he'd earned a mantel full of regatta trophies or had circum-navigated the globe nonstop via the Southern Ocean. No, Ron's unique notoriety stemmed from his unremitting devotion to his classic 1929



LATITUDE / ANDY

At the helm of 'Pursuit', Ron, right, talks tactics with Hank Easom during the 2015 Master Mariners Regatta — the M-class sloop's last race.

M-class woodie, *Pursuit*. Since buying her in 1960 — 58 years ago — he labored to maintain the slender, 82-ft beauty with little help almost every day of his life, despite agonizing aches and pains from multiple injuries and operations. In fact, he'd been working on her in her 'front row' slip at Sausalito Yacht Harbor on March 2 when he fell overboard, unnoticed, and drowned. Ron was 92.

Although he mellowed in his old age, Ron certainly wouldn't expect us to sugar-coat the fact that he could be irascible and short-tempered — especially when one of his volunteer crew exhibited poor seamanship.

A classic 'Ron moment' that comes to mind was during a practice session for the Master Mariners Regatta a few years

back. He was fiddling with something on the foredeck when he lost his balance and — much to the horror of all on board — fell backward onto the deck with a bone-jarring *thunk!* Without missing a beat, Ron looked up and barked something like, "God dammit, get those sails up! This is *supposed* to be a sailboat!"

"Nurturing" is not a word that would ever be used to describe Ron's captaining style, but a mixed bag of local sailors, both young and old, (including this writer) considered it an honor to sail with him aboard *Pursuit*. As longtime waterfront friend Hank Easom noted at Ron's memorial, underneath that gruff exterior he had a "heart of gold."

Having grown up during the Great Depression and fought in World War II, Ron was one of those self-made 'Greatest Generation' types who lived by the credos of self-reliance and frugality. Although his career as a general contractor and restaurateur left him financially comfortable, he never aspired to upgrade his trusty 1949 GMC pickup, and he was notorious for his hobby of dumpster diving to see what perfectly useful stuff his Marin County neighbors had thrown away.

Not long after moving to Sausalito in 1959, Ron took on the challenge of jacking up the landmark bayside building that now houses The Trident and Ondine's restaurants, then moving it 70 feet to seaward onto new concrete pilings. But caretaking *Pursuit* was his greatest hobby and passion. He lived aboard her, in fact, for 28 years.

Originally named *Avatar*, *Pursuit* is one of three identical sister-ships built side by side in 1929 at the Abeking and Rasmussen yard in Germany. She is one of only six true M's ever built, as the Great Depression effectively killed the M class.

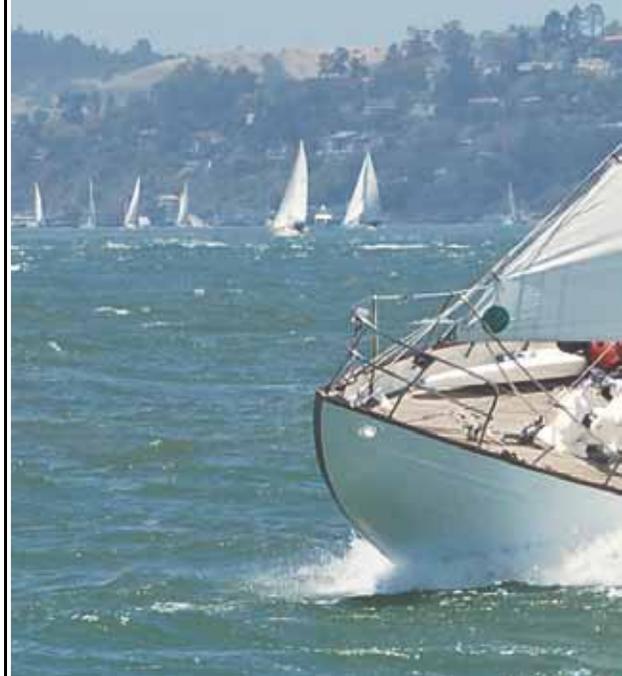
Ron raced *Pursuit* to Hawaii in both the '61 and '69 Transpacs, in addition to competing in other events. But for nearly three decades the vintage warhorse lay quietly in her slip, leading many local sailors to wonder if she'd ever sail again. Needless to say, her continuous demands for refitting and regular maintenance were almost overwhelming for one aging craftsman. But Ron finally surprised the disbelievers

continued on outside column of next sightings page

marijuana

But long before these enforcements, the Coast Guard was on the lookout for marijuana on boats, and professional mariners under the influence. There's a zero tolerance policy against having any amount of marijuana in your system while on duty on a commercial vessel. Mind you, reader, we are neither condoning nor condemning anyone's personal behavior — we just want sailors to be aware of the potentially confusing nexus of federal, state and local laws, and the strange legal space that sailboats occupy.

— tim



ALL PHOTOS LATITUDE / ANDY

— continued



RONNIE SIMPSON

An extreme example of marijuana on sailboats, where someone was growing out in the open. Not a good idea, says the US Coast Guard.

***pursuit's* caretaker — continued**

in 2005 when he agreed to bring *Pursuit* out of mothballs to join the Sail San Francisco tall ship parade (sailing under genoa only). Five years later, when *Pursuit* was 81 and Ron was 85, the vintage mahogany thoroughbred was finally ready to go out on occasional daysails and compete in annual Master Mariners Regattas.

It was a jaw-dropping experience to watch *Pursuit* scream across the Central Bay with her 96-ft wooden stick straining and her lee rail plowing through frothy white foam. And sailing aboard her was an unforgettable thrill. We have no idea what will become of this waterfront landmark, but we hope whoever becomes her next caretaker is up to the task. Because we have a feeling that Ron will be looking down from the heavens and offering 'spicy critique' if they aren't.

So long old salt. We will miss you.

— andy



Spread: '*Pursuit*' roars across the Bay like an express train during the 2012 Master Mariners Regatta. Insets, left to right: '*Pursuit*'s reemergence in 2005, Ron and his beloved pickup, making adjustments while under sail at age 89. For more on Ron MacAnnan, search 'www.latitude38.com' and see the '*Life on the Water*' film portrait of him by Oleg Harencar.



SIGHTINGS

love is in the water

On a Valentine's Day edition of *'Lectronic Latitude*, we asked you if sailing has ever brought you love. Granted, we were opportunistic in making the query, because February 14 happened to correspond with a *'Lec Lat* day. Like a sitcom doing a perfunctory Valentine's

Day episode, we went through the corporate holiday motions. We never dreamed that we'd get so many thoughtful, moving responses. As we said last month, you never cease to amaze us.

"Chrissy and I met in the summer of 1969 when our families were on vacation," wrote Paul Kaplan. "She happened to notice that I was wearing a pair of boating shoes. This led to a conversation about sailing, and ultimately our 'date nights', consisting of racing on Friday evenings aboard the Cal 20 we owned, *Zapato Verde*. The rest, as they say, is history.

Love takes many forms on the water. In the 2008 Big Boat Series, 'Great Sensation's Mario Yovkov asks fiancée Elizabeth Gaynor to marry him. She accepted.

"The sport of sailing, as we know, offers the opportunity to continue to participate your whole life. While there aren't many things better than a lifetime of sailing, to do so with your partner . . . now that is truly a blessing!"

Mark Bettis said that he met his girlfriend Cathy Miskow and fell in love aboard his Pacific Seacraft 37, *Shannon*, where they sail out of Coyote Point Marina in San Mateo. "I'd met Cathy at Coyote Point Yacht Club on a couple of occasions, but never had the opportunity to get to know her. She sailed in some of the club races, but always aboard other boats. We had chatted from time to time, and she was on my list of crew for sailing adventures.

"One beautiful Wednesday in July 2016, I planned an afternoon sail up the Bay, and put out an email a couple of days ahead to see if anyone wanted to join. All of the usual suspects were otherwise engaged, and it looked like I was going to have a solo journey (not a bad thing, but I do enjoy company aboard). Then I got an email from Cathy, asking if there was still room on the boat. I responded, saying yes, there was room, but it would only be the two of us. Would that be OK? She said OK and we met at the boat, pulled off the sail covers, cranked up the diesel and headed out of the harbor for a beautiful afternoon sail.

"The rest is history. There was so much chemistry between us! Neither of us was expecting this to happen, and it was natural, beautiful, and that day changed our lives in so many ways. As we sat side by side in the cockpit, breeze buffeting our cheeks, listening to the gurgle of the passing water and the wind in the sails, we inched closer together until we both realized that there was magic afoot. Many sailing trips followed, and now, a year and a half later, we are inseparable. Cathy and *Shannon* had a rough start when *Shannon*, being a bit jealous of the attention I had been giving Cathy, decided to take a wave on the beam just as Cathy was climbing down the companionway steps. She was tossed to the salon floor and a large bruise ensued. My two beautiful girls have since bonded, and the three of us have had many wonderful adventures in and out of San Francisco Bay.

"Our family recently added a fourth member as Cathy bought her own boat, a Sea Ray 280. Now when we take trips around the Bay, we have to decide which boat to take. Life doesn't get much better. I have a partner who loves to sail, loves to fish, is always up for ad-

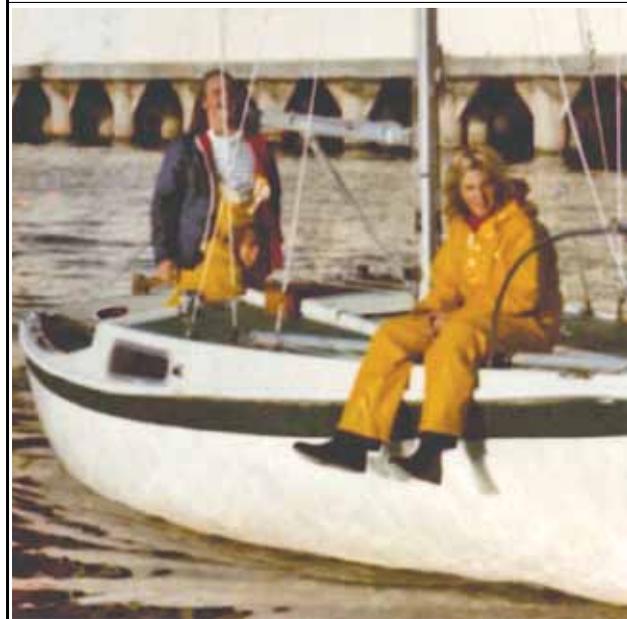
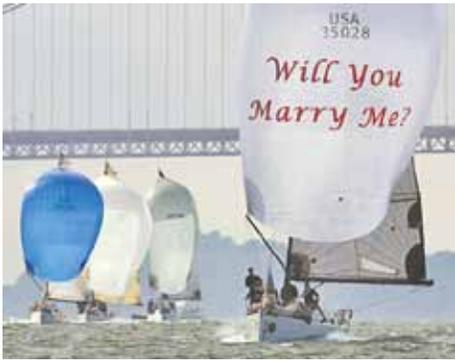
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delta doo dah

As mentioned at the beginning of *Sightings*, the Baja Ha-Ha Rally is observing its 25th anniversary this year. But can you believe that 2018 also marks the Delta Doo Dah's 10th anniversary?

The Delta Doo Dah is a loose, do-it-yourself summer-long inland cruising adventure. Entry is free, and ralliers choose their own itinerary. But, to foster a sense of community, we do organize some official events. The first will be a seminar and kickoff party at Richmond Yacht Club on Saturday, May 19, 6-9 p.m. On June 2, the Delta Ditch Run invites Doo Dah'ers

PETER LYONS / WWW.LIONSIMAGING.COM



PAUL KAPLAN

turns 10

to cruise or race from RYC to Stockton Sailing Club — 67 glorious miles in one day. (There is separate registration for the DDR, and an entry fee.)

On June 16, Owl Harbor, off the San Joaquin River in Isleton, will again welcome Doo Dah'ers for a pre-Father's Day BBQ. For the first time this year, Bay View Boat Club has invited our fleet (limited to six boats) to a get-together on Bradford Island on August 11-12.

Look for registration to open the first week of April at www.deltadoodah.com.

— chris

love — continued

venture, and can trim the mainsail or dock a twin screw!"

Tom Anderson from Marblehead, MA, said that he met his wife of 23 years racing on opposing boats "in Boston Yacht Club's Wednesday Night Racing Series in 1993. One year later we got married on a Wednesday night at 6:20 p.m., which was the starting time of our Wednesday Night class."

Sailing instructor Rod Witel told us about a couple that took it to the next level one Valentine's Day. "A few years ago, Club Nautique members Robert Baumann, Claudia Allison and I sailed a 26-ft Colgate in the central Bay in the shape of a heart (using the Navionics tracking feature on Robert's iPad). It was a very dark evening as we dealt with light winds, a strong ebb and tanker traffic to give our Valentines a unique and homemade nautical gift."

— tim



PAUL KAPLAN



PAUL KAPLAN



MARK BETTIS



ROD WITEL

Clockwise from bottom left: After they got married in 1976, Paul and Chrissy Kaplan departed from St. Francis YC to Tinsley Island; the couple on their Cal 20; Paul and Chrissy in 1972 at Senior Prom. Mark Bettis and Cathy Miskow. Love was literally in the water when Robert Baumann and Claudia Allison traced a heart on the Central Bay on a Valentine's Day a few years ago.



ROD WITEL

GOLDEN GATE YACHT CLUB

Perhaps it's true that the way to a sailor's heart is through his or her stomach (forgive the slight rewrite of the old adage). Apparently if you promise sailors seaweed soup they'll flock to the start line. Hey, it works for Golden Gate Yacht Club's Seaweed Soup Regatta.

Having just completed its 47th edition, the midwinter series is named for Manuel Fagundes, a GGYC chef. (The seaweed is actually spinach.) Feed the weary, wet, cold sailors some hot food and they'll come back to the clubhouse and buy drinks from the bar. It's been a winning recipe ever since 1970.

Despite competition from other Bay Area clubs, the five-race Seaweed Soup series still dominates the first Saturday of November through March. The season that just ended drew 81 entries.

The first race, on November 4, got a nice westerly in the morning, but as the divisions went into sequence at 11:30, the wind began to soften, making it dif-

ficult to start against the flood, and the race committee threw in a postponement after the third start.

The fleets sailed a close reach with spinnakers to Harding Rock, then jibed before or at that buoy in very light air. Most boats doused and went off on another close reach to the Blossom Rock buoy or a drop mark at Fort Mason, depending on their division. Those who carried kites to Blossom made out like bandits. The wind filled in again, the current switched to ebb, and it turned out to be a fast race.

This is was the third year that Charles Hodgkins served as Principal Race Officer for the series. "I try and pick a course that will be a) fair, b) competitive and c) long enough for the racers to get a good sail in without being too long," he says. "I try and pick courses that are mostly windward/leeward so that the race is not a parade, as it would be if it were mostly reaches. If there is sufficient wind and



SERVES UP THE SEAWEED SOUP

it's from the west, then I'll do more of a triangular one.

"One of the things that makes my course selection more difficult is the lack of the YRA 6 mark off Fort Mason. Unfortunately, the YRA has had to abandon the mark, as the last few times it was set it was either cut free or pulled free by unknown factors. So we have to set the mark each time we want to use it. We were hoping that the Marksetbot (www.marksetbot.com) that the YRA was experimenting with would be a potential solution, but sadly it could not cope with our currents in the Bay. Perhaps a future version will work better. This year we've had more of a challenge in that the winds have been lighter (or nonexistent)."

Going into Race 2 on December 2, Mike Mannix and crew on the Catalina 38 *Harp* were in the lead overall. The full moon in perigee was high in the sky — in the Eastern Hemisphere — pulling all the Earth's water over to the other side of the planet, resulting in a powerful ebb of the morning's spring tide.

The wind was from the NNE. A WNW of 4-9 knots was predicted, but, with a light overcast keeping land temperatures

cool, the westerly never did arrive, and the morning's northeasterly died.

The race committee started Division A on time. There was a lot of yelling at the X buoy end of the line, and two boats were over early. They struggled to return to the line against the current. Before the next division could start, the RC hoisted the answering pennant, signaling a postponement.

About the time Division A was rounding the first mark, the A buoy in front of next-door neighbor St. Francis YC, the RC abandoned the race. At 12:30 they tried again. The Division A crews made it around the A buoy to Harding Rock and popped chutes, but they weren't able to make progress to the next mark, at Fort Mason, against the current. Rather, they and subsequent starters drifted backward and toward the Golden Gate Bridge, one boat making it almost to the North Tower before hailing on the VHF for a tow as they were engineless. John Clauser's 1D48 *Bodacious+* went to their rescue. In the middle of all that was a Folkboat paddling to try to make it to the startline for their start. The RC abandoned racing for the day by 1:30.

"The J/111 does pretty well in light air and legged out in 3-5 knots, so we were frustrated to be sent back on postponement several times and have one race day canceled," commented Dorian McKelvy, skipper of the J/111 *MadMen*.

The first race of the New Year was held on January 6, again coinciding with a very high tide. Nicely slotted between weekday storm systems, the Saturday was sunny, with puffy clouds in the distance.

In the ultimate example of post-holiday re-gifting, Gordie Nash left a little something in the club's lounge for his rival, Hank Easom. "Dear Hank," read Gordie's note. "These are some good luck charms for your boat. I will come over and install them before today's race. They go right at the front of the bow, and are attached under the deck. Best wishes always, Gordie." (See the photo on the next page.)

With no wind at the appointed starting time, the racers waited out a 45-minute postponement. The Schock 40 *Velvet Hammer* sailed out the Gate and found a 15-knot westerly. A westerly did fill in, but never reached 15 knots inside



A rare 'backward' (west to east) start in the GGYC Midwinters on February 3. In a light easterly, the course called for a port rounding of Alcatraz. The start-finish line stretches from the race deck of the clubhouse on the San Francisco Marina to the X buoy just north of the shore. — All photos www.norcalsailing.com except as noted.

GOLDEN GATE YACHT CLUB

ERIK SIMONSON / WWW.PRESSURE-DRORUS



Stanley Hales' Farr 395 'Chance' jibes during a run down the Cityfront in December.

the Bay. The first leg to Blackaller Buoy, near the South Tower of the bridge, was slow, with boats short-tacking up the shore, coming in very close to the beach to avoid the flood. Sailing hot angles to keep speed up on the run led to a lot of jibes as well. So trimming teams got a head start on New Year's resolutions to get more exercise.

On February 3, the forecast called

for a northerly of 5-8 knots. In the 10 and 11 o'clock hours there was no wind whatsoever at the GGYC clubhouse. PRO Charles announced on the radio that they would have a shoreside postponement and would give the racers a 10-minute notice of AP drop. Some crews lounged in the sunshine on the deck of the club or on their boats, tied up at

GGYC's guest docks, or out of the sun inside the club. Sandwiches were passed around early. Some teams, especially those training new crewmembers, used the opportunity to practice maneuvers.

The Great Gift Exchange continued. "Dear Gordie," wrote Hank, reciprocating, "My crew and I were so touched by your generous gift of the two magic

Clockwise from left: Gordie Nash has won the regatta overall three times and Hank Easom seven times, and they continued their friendly rivalry this year with cast-iron 'gifts' for each other; Hank at the helm of 'Escapade'; Gordie Nash's yellow boat, 'Arcadia', in November's race.



LATITUDE / CHRIS

SERVES UP THE SEAWEED SOUP



LATITUDE / CHRIS



Left: It took a few tacks to get around Alcatraz, the only mark in February's short (four-mile) course. Right: 'Harp', seen here on March 3 with 'Heart of Gold' and 'Serenade' to windward, led the standings early on.

charms, that we all chipped in, and purchased the magnificent Horn of Sangar that you see before you. It is said to have mystical powers, when attached to the underside of the foredeck at the stem... but only on yellow boats. We hope you enjoy it. Your friend, Hank."

The starts finally got underway at 12:50. The RC chose a brilliant course. If you only want to race perfectly square

"I'm lucky enough to be in the mix of the real sailing — that's the goal."

windward/leeward courses, you'd be disappointed. This was an eastbound start, a close reach to Alcatraz, round to port, and a beam reach back to the start-finish line bounded by the X buoy and the GGYC race deck: a short, fun jaunt, and some crews were able to fly spinnakers in both directions. Everyone sailed the same 4-mile course. The fastest boat, Tony Pohl's Farr 40 *Twisted*, completed it in 38 minutes, the slowest, a Folkboat, in 1:36. No fuss, no muss, just a delightful little sail. More lounging around in the sun followed, with some people applying sunscreen to limbs exposed for the first time this year.

Suspense was building for the final race on March 3, as three boats were tied at 4 points: *MadMen* in Division A, *Queimada* (a Catalina 42 and last year's champ) and the Folkboat *Thea*. The day was stormy, with rain squalls blowing through and even a hailstorm during the first beat to Blackaller. The wind shut down just as PHRF 3 was rounding Harding Rock. Subsequent fleets had trouble making Harding in the flood. Mid-Bay, the wind was light and the flood powerful. Fast boats were able to make

the west side of Alcatraz on the way to Blossom Rock, but slower boats had to dip down and go behind it.

"We set as we rounded Blackaller," said Dorian McKelvy, "but could not hold the course to Harding. Gusts hit 25+ and it got us up to the mid-teens on the knotmeter. We ultimately came into Harding under a jib, rounded, and set the kite. We were able to clear Alcatraz and make way to Blossom, no problem."

A brisk beat up the Cityfront polished off the race, and all that remained was the celebration. "Beers afterward at GGYC are always excellent," said Dorian. "Always something to learn and something to drink!" Finishing second in division for the day, McKelvy and his mad men vanquished the competition with the lowest score, 6 points.



'MadMen's rail meat shows winning form in this moment from the final race on March 3. Paul Dorsey's Soto 30 'Gentoo' is on starboard tack just behind 'MadMen', which is J/111 hull #17.

"What a day, 10-knot breeze at the start, many boats in a full-on broach after rounding Blackaller, and sun out at the finish line. I need to thank Quantum Sails' Jeff Thorpe for the years of coaching — and my crew. Getting *Mad-*

Men ahead of the Scott or Hank Easom's sailing machine is no easy task."

In 2014-15 the J/111s had their own division. "We had 10 boats out here at one point," said Dorian. "There is an effort to get the gang back together at J/Fest this year and find some new owners. I'm a fan of the 111; I don't know of another option that could go one design plus PHRF at 36 feet — light and heavy air, it is capable of doing very well! Perhaps it's the price point, but folks will wake up to the performance and ease to sail them. You guys ever sail on the 111? They are fast and dry!

"I've been making 18 knots in the San Francisco summer breeze since I filled out the order form in May 2010. I'm lucky enough to be in the mix of the real sailing — that's the goal.

"I really like the environment at GGYC — a lot of folks my age still racing hard."

Now 62, Dorian started sailing on Hawkfarms. He told Gordie Nash, "I sailed against your mother!" Jocelyn Nash had *El Gavilan*; Dorian's was *Spitfire*, #6108, renamed *Mohawk* and now docked behind GGYC. "Latitude covered my

SEAWEED SOUP

greatest moments in October 1984. I think we were dead last or close."

In keeping with the gustatory theme, GGYC started calling their Friday night beer can series 'The Small Craft Beer Advisory Series' last year, with post-race libations featuring small craft breweries. The nine-race 2018 series will begin on May 4 and run every other week through August 24. For more info, see www.ggyc.com.

The first race of the 48th Seaweed Soup Regatta will be on November 3.

— **latitude**/chris

GGYC MANUEL FAGUNDES SEAWEED SOUP SERIES. (5r. 0t)

PHRF 1 — 1) **MadMen**, J/111, Dorian Mc-



The 'Madmen' and their trophy, left to right: Daniel Roberts, Cory Schillaci, Patrick Whitmarsh, skipper Dorian McKelvy, Jim Zaky and John Hayes. Not pictured: Tim Lidgard and Jeff Thorpe.

Kelvy, 6 points; 2) **Twisted**, Farr 40, Tony Pohl, 8; 3) **Gentoo**, Soto 30, Paul Dorsey, 26; 4) **California Condor**, Antrim Class 40, Buzz Blackett, 27. (16 boats)

PHRF 2 — 1) **Sapphire**, Synergy 1000, David Rasmussen, 15 points; 2) **Ragtime**, J/90, Trig Liljestrand, 16; 3) **Jeannette**, Frers 40, Bob Novy, 16. (12 boats)

PHRF 3 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 14 points; 2) **Benny**, J/88, Aya

Sels, 10.5; 3) **Sea Spirit**, Kenneth Naylor, 13. (6 boats)

KNARR — 1) **Narcissus**, John Jenkins, 6 points; 2) **Pegasus**, Peter Noonan, 10; 3) **Benino**, Mark Dahm, 17. (5 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann, 6 points; 2) **Polruan**, James Vernon, 7; 3) **Circlesea**, Tom Haverstock, 16. (5 boats)

OVERALL — **Madmen**.

Full results at www.jibeset.net

Yamanouchi, 18; 3) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff, 23; 4) **M Squared**, J/88, Marc McMorris, 25. (16 boats)

PHRF 4 — 1) **Bottoms Up**, J/22, Brett Davis, 9 points; 2) **Youngster**, IOD, Ron Young, 12; 3) **Xarifa**, Paul Manning, IOD, 16 points. (9 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 9 points; 2) **All Hail**, Wilfred Page Van



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SHIPWRECKED IN AFRICA, PT. 2 —

In last month's issue, two of the most experienced cruisers we know, Nick and Bonnie Nicolle, wrote about the loss of their *Ingrid 38* *Rise and Shine* on the east coast of Africa last October. To briefly recap, they were headed from Madagascar to Richards Bay, South Africa — about a two-week trip. The 10-day forecast was for good weather, but the trip would take roughly two weeks. About two thirds of the way, a new forecast warned of a brewing storm with winds of up to 75 knots. With no time to make Richards Bay, they ran for shelter in Inhambane Bay, Mozambique. They made it to the entrance, only to run onto shoals near the unmarked channel. The boat went sideways, and gale force winds and big waves began to pound her, tearing off the rudder and putting cracks in the hull. Amazingly, the wind blew so hard that *Rise and Shine* was eventually blown over the shoals into deeper water. The Nicolles managed to anchor, but it was obvious *Rise and Shine* was a loss. After one last anxious night aboard waiting for the wind to abate, they launched the dinghy and made it to shore, where the real adventure began . . .

ALL PHOTOS / NICK AND BONNIE NICOLLE

We had landed in Mozambique without a visa. We were illegal aliens and subject to arrest and imprisonment. Our goal



Bonnie and Nick in Sri Lanka.

now was to somehow get legally admitted to the country so that we could legally exit the country and fly out.

Even though we knew *Rise and Shine* was a total loss, we also knew that it would be necessary to maintain the fiction that we intended to salvage her and remove her from Mozambique. Otherwise, we might be required to pay 'import duty' on her and that would entail endless interactions with the authorities and God knows how much wasted money. We would tell the authorities that our plan was to fly to Durban where we would contact our yachting friends and arrange to return to our boat and tow her to Durban. So, in order to give the impression that we were coming back, we carefully carried the dinghy into the dunes and set an anchor.

Returning to the beach, we met our first three Africans. We could tell that they were perplexed at our arrival, but they were friendly. We quickly realized that we had

no common language. I had an English/Portuguese dictionary, but it became apparent that they could not read.

I drew a picture of a bus in my notebook and said, "Maputo," the national capital city. They immediately understood that we wanted transportation, but they knew something that I didn't — yet. That it was impossible to get land transportation to anywhere from where we were on the Linga Linga peninsula. There were no roads. It might as well have been an island.

It took us several minutes to understand this, after which one of them pointed down the beach and said something that sounded like "tourist." I was elated, recalling that one of the publications I'd read mentioned a resort at the tip of the peninsula. We picked up our eight bags and started walking.

It was 7 a.m. and already hot. Walking in the soft sand was difficult. We could only go about 100 feet without resting. And we had no idea how far we would have to walk. After about a quarter of a mile, we came upon two more men. We asked about the "tourist place" and they confirmed its existence, saying, "Linga Linga Lodge." They then made signs for carrying our bags and the universal finger/thumb sign for money.

We, of course, had no local currency, just US dollars and euros. I offered the guy 5 euros (about \$6) with raised eyebrows to ask, "Is this enough?"

He had obviously never seen a euro before, but after some discussion, one of them took the note and ran down the beach to consult with some unseen person across the dunes. About 20 minutes later, he came sprinting back with a big grin on his face and picked up half of the bags. We assured the other guy that he would get 5 euros too, and off we went. After about four miles, we came to a big beach resort, which was closed tight for the season.



Our porters didn't even glance at the place but instead kept walking. Another mile and we came to a second resort. It was also closed, but a small group of men were hard at work building new cabins. Their supervisor, Henrique, spoke some English. We explained our situation and he agreed, for 100 euros, to open up one of the cabins and let us stay there until the storms abated — and feed us, as long as we didn't mind eating what he and his men ate. He also pledged to get us transportation off the peninsula, guide us to a road on the mainland, find transportation to the nearest town, and then lead us to a hotel. Not a bad deal.

We settled in. Dinner was tiny fish and boiled rice; breakfast was boiled cassava. That night the wind suddenly shifted from north to southwest and blew even harder.

The next day we had a visitor. It seemed that there was a village on the side of the peninsula that we could not see, and in that village was a professional boat captain. He had graduated from a three-year maritime academy and had seven years' experience in the local waters. He told me that the sands on the bar were constantly shifting and that the deep channel was very narrow at the present time. He said that the buoys (noted on our chart) had been

THE LOSS OF *RISE AND SHINE*



Counterclockwise from top left: The first part of Nick and Bonnie's journey back to civilization was, fittingly, by sail — this little dhow took them to the mainland; 'Rise and Shine' in Tonga; 'Rise and Shine' again in the Seychelles. If there were two sailors we'd really like to buy a beer for, it would probably be Bonnie and Nick Nicolle.

gone for years and that the places where the buoys were now were very shallow. I felt better after talking to him, and almost convinced myself that the loss of my boat was not entirely my fault.

Later in the afternoon, Henrique came to tell me there was trouble in the village about five miles down the peninsula. The chief had sent his men to collect our dinghy and carry it back. Henrique said that upon our return for *Rise and Shine*, the chief would demand a ridiculous sum of money for 'guarding' our dinghy. Henrique insisted that we had to go recover it right away.

Even though I didn't give a damn what happened to the dinghy as long as Bonnie and I could safely get out of the country, it would have been suspicious to say so. So I agreed to do whatever was necessary to 'save' our dinghy.

The resort had a massive 4x4 off-road vehicle. The tires were as high as my head, and it appeared to be some kind of ex-military transport. It looked like it hadn't run in years. Henrique said he and his men

would get it running and we would all go retrieve the dinghy.

Three hours later, The Thing was running. Smoke poured from half a dozen places under the body. We climbed aboard and off we went at about two miles per hour, crashing right through trees with trunks six inches in diameter. The Thing broke down twice and the engine caught fire once, but about three hours later, we were at the village. We all sat down and began to negotiate what it was worth for the village to have 'guarded' my dinghy overnight. Henrique had given me 250 Mets, about \$4, to give the chief. After much palaver, I gave him the money. He wanted more. I offered him my watch. He refused it but said the 250 would be enough if I brought him a case of beer, which he and I would drink together, when we returned for the boat. Agreed. We made it back to the resort just as darkness fell. Another dinner of small fish and rice.

The next day, the wind had died and Henrique told us to be ready to leave at 10 a.m. Right on time, a group of construction workers showed up and carried our bags about a half mile to a cove where a small

dhow was waiting for us. The crew stowed our bags and we and two of the workers climbed aboard. We sailed in light airs for a couple of hours and then waded ashore at the foot of a steep hill.

The four of us climbed for about a mile, carrying our stuff, until we found a road. After a short wait, a minibus came by and one of the workers negotiated a ride for us and himself into the nearest town. The other worker made his way back to the beach to find a ride back to the resort. An hour later, we were in the little town of Maxixe, where our guide began asking around in restaurants about accommodations. This seemed a bit strange to us, but apparently all of the hotels were fronted by restaurants. We soon found a suitable place with good Wi-Fi. Our guide went off to change our 100 euros into local money and return to the resort.

The problem now was that we did not have any local currency of our own, and the banks would not exchange money unless one had an account with the bank. We had not told our banks we were going to Mozambique, so, "for our own safety," they shut off our credit and debit cards when we tried to use them. One of the hotel employees took pity on us and walked Bonnie to her bank, where she used her account to change our Euros. Now we had money, a room for the night, a good meal and a hot shower.

But we were still fugitives. We could not relax until we got legal or were safe in the US Embassy. So we snuck out and bought bus tickets to Maputo and then hurried back to the hotel.

We got online Friday afternoon and learned our embassy in Mozambique closed at noon on Fridays, and would not open again until Monday. There was an emergency phone number, but there was a short list of what they considered an emergency — being undocumented in the country was not on the list. We didn't want to piss anyone off by interrupting their weekend with what they might have considered a non-emergency, so we contented ourselves with sending them an email explaining our situation. We also managed to book a room for the weekend in a guesthouse on the outskirts of Maputo.

Bright and early the next morning, we were on the bus. Every hour or so, the bus stopped at a police post. The officers would take a quick glance inside while we kept our heads down. We made it safely to the bus station in Maputo where we accepted the first taxi offered.

The area around the guest house was not encouraging. It looked like a war zone.

SHIPWRECKED IN AFRICA, PT. 2 —

The guesthouse itself was clean, pleasant and comfortable, but it was surrounded by a big wall topped with an electric fence and surmounted by razor wire. The grounds were patrolled by two guards 24/7, and we were the only guests. The whole scene made us a bit uncomfortable and we decided that maybe our situation was a little bit of an emergency, so we Skyped the US Marine Corps guard at the embassy. A very professional sergeant suggested that we send another



email advising the embassy staff that we would be at their front door at 10 a.m. Monday morning — and then be there.

We sweated out the weekend in our room and were in a taxi at 7 a.m. Monday. Driving down embassy row, we saw the American flag, and Bonnie started crying with relief. At 8:30, the Marine sergeant led us into a waiting room. At 10, an embassy staffer and his Mozambique-born assistant, Ivan, met with us. Ivan was to be our liaison officer; assigned to guide us through the Byzantine process of getting legal and getting out of the country.

They interviewed us at length and expressed their amazement that we hadn't been arrested. They then set about making phone calls. An hour or so later, we were told to follow Ivan out the front door. There we were put into an "approved" taxi. Ivan got into a different taxi.

It seems that non-embassy personnel are not allowed to ride in embassy vehicles, and taxis are not allowed to follow embassy vehicles. So we took off on two different routes to the same location. We were told that if our taxi got there first, we were, under no circumstances, to get out of the car until Ivan got there.

We met at the immigration office. Ivan talked us through the myriad outer-office staffers and got us into the inner sanctum. After about an hour, an officer wearing the uniform of a major general came in and questioned us at length. We had been warned by Ivan that they would be looking for any inconsistencies in our story, so we were careful to stick to the exact truth, neither over- nor understating anything.

The general wanted to hear our story "from the beginning." To him, "from the beginning" almost meant, "In 1987 I de-

Nick and Bonnie stumbled upon a market en route to Maputo, the capital of Mozambique.

cided to buy a boat." He wanted to know everywhere we had been before we wrecked in Mozambique, so we told him.

Finally satisfied, he picked up our passports and without a word walked out of the room. We waited for him for almost three hours, doing our best to comply with Ivan's entreaty to "not seem impatient."

During the wait, we had plenty of time to observe the Mozambique immigration service in action. It seemed to be a kind of "full-employment act" situation. I've never seen so many officials. The entry level rank seemed to be lieutenant colonel and the main duties seemed to be playing games on one's phone, drinking tea and passing out money. Every paper that came into the office had a big wad of bank notes clipped to it, and the person whose desk it landed on would remove the money and share it out to the others in the room.

Finally the major general came back and we were told we had to go to the other immigration office on the other side of town. Another dual taxi ride, another wait. This time for a full general, who wanted to hear our story "from the beginning." Eventually, the general said he didn't know enough about boats to know if our story made sense, so we were sent to the port captain of the commercial harbor of Maputo. Our story made sense to the port captain, and he called the general to tell him so. Ivan said he was hopeful that we would be on our way to the airport by noon the next day.

But the next day, the general wanted to hear our story again, "from the beginning." This time he wrote it down, then he called in a secretary and dictated our story

to him. He said he thought it would be OK for us to leave the country, but that he wanted to get it approved by his superiors. He told us to go directly back to our guesthouse and stay there. He said that if we had any contact with the police, we would be arrested. He would be in touch with Ivan, who would call us. We were effectively under house arrest.

We had been

extending our stay at the guesthouse on a daily basis and our landlady was starting to get suspicious, but she asked no questions. That afternoon, we called Ivan to ask if there was any news. There was not. Ivan cautioned us again about being too pushy with Mozambican officials. He said we could cause offense and they'd toss our papers on a pile and forget about us. He said he would check in the morning.

Thus began a daily routine of "no news but hopefully in the next hour, tomorrow morning, this afternoon." And on and on. Finally, late on a Friday afternoon — overtime for Ivan — we got the call. "You are approved to leave the country, but the immigration officials have to see you get on the plane. They will hand you your passports just as you board the aircraft. Book a flight and get back to me with the flight number and departure time."

Bonnie got us two seats on a plane leaving at 3:30 p.m. the next day, but we could not pay for the seats online. The tickets had to be paid for in cash at the airline office at the airport. We called Ivan with the flight info, and he told us to meet him and the general — who, it turned out, was also the head of the immigration department for the entire country — at the airport immigration office at 1 p.m. the next day.

So we had a booking but no way to pay for the tickets. We explained our problem to our landlady and she agreed to drive us to the airport in the morning and help us exchange enough of our dollars. Approaching the airline counter with an armload of Mozambique bank notes, we were devastated to find that our booking had been canceled "due to lack of payment."

The look on our faces must have alarmed the ticket agent because she went

THE LOSS OF *RISE AND SHINE*



Nick and Bonnie try their hand at land yachting.

to work on her computer and eventually found us two single seats on the same plane and, she explained with a dazzling smile, "for a few dollars cheaper."

Now all we had to do was find the immigration office. Taking a chance, I asked a passing police officer. He led me to it, but the major general who was in charge of that office wanted to know who I was, what I wanted, and . . . he wanted to see my passport!

I handed him a paper with the general's phone number and told him that if he called, everything would be explained. He told me to explain everything myself. "From the beginning."

Other immigration officials started

posed to meet . . . and everybody's ears pricked up. "Mr. So and So is coming here? To see you? Give me that number!" A quick phone call and all I heard was, "Si Señor! Si Señor! Si Señor," then he hung up and told me to "wait right over there."

Ivan showed up at 12:50. One o'clock came and went and the general was not there. Nor at 1:30. Or 2:00. I was about to start vomiting blood when, at about 2:30, he finally wandered in, smiling and shaking hands. The king in his kingdom. He whisked us through the process, bag check, boarding passes, security and immigration checkout. They called our flight just as we approached the gate. We got in line, and we were handed our passports. And, just like that, we were on our way.

Looking back, I can't complain. I know that every year, a few cruising boats are lost somewhere in the world. Going back over my log, I realized that in 22 years, *Rise and Shine* had survived 14 life-threatening situations, including a direct hit by a category-5 cyclone, two lesser cyclones, two times hard aground on a coral reef, two collisions, one dismasting, and one time when I misjudged the height of a bridge, struck it with our mast, and pulled the bobstay fitting out of her bow, leaving a six-inch by six-inch hole right at her waterline. Her incredible good luck finally ran out — but she did her duty: she got us safely into calm water. She saved our lives. She was an extraordinary boat. *Vale, Rise and Shine.*

We are now back in the States and have bought a pickup and small travel trailer. We will spend the next few months exploring the US and Canada, then perhaps a few months in Europe before shopping for a new cruising boat and spending our post-retirement years in the Caribbean.

— *nick and bonnie*

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SAILING SAN RAFAEL —

About two months ago, I was roughly a half mile off McNears Beach and sailing lazily into San Pablo Bay. There was just enough wind to keep the sails full and the boat moving, but not enough wind to ruffle the water, which was perfectly glassy and serene. In the distance, birds cawed and sea lions barked, the chorus echoing through the empty Bay. Occasionally, a seal would pop its head up, spot me, and shyly retreat back into the depths.

Even though land was only a mile and change in every direction, and even though I heard the faraway droning of fishing boats or the occasional airplane, I felt like I'd stumbled into some vast wilderness. In the megalopolitan sprawl of the Bay Area, it's hard to get a piece to yourself. The Central Bay, by comparison, feels congested with container ships, ferries and herds of sailboats. But on San Pablo Bay — and in the waters around San Rafael in general — mine is usually just one of a few sailboats on miles and miles of empty water. The surrounding mountains, which were thoroughly greened with recent rains, reminded me of a scene from a western (but I chuckled at my romantic musings).

En route to San Rafael, the wind died in earnest and I was becalmed. I dropped the jib on my 24-footer and was drifting homeward on a fresh ebb, but I knew I had to start the motor soon. The days were still short and the sun was slipping

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PHOTO / LATITUDE / TIM
UNLESS OTHERWISE NOTED

behind Mt. Tam, but I waited, not wanting to crack the glorious silence with my outboard. Inspired by *Latitude's* founder (aka the Wanderer), I looked at my time out here as an impromptu 'Zen Sailing Meditation'. Just a few years ago, I would

have been supremely frustrated by the lack of wind — I wouldn't have even gone out, in fact, without a robust forecast. But not only was I content to drift, I was completely enthralled.

It was a pleasant surprise. Everything about San Rafael was a pleasant surprise.

About two to three million years ago, the mountains and hills surrounding present-day San Francisco Bay were pushed skyward by geological might, forming a deep, dry, meandering gorge. "During the glacial periods, when vast quantities of ocean water were stored in continental ice, the Bay floor became a valley," said a study by the US Geological Service. The glacier-fed Sacramento River carved through the Bay valley and out the Golden Gate Straits. The ocean only began flooding into present San Francisco Bay some 8,000 years ago.

San Rafael Creek has long been trickling into the Bay, forming a tidal estuary and eventually morphing into an ideal waterway bisecting Marin County's largest city. The Creek, which is also called the Canal, is home to dozens of marine businesses, hundreds of boats, and thousands of homes perched along

"On San Pablo Bay, I see the same stuff over and over again and don't care because it's so beautiful."



the water. The longterm vitality of the Creek is in question, as it, like many Bay Area estuaries, desperately needs to be dredged. The Canal also splits the city of San Rafael into 'two sides of the tracks', separating the city like a moat by income and race.

We cannot recommend San Rafael enough as a surprisingly off-the-beaten-path sailing destination. There are vacant waters for cruising, as well as lively shoreside attractions, which include a walkable downtown and numerous hikes into the hills. There are several marinas and two boatyards. Coming from the greater Bay, and after passing through the center span of the San Rafael-Richmond Bridge, you head 340 degrees and go about 1.5 miles to daymark 17. From there, you're in the channel, which can be treacherously narrow on a low tide (if you draw more than four feet, we highly recommend planning your visit around a rising tide). As you're heading west into San Rafael, keep the green markers close to port. On your right you'll see the East



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A PLEASANT SURPRISE



The beauty of San Rafael is both obvious and in the eye of the beholder.

and West Marin Islands. Head about 295 degrees for about 2.5 miles, where you'll pass Loch Lomond Marina. If you plan to hike in the San Pedro Mountain Preserve, this marina is a good base. It's also home to the nearly 60-year-old Loch Lomond Yacht Club, as well as the new Andy's Market, which has a little bar/café. The Marin Yacht Club, which is more than 80 years old, is right around the corner (and offers tennis courts for those of you with reciprocal rights).

Working your way up the Canal, you pass Lowrie Yacht Harbor, 101 Surf Sports and the San Rafael Yacht Harbor, before dead-ending at the freeway. The 'turning basin' is home to San Rafael Yacht Club, Terrapin Crossroads and the Sea Scout ship *Active* (though it seems to have been quite inactive for many years).

For newcomers, sailing in San Rafael is remarkably egalitarian, as public education and nonprofits have managed to open the sport to a wide range of par-

ticipants. About 35 years ago, Sea Education Adventures (SEA) got their start in Sausalito, but eventually migrated, as one does, to San Rafael. The nonprofit program, which has year-round

adult sailing as well as summer youth camps, takes advantage of San Rafael's ideal microclimate. "It'll be 55 degrees, gray, foggy and drizzling in the City, and then you'll get to San Rafael and it's 80 degrees," said Meghan Hartnett, the program director for SEA.

While San Pablo Bay is known for its gnarly summer chop, the waters around San Rafael, especially in the more protected waters near the Creek, tend to be at least a little mellower and temperate. "The water is a good three to five degrees warmer than Sausalito or San Francisco," Hartnett said. SEA sails out of both Loch Lomond and Marin Yacht Club, and has a number of dinghies, as well as a Santana 22 to accommodate the roughly 180 kids taking classes throughout the summer. Those classes venture to the Marin Islands, the Brothers, Red Rock (which lies just beyond the Richmond Bridge) and China Camp.

A few decades ago, Peter Brown took classes at SEA when they still operated out of Sausalito. Now retired, Brown bought a Pearson Electra five years ago, and says he loves the unique experience of sailing in San Rafael. "Just the other day I had a sail and took a big ebb to say hi to the Golden Gate Bridge," he said. "We had nice wind and tide the whole way. It just takes a little longer to get there. And you're not totally divorced from the Angel Island-Alcatraz corridor. You just have to play the tides right."

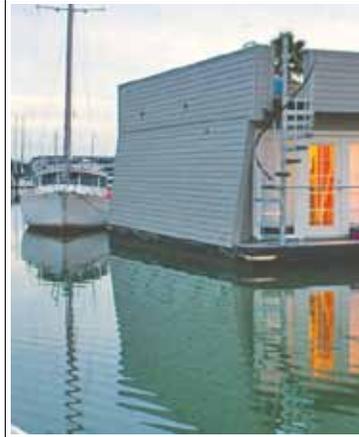
Brown said that when he sails, he's often alone. "If you like solitude, San Rafael is a great place. The whole China Camp shoreline is lovely. I see the same

San Rafael is definitely off the beaten path compared to the crowded, foggy hubbub in the Central Bay.



SAILING EDUCATION ADVENTURES

SAILING SAN RAFAEL —



The San Rafael Canal is a hodgepodge of ritzy houses, austere apartment buildings and all manner of funky abodes. Second from left: The incredibly popular 101 Surf Sports has exponentially boosted access to the Bay, as paddlers don't need wind or deep water. Second from right: Terrapin Crossroads has brought people closer to the Bay, and is (bizarrely) one of the few places in San Rafael to offer food, drink and music with a view of the water.

stuff over and over again but I just don't care because it's so beautiful. It's kind of like Montana," Brown said, unexpectedly confirming my own reverie about the hills surrounding San Pablo Bay. "Except for the big quarry and that oil refinery, it's hard to see evidence of what century you're in. It's kind of like traveling back in time," Brown said.

Still drifting on the ebb and keeping my motor quiet, I slid past the Sisters, two guano-covered outcroppings that can scarcely be called islands. But to me, these features — and the bigger, tree-covered Marin Islands at the entrance to the channel leading to the Creek — evoke a Disneyland-like playscape, like the Pirate's Lair on Tom Sawyer Island. To be sure, the Marin Islands are unequivocally off-limits to the many boaters and paddlers that circle them, with signs that announce: "If you can read this sign, you're too close." Maybe they should

make the sign smaller, then.

But the islands evoke that time-traveling feeling Brown mentioned. I imagine them inhabited (or at least visited) by the first San Rafaelians. I imagine canoes pulled up on the beaches and fires burning and fish cooking. I imagine the building-dense hills empty, and quiet.

Anywhere from 3,000 to 20,000 years ago, ancestors of the Miwok Indians either walked across the Bering Strait land bridge or came by boat, and began to settle the Americas. Imagine having Marin to yourselves for thousands of years. Traffic was lighter, rent cheaper, and the locally grown, organic, fair-trade movement was blossoming. Were the Miwok sailors? While they certainly had canoes and harvested the bounty along the shore, it doesn't appear that sails were part of their craft. One of the most famous Miwoks was Chief Marin "who lived in the first half of the 19th century

[and was] a boatman or mariner valued for his knowledge of the tides," the *Marin Independent Journal* reported.

About 60 years ago, low income housing was erected on the south side of San Rafael Creek, in what's now called the Canal area, or East San Rafael. The population is now about 70% Latino immigrants. "I lived two blocks from the Canal, but was warned by parents to not walk on Canal Street, like ever, because it was dangerous," wrote Javier Zamora in *Marin Magazine*. At nine years old, Zamora traveled alone from El Salvador to be reunited with his parents, who worked in Marin and lived in the Canal Area. After initially being warned of the neighborhood's dangers by his parents, Zamora said that, "Looking back, it was an ideal childhood. Safety was something I learned in the United States. I never heard a gunshot. Never saw a fight."

Cameron Tuttle, a longtime sailor and self-described 'townie,' said he thinks the Canal Area has earned an unfairly negative reputation. "It has good neighborhoods and good people, but it's literally separated from the rest of town by a body of water."

From left to right: "One of our favorite things to do is to drop anchor by the Marin Islands in the summer and BBQ," Ian Patrick Hughes wrote us. "The water warms up enough to swim in the San Rafael Bay. Just need to watch your depth and tides." Second from left: The Marin Islands are beautiful landmarks that you're not encouraged to land on or explore; San Rafael offers miles of empty hills and water; the East Brother Light Station is actually a charming Victorian bed and breakfast. Beware of severe currents if you happen to be sailing by for a look.



IAN PATRICK HUGHES



NATHANIEL BIELBY



A PLEASANT SURPRISE



LATITUDE / JOHN



LATITUDE / JOHN

Almost 50 years ago, San Rafael High School (SRHS) began offering 'alternative' classes for physical education, such as hiking and sailing. Legendary athletics instructor Bill Monti convinced administrators to purchase a fleet of second- (and sometimes third- and fourth-) hand Lasers. The class is still active today. One of the most notable alumni is Bay Area legend John Bertrand, who likely didn't learn to sail in the class, but was a happy participant.

Tuttle, an alumnus of SRHS, was coaching lacrosse at the high school when he stumbled onto the sailing class by accident. "I was sitting behind Montecito Plaza, eating a burrito, when I saw some kids on a Laser stuck on the dock," Tuttle found coach CJ Healy on campus, and offered to volunteer for the program.

"It's a public school class, not a club or a team. All students can take it; most of them have no prior sailing experience," CJ said, adding that the class represents the diverse demographic of the school. "The majority are Latino students who would otherwise never have learned to sail." For the last 15 years, the class has partnered with San Rafael Yacht Club, which offers the high school use of their facilities for free. During the fall

semester, the class generally stays in the turning basin near the western terminus of the Canal, butting up against the 101.

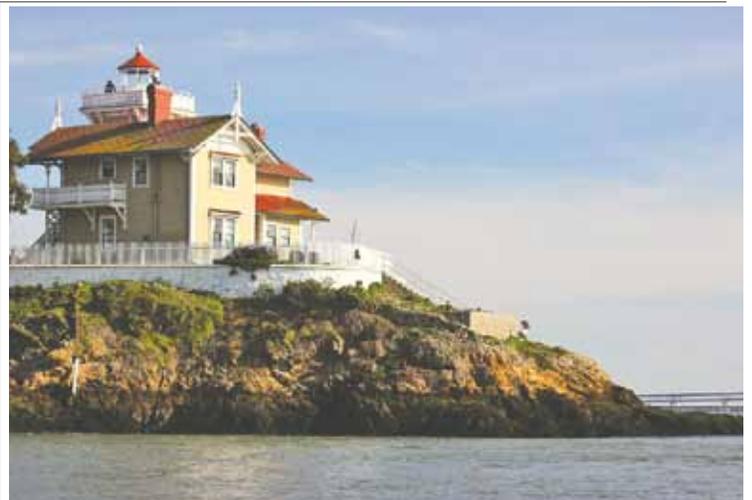
"And this month, we're going to start sailing down the Canal," CJ said. "Some, or most of the kids haven't ever seen it from the water. It's very interesting to watch the real estate. On one side you have these really nice, affluent homes [Tuttle called parts of the Canal the "San Rafael Riviera"]; the other side has these dilapidated apartments piled next to each other." The only source of funding for the SRHS sailing class comes from the annual San Rafael Christmas Tree Lot, which helps pay for supplies each year. Both CJ and Tuttle said the class is always accepting donations.

Sailing Education Adventures also gets kids from the Canal Area onto the water. "We have three camp sessions throughout the summer that are funded through a Division of Boating and Waterways (DBW) grant, which serves students of the Canal," said SEA program director Hartnett. "We run two sessions of this camp in partnership with Bahia Vista School and the Canal Alliance. Students for these classes pay just \$25, which includes lunch (the normal cost is around \$350)."

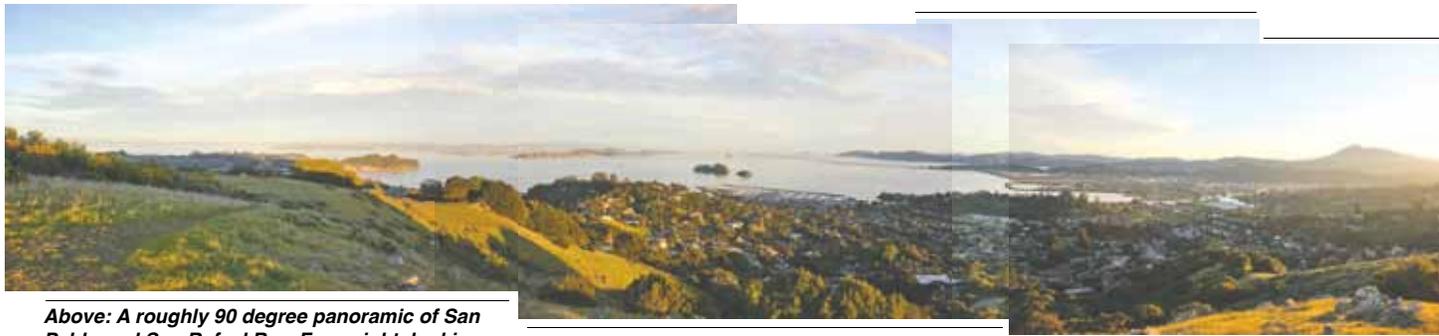
About 40 years ago, the Grateful Dead

released their ninth studio album; the lyrics for the title track went something like this: "Shadows of a sailor, forming winds both foul and fair all swarm; Down in Carlisle, he loved a lady many years ago." About six years ago, Dead bassist Phil Lesh helped open Terrapin Crossroads, a restaurant and music venue on the Canal, with docks where the intrepid boater can tie up. Depth is an issue, but for shallow-draft vessels, it is possible to visit by boat and pull up for a beer and some music. Maybe it's silly to drive to your boat, then motor to the restaurant. But let's be honest, there's nothing like arriving by boat. (PS: I would describe the fare at Terrapin as on the pricey side.)

About 30 years ago, Helmut Aholinger immigrated from Germany after earning his master's in mechanics. He opened his own marine mechanic shop, originally located on the north side of the Canal, near the high school. Helmut's, which is a family-run business, is celebrating their 30th anniversary. "My mom had very limited English, and my dad's wasn't much better," said Helmut's daughter Nadine Urciuoli. "One day, the mailman came by and he said, 'Hey I'm looking for the Grateful Dead; I think their office is around here.' And my mom said, 'I'm really sorry, I don't know of a



SAILING SAN RAFAEL



Above: A roughly 90 degree panoramic of San Pablo and San Rafael Bay. From right, looking north toward Vallejo and moving left to the southwest and Mt. Tam. Below: The China Camp shoreline on a 'crowded' weekend.

funeral institution in the area." Actually, Nadine said, the Grateful Dead 'hideout' was next door to Helmut's original location. "So later that day, Jerry Garcia comes by and says: 'I want to know the woman who thinks my band is a funeral home!' So they became friends, and we would hang out on the docks."

About 45 years ago, a young filmmaker from Modesto California set up shop in San Anselmo, and began to flesh out an idea for a movie called *Star Wars*. For the third installment of the original trilogy, *Return of the Jedi*, several Marin County sailors were commissioned to work on Jabba's Barge, including Bill Kreysler of Performance Sailcraft, Commodore Warwick Tompkins, Derek Baylis and Howard Macken of Sutter Sails. This army of notable sailing talent reflects a bygone era when marine businesses in the San Rafael area — and the Bay, and the country as a whole — were plentiful.

"San Rafael is technically a waterfront town, but it's hard to find," said sailor Peter Brown. "As the town developed, they seem to have tried their best to hide the waterfront. And it's interesting that all of this boating activity happens not far from the freeway, but no one knows it." The Canal is amazingly well hidden, especially at the turning basin, where there's a fair bit of action. The Montecito Plaza, home to a handful of business (including the Trader Joe's that I frequent almost daily), actually butts up against the Canal, across from Terrapin Crossroads. But there's no celebration, no symbiosis between town and water.

Montecito sits coldly with its back to the waterway. There's no café, no bar, no restaurant with patio seating charging exorbitant prices because of the view. I've never seen a town so indifferent to its slice of the Bay.

"Along with all other Bay Area waterfronts, there's been real change over the years," said longtime Bay Area sailor Pat Broderick, who volunteers for SEA. "The small independent chandlery has disappeared — there were a couple along the Canal that used to cater to smaller, older boats. But they've been long gone."

Broderick said that the San Rafael Canal is one of the few "backwaters" left in

"San Rafael is technically a waterfront town, but it's hard to find."

the Bay. There is an influx of waterfront development — most recently in the form of condos at Loch Lomond Marina — but much of the Canal remains wonderfully salty, funky and unique. I keep my 1963 Columbia 24 at Lowrie, and often walk from home (above Loch Lomond) just to sit on the boat, drink coffee and read. "Lowrie is kind of old fashioned and charming," Brown said (his Pearson is a few slips down from mine).

But San Rafael is unquestionably removed from marine services. I can testify to the difficulty of finding a place to buy a measly clevis pin. Any serious, non-jury-rig repairs requires a drive to West Marine or Duke's in Sausalito. But these are minor inconveniences. The Canal has much bigger problems.

"I think the Canal is in trouble," Brod-

erick said. "Dredging issues are going to become more of a concern in a lot of different places."

About 100 years ago, the San Rafael Canal was designated as a federal waterway, and has been dredged some 13 times in the last 90 years, according to *Marin Magazine*. It was last serviced in 2011 (other parts of the Canal haven't been dredged since 2002). Technically, the Canal is on a seven-year cycle to have the Outer Canal dredged (the across-the-flats channel in San Francisco Bay to the mouth of San Rafael Creek), and a four-year cycle for the Inner Canal Channel (to the head of navigation at the Grand Avenue Bridge).

But none of this matters, because Congress has failed to allocate the funds for the Army Corps of Engineers. And because it's not a commercial port, the Canal is low on the priority list. A regional partnership is in the works, where local governments might chip in some of the cost for dredging.

I've run aground more times than I care to admit transiting the long channel back to the Canal. After finally starting my motor and abruptly, loudly ending my Zen Sailing Meditation, I stuck tightly to the narrow path of water past the Marin Islands. Over the coming weeks, I would find an excuse to take the boat out nearly every weekend — rain or shine, breeze or no — but enjoyed the windless days the most. After years of anxiously chasing (and praying for) wind and staring at forecasts, it was nice to unplug, get away from it all, and literally drift in the emptiness. It was an unexpected and pleasant surprise.

— **latitude** / tim



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PACIFIC PUDDLE JUMP PROFILES —

Ever since European explorers first chanced upon the archipelagos of French Polynesia in the 1700s, reports of their jagged volcanic peaks, turquoise lagoons and handsome people have earned them high rankings on the 'must-see' lists of adventurers, romantics and bluewater voyagers.

These days, an annual migration of sailors heads west to French Polynesia every spring from various points along the West Coast of the Americas — a crossing of 3,000 miles or more that we call the Pacific Puddle Jump.

Since we coined that term in the late '90s, we've made it our mission to meet at least a sampling of each year's fleet members and learn about the inspirations that are nudging them west.

On March 5 during our annual PPJ Sendoff Party at the Vallarta Yacht Club (adjacent to Nuevo Vallarta's Paradise Village Marina) we caught up with dozens of Puddle Jumpers — profiled here — who were making final preparations for the big leap. A few days later we joined several South Pacific partners in hosting two additional sendoffs at the Balboa YC (Pacific side of the Canal) and at Shelter Bay Marina (Caribbean side). As always, it was fascinating to meet the crews of this wildly varied cruiser armada. We only wish we had space to profile all of them here.

Dazzler — Union Polaris 36 Daniel Morrison & Jilly Hasty Marina Del Rey, CA

What inspired Dan and Jilly to head off to the South Pacific? "My dad," she told us without a moment's hesitation. "He was a lifelong sailor and he was going to help me sail around the world. That didn't happen, but I think he brought me to Dan, or Dan to me."

Since he was young, Dan has had a fascination with early explorers such as



Andy & Melissa of 'Bravo' hoist the official Puddle Jump burgee.

Magellan who voyaged into unknown waters. So it's no wonder that he's rarin' to go — and he's volunteered to be the net controller for PPJ boats leaving from Puerto Vallarta.

Bravo — Wauquiez 35 Andy Blakeslee & Melissa Mora San Francisco

"My cousin used to own this boat, and he got us into sailing," explains Andy. "I'm from Colorado, but when I was 16 I spent a summer living aboard *Bravo* in San Francisco." That experience opened his eyes to a whole new world — and filled his imagination with dreams of bluewater passage making.

Melissa, too, is eager to up-anchor and head west: "I am definitely a willing partner in this," she says. "I've been eager for a major adventure and this definitely fits the bill." Their 'Plan A' is to explore French Polynesia and the Cook Islands, then head up to Hawaii and back to the Pacific Northwest.

Epiphany — Jeanneau 46 George Durden, Suzanne Mathieu & Jeanne Socrates, FL, CA & BC

Over the years we've met a lot of Puddle Jumpers who've had colorful backgrounds or distinguished careers, but few have been world-renowned sailors. This year, however, Brit sailor Jeanne Socrates will jump the puddle as guest skipper aboard *Epiphany*. Jeanne has about a zillion sea miles, and is the oldest woman ever to complete a solo, non-stop circumnavigation. Last October, at age 75, she was prepping for another solo rounding when she fell off a ladder, breaking eight ribs and fracturing a vertebra in her neck.

For Jeanne, the 3,000-mile crossing to Polynesia will be a cakewalk, but for George, it's the realization of a long-held dream. Having chartered boats in Tahiti in the past, he's always wanted to

sail those sun-kissed lagoons on his own boat.

Suzanne joined George and *Epiphany* for the 2016 Ha-Ha rally, and since then the couple has had great fun exploring the Sea of Cortez and points south.

Oso — Wauquiez 33 Dane Palmer & Keri Williamson, Juneau, AK

"I actually grew up in the desert," says Dane, "so this definitely wasn't

a longtime dream." His intro to sailing was unusual too. While working in Juneau, Alaska, a friend invited him to crew on a local race and he loved it.

"I got hooked and did almost every race for a couple of seasons." Meeting Keri — who was born and raised in Southeast Alaska — was equally unexpected. "I wasn't really aware of the local sailing scene until I met Dane," she admits. "About a year ago, Dane invited me to come along on this adventure and it didn't take me long to say, 'yes.'"

Their current game plan is to sell the boat in Australia. But as Dane says, "You never know."



Dane & Keri of 'Oso'.

Borboleta — Beneteau First 405 Priestley family, Vancouver, BC

Glen Priestly recalls, "Thirty-five years ago I went to the South Pacific by plane and did some crewing in New Zealand and Fiji, and did a lot of diving on the Great Barrier Reef. Since then, it's been a lifelong dream to come back with my own boat." This spring he's finally doing it with his two kids along as crew — Tristan, 20, and Laura, 18 — plus another young watchstander. Their mom, Heidi, has opted to skip the crossing, but will fly out to join the boat and enjoy some island-hopping.

Banyan — Mason 43 The Vawter family, Napa, CA

Based on more than 20 years of reporting on the Puddle Jump, we'd bet that hundreds of west-



Jilly & Dan of 'Dazzler'.

ALL PHOTOS LATITUDE / ANDY

Jeanne & the 'Epiphany' crew.



AN INSPIRED MIGRATION



Meet the 'Banyan' crew.

bound cruisers have been inspired by reading *Dove*, Robin Lee Graham's classic tale of solo circumnavigating. Tania Aebi's *Maiden Voyage* has had a similar influence. Cameron read them both during his youth in Australia. "Since then, I always felt like I wanted to sail around the world," he says. "And I eventually met the right woman."

"Actually," corrects his wife Anne, "I kind of married you because of that!" Having previously cruised with their daughters Adelaide, 10, and Isabel, 9, Anne says "We now have a very loose plan for a five-year circumnavigation."

Maia — Sceptre 41
Dick Peek & Laura Ritter,
Park City, Utah

"I was in my 20s, living in San Diego, when I first got the voyaging bug," Dick recalls. He bought a stout 32-ft ferrocement sloop for the journey, but that cruise never happened.

Today, however, he's got Laura along

We took a break from our Vallarta YC Sendoff Party to pose this Mexico PPJ Class of 2018 portrait at Paradise Village Resort.

as first mate and a much more seakindly boat to cruise aboard. Their future plans are TBD.

Harlequin — Express 37
Henk & Lisa Benckhuysen
Sidney, BC

Henk explains that it's thanks to his wife's family that they have embraced the cruising life. "I suggested we buy a boat as an alternative to trying to keep our large family together on hiking trails. My brother gave us a subscription to *Pacific Yachting* and my father gave us *Cruising for Cowards* by Lisa Copeland. Henk read them both, and here we are.

"We did a similar trip years ago with our kids," explains Lisa, "so now we're back out for Act Two, with an open-ended timetable."

"Last time we went European-style, adds Henk, "We had six people on a 31-footer. This time we're on a 37-footer with just the two of us." So comfy!

Dash — Taswell 56
Mike Priest & Kellie Fennessy
Marina del Rey, CA

As a professional delivery skipper, Mike's experience is a bit unusual: "I've



Lisa & Henk of 'Harlequin'.

been delivering other people's boats to a lot of fun places while on their timetable. But now we've got our own boat and we get to explore all those places at our own pace."

"We're both racers," says Kellie, "but this time we're going to go slow and take it all in. We're both looking forward to experiencing the cultural traditions along the way."

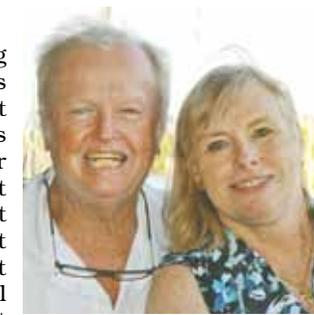
About the boat's name? "On a tombstone you see two dates separated by a dash," explains Mike. "So we're trying to make the most of our 'dash'."

Cool Change — Pacific Seacraft 31
Rick & Cindy Patrinellis
Sausalito, CA

Rick and Cindy both love water. In fact, they met

22 years ago while white-water kayaking. When Rick suggested they buy an RV after retiring so they could haul their kayaks around, Cindy said, "Well,

no. Let's get a sailboat. That way we won't be limited by land. We can go anywhere." Soon afterward they bought *Cool Change* and brought her south with the 2014 Baja Ha-Ha rally. And they've been fine-tuning her for the crossing ever since. "She is arguably the best-equipped Pacific Seacraft 31 on the planet," says Rick.



Mike & Kellie of 'Dash'.



Rick & Cindy of 'Cool Change'.

Boombbox — Beneteau 41
Kathryn & Cameron
Deyell
Marina del Rey, CA

"This boat's called *Boombbox* because we take the party with us," explains Cameron, who is a Kiwi. "This is a family adventure." The crew will include his dad, Richard, and Australian wife Kath-



PACIFIC PUDDLE JUMP PROFILES —



The 'Boombox' crew takes the party with them.

ryn. Her mom, Jan, will supply shore support.

Talk about a change of pace, Cameron, a musician by trade, has left the L.A. music scene in his wake in order to return to his roots in New Zealand and Australia. He paid us a huge compliment at the Vallarta Sendoff Party: "The Puddle Jump is exactly the ethos of sailing that we were looking for. It would be much more daunting to do what we're about to do without the Puddle Jump organization. So thank you."

Caesura — Island Packet 485
Jon Appelt & Kristi Ficek
Swan Lake, MT



Kristi & Jon of 'Caesura'.

and kinda went into fast forward from there."

Kristi adds, "We sold everything we owned and bought the boat, and now our plans are open-ended. So as long as we are having fun we'll keep doing it."

Sao Nicolau — Jeanneau 45
Wolfgang Stoeffl & Leonie Deramus
Fairbanks, AK

Wolfgang and Leonie both grew up

Meet the happy crew of 'Sao Nicolau'.



in the same region of Bavaria, but they met only five years ago. Almost immediately he told her about his passion for sailing. "For over 60 years I've been on the water," he says, "and if you're too old to climb Mt. Everest the dream of sailing to the South Pacific is as big a goal as you can have."

Boo's Blue 2 — Bavaria 42
Jim & Jeannette Drake
San Francisco, CA

Having cut the cord from their long-established marine services compa-



Jim & Jeannette of 'Boo's Blue'.

ny, Jim and Jeannette are now free to roam aboard *Boo's Blue*. She had originally wanted to sail to the Eastern Caribbean, but when Jim explained that those islands lie

1,200 miles to windward, while sailing to French Polynesia is a downwind run fueled by easterly tradewinds — in theory anyway — the choice to head west became a no-brainer.

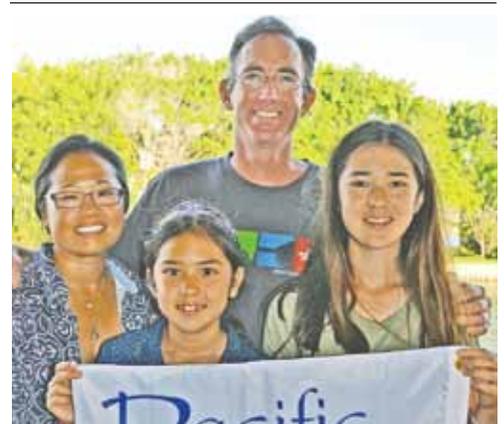
Having delivered, or helped deliver, many boats for customers in years past, Jim is now thrilled to be on his own open-ended timetable

Luminesce — Waterline 44
The Cross family
Bellingham, WA

"The idea of doing this has been with me for so long that I can't recall the original inspiration," says Jeffrey (aka Dad). "But when I was young I read books by all the famous sailing writers: Slocum, the Hiscocks, Bernard Moitessier. . . And at some point the thought finally clicked that this would be a great way to travel."

"We talked about it before getting married," recalls his wife Monica, "and it was a bit of an ultimatum for me to agree to it!"

We asked 11-year-old daughter Julianna how she felt about this



The Cross family sails aboard 'Luminesce'.

adventure: "Actually, I couldn't believe that we were really going to do this. I mean, 'Really?'"

Nightide — Liberty 458
Helen Butler & Ian Girvan
Yellowknife, NT, CAN

Helen explains that her dad was the inspiration that launched the couple's cruising adventures. "He was a sailing instructor in New Zealand. He taught

"Dad wanted to do this, but he never got the chance."

all seven of us kids to sail and crew for him. Dad wanted to do this, but he never got the chance."

How's this for an ambitious refit:



Ian & Helen of 'Nightide'.

Helen and Ian bought *Nightide* in San Diego and trucked her nearly 2,000 miles to Canada's Northwest Territories (62°N), where they worked on her for four years in an insulated shed before trucking her another 1,000 miles to Vancouver. Before heading south to Mexico, they did a shakedown cruise to Alaska!

Sea Casa — Hunter 31
Connor & Chase Jackson
Redondo Beach, CA

Connor, who, at 25, may be this

AN INSPIRED MIGRATION

year's youngest skipper, got into the cruising scene by accident. "I actually bought the boat when I got out of college in order to save money on rent." Berthed near him was *Blue Sky*, whose owners, the Mather family, had circumnavigated. "They taught me about cruising and convinced me it was attainable for someone right out of college. So I got the bug and went from there."

Connor's crew is his brother Chase,



Chase & Connor of 'Sea Casa'.

who flew out from New York to join him about a month before *Sea Casa* sailed south. "I was looking for a change of pace and an excuse to get out of New York, so what better way than to spend some time with my brother and go sailing for a year?"

**One Fine Day — Island Packet 460
Ed & Linda Harms
Edmonton, AB, Canada**

"Because Alberta is in the middle of the Rocky Mountains, boating isn't typically on anyone's mind there," says Ed. "But we worked hard all our lives and we figured a palm tree in Polynesia is about as far away from work as we could get."

Nine years ago, they began taking sailing lessons,



Linda & Ed of 'One Fine Day'.

and they bought the boat a few years later. After four years of honing their skills in British Columbia, they had the confidence to join the 2016 Baja Ha-Ha. And this month they'll chase the sun across the western horizon.

**Muskoka — Lagoon 400
Scott Doran & Laurie Ritchie
Sidney, BC**

"Mexico has been fantastic," says Laurie. "We didn't think it would be so



Laurie & Scott of 'Muskoka.'

great, but it has been — especially the people." "But now we're ready to head west," says Scott. "I'm looking forward to the passage itself. It's my Everest, and I've been thinking about it for 20 years."

Laurie seems more interested in exploring ashore: "I'm looking forward to hiking up to those high peaks and looking down at the anchorages below."

**Summer — Shannon 28
Leo & Laurel Pershall, Sausalito, CA**

To say that boating is in Laurel's blood would be an understatement, as she was raised aboard a boat in a Sausalito marina. And today she and Leo are about to jump the puddle on the smallest boat in the fleet.



Laurel & Leo of 'Summer'.

That said, *Summer* has been upgraded substantially during the years they've owned her, and is now fitted out for open-ocean sailing. Like many small-boat sailors, Leo and Laurel are what you might call budget cruisers: "We're probably going to run out of money eventually," says Laurel. "But we're going to try to get around the world before we do," adds Leo with a smile. We wouldn't be at all surprised if they did.

**Sedna — Hans Christian 38T
Cliff & Giselle Miller
Juneau, AK**

Cliff and Giselle have an unusual background, as well as an unusual hobby. Every summer they crew aboard a small charter vessel in Southeast Alaska, and while they are cruising they — well, mostly Giselle — interview sailors of all stripes for a series of podcasts. "Sailors love to talk about themselves and their boats," says Giselle, so she is never lacking for



fresh subjects. "I do interviews with people who have just started cruising

as well as highly experienced sailors such as Jeanne Socrates, and we piece them all together in a radio narrative called *Why We Spin Yarns*." (Search for it on iTunes.)



Giselle & Cliff of 'Sedna'.

**Baloo — Amel Maramu 46
The Devergranne Family
San Francisco**

Because Susie (Mom) has a long-stay visa and the rest of her family have French passports, they will have the luxury of traveling through the archipelagos very slowly.



The 'Baloo' crew will be able to linger.

"What has inspired me is a huge sense of adventure, wanting to disconnect from traditional society and to homeschool my son Julien in an al-

PACIFIC PUDDLE JUMP PROFILES



ternative environment. My husband, Jean-Rene, has been wanting to do this since he was a very young child. In fact, he's been planning it his whole life, so we're all pretty excited."

Family friend Jordan Moscipan will round out the crew.

As you read this, many of the folks

Along with partners from the South Pacific Sailing Network, we co-hosted Panama PPJ sendoffs last month at the Balboa YC (seen here) and at Shelter Bay Marina.

profiled on these pages are already in mid-ocean, looking forward to making landfall soon somewhere in the Marquesas Islands.

We hope to catch up with many of them at the annual Tahiti-Moorea Sail-

ing Rendez-vous, June 22-24, and learn about their crossing adventures. So look for additional Puddle Jump reports in the coming months, both here and in *Lectronic Latitude*. (Find more PPJ info also at: www.pacificpuddlejump.com.)

And while you're at it you might ponder this question: Is there a Pacific Puddle Jump in your future?

— **latitude/andy**

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ON SELLING A BOAT —

PHOTOS C. SHELTON
UNLESS OTHERWISE NOTED

That tired old saw about "the happiest day of your life is when you buy or sell your boat," is nonsense, and I wish people would quit saying it. That, and "would you do mine next?" when they see you cleaning your boat. Yawn.

Selling a boat is like any other transition in life, with a few marine-centric challenges. This happens to be fresh on my mind as I just sold my 30-ft 1967 Lindsey liveboard sloop. If you are currently trying to sell your boat, take heart from the following tips and trials hard-won from my recent boat sale adventure.

1) Don't Believe Everything You Hear: When various marine professionals tell you it will take 18 months to sell your boat and that this is a lousy time to be selling, remember, you're in California. Any time is a good time to sell a boat. Boat buying is not a logical or rational decision. It is purely a gut feeling. When someone gets a serious jones for a boat, they will not rest until standing on the deck of their very own *Black Pearl*. How fast you sell depends on your marketing strategy, patience and willingness to bend when an opportunity comes along.

2) Know Your Timeline: If you are in a rush to sell, you will probably have to compromise either your price point, purchaser approval or both. Do the calculation of slip fees spent for every month you don't sell, and set a date for when you will lower your price and by how much.

Try not to confess any urgency to sell with buyers. Appearing desperate to sell will only whet the capitalist appetite to get a 'deal'.

'La Bonita's Summer of Love, United Colors of Benetton cockpit cover, which turned out to be a charming selling point for the new owner.'



3) Market Honestly: All of the prospective buyers who saw my boat agreed that my description was accurate. Play up the attributes of your boat, but don't neglect any serious deal-breaker details. It's a waste of time for both you and the prospective buyer and makes for an awkward moment of admission when they discover the omission.

4) Advertise Broadly: *Latitude 38* has a classified section, of course, but since my boat was located in Southern California, I didn't think Bay Area buyers would be interested in trekking down to Oxnard. I have since learned that serious buyers will go far and wide to see particular boats, cramming several viewings into the same day. A savvy boat seller will give the prospect some kind of info page to take with them, as buyers get dizzy after seeing too many vessels, and can't remember what they saw.

I ended up trying *The Log*, www.SailboatListings.com, www.sailboatdata.com, www.TinyHouseListings.com, and *Craigslist*. I also had a page on my website, put up posters, and alerted local yacht clubs. I posted big For Sale signs on my boat that you could read from shore, and hoisted the multicolored flags up to the mast in a 'can't-miss-it' display. Honestly, the most response was from *Craigslist*. I suspect that's also where the spam ads and calls originated.

5) Dismiss Unwanted 'Help': There are apparently rogue yacht brokers trying to 'help' you sell your boat. They will start the phone call by asking if your boat is still for sale — as if they are an actual prospective buyer. Listen for the sounds of a call center in the background.

The first time one of these rogues called, I was polite and said "no thank you and take me off your list please." After a dozen such calls, well after the boat was sold, I unleashed my best colorful sailor expletives. I haven't heard from them since.

And then there are the locals. Everybody's got an



opinion. Some people will want to know how much you want for your boat and will always say you are asking too much, and, "Ya know, it would really sell much quicker if you just painted it white to make it look less like a hippie boat."

Well, my boat *was* born in the Summer of Love. It completely deserves its three-tone paint scheme and Colors of Benetton full cockpit cover (scavenged canvas). It was meant to be a liveboard vessel, and so has . . . quirks, or customizations. That's what people *did* with their boats back then.

Advice to neutralize the personality of the boat was an annoying and frequent chorus that ultimately turned out to be invalid. The person who bought it was attracted to the unique character of the vessel. Trust your instincts about your boat and tune out the people who start with "You know what you really have to do . . ."

6) Set a Fair Price — with Wiggle Room: If you love your boat, you will not feel very objective about the price. For some people, it's just a thing to be traded for money. In my case, my boat was my home for 10 years. I touched every part of it at some point and did not want to just sell it to some knucklehead who would crash her on the rocks the first time out. Identify the price at which your stom-

12 TIPS FOR A SMOOTH SALE



RICHARD CARPENTER

The author, steering from the boom in the Delta. Most owners put their own unique touches on their boats, and there's no way to know how a prospective buyer will like your particular flair.

ach hurts with anticipatory regret, and go above it \$500. That's your bottom line. Then increase the number until it feels unrealistic and tune it down a little from there.

The goal is No Seller's Remorse. And it's not impolite to decline to say what the final price was. "I got what I wanted for it," is sufficient.

7) Clean the Boat: Don't get lazy with the tidying up. Just like a house for sale, the new captain has to be able to imagine his/her stuff in that space. Any of your personal belongings still in the boat when shown will get in the way of that vision of ownership. Leave the essential boat equipment, of course, but you can sell off the spare stuff at a marine consignment store while you are waiting to offset the slip fees. There's no way to know what the new owner will do with the boat, so let them acquire their own redundant equipment.

In my case, I was trying to sell my boat during the awful SoCal wildfires. In addition to the sand and dirt blown in from the beach, there was ash everywhere. While I waited for the phone to ring, I cleaned like a maniac.

8) Surveys and Trial Sails: Pre-sale surveys and outings are a completely personal decision. I had a five-year-old survey I offered for review. I was not about to pay to get another one done. I'd just refreshed the bottom paint six months before, and was not crazy about the idea of my boat's getting hauled out



again. I told prospect that money spent on a survey was money better spent on the boat.

I was also not keen on taking people out for demonstration sails. It's time- and energy-consuming. There are going to be a lot of tire kickers (fender slappers?) before the right person is ready to buy. Prospectives had to demonstrate serious intent before I was willing to take them for a spin in the harbor.

9) Write a Note to the Future Captain: No one knows your boat like you do. If you have details about the improvements you have made, or the special tool you devised to make a task easier, write it down and leave it onboard. Do not start telling the prospective buyer all of those things you are so proud of, or they will get overwhelmed. Let them ask questions and try not to go off on a tangent with the answers. If they are new to boats, keep it simple.

I left my whole marine reference library on board for the new owner to reassure them that any questions they had could be answered.

10) Be Prepared: Have all of your paperwork ready to go. I had a folder with clear sleeves for the federal documentation certificate, survey, sample insurance page, county tax assessor reassignment, sample titling company document, and two blank bills of sale.

Buying a boat can be intimidating. Encourage your buyer by making the

Fresh bottom paint for 'La Bonita'. Taking good care of your vessel is good for your resale value. For a true sailor, it's also good for your soul.

ON SELLING A BOAT

process easy and showing the costs up front.

In the case of documentation, the back of the USCG certificate is the title. I met the buyer at the local AAA office where, as a member, I get free notary services. Ask to be paid in a bank check or cash, or go with the buyer to your bank to deposit their personal check to make sure there are no problems.

Note: Some buyers will deliberately neglect to buy insurance or submit the change of ownership paperwork. Take care of that for them if you want to be sure you won't be held liable for an accident in a boat still registered in your name.

11) Communicate With Your Marina: When you know you want to sell your boat, tell your harbor manager. You will need to document an open-ended 30-



The author and her boat on the hard at Berkeley Marine Center. After years of hard work and commitment, selling your longtime home is no small matter.

day notice. They will tell you if there are any rules about how you may advertise.

My marina in Oxnard had a special half-price slip fee if I turned the sale over to a local yacht broker. I declined, but

it was a good option if I couldn't stay and sell the boat myself.

Marina office introductions to prospectives are mutually beneficial. New owners will want to know how much time they have to remove their new vessel, or what it would cost to keep the slip. Marinas will size them up as possible new tenants.

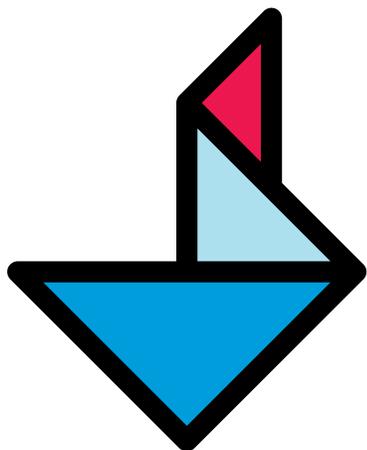
12) Say Goodbye:

Make sure that everything you want off the boat is in your possession. You can't go back

for it after the sale. Take one last look, pat the rail, take a selfie with her, wish her well. We all need closure, and feeling ready to move on will prevent a late-night attack of regret.

— c. shelton

Readers — In an upcoming issue, we'll bring you a story about preparing to buy a boat.



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"Weight to leeward!" shouted the skipper.

The race had started in a pleasantly warm northerly breeze, but as often happens with light northerlies in early spring, it had faded by the second windward leg.

"More leeward weight!" he repeated. "I need more heel angle!"

We all slid our feet over the leeward rail, leaning out against the bare lifeline wire.

"Why are we doing this?" asked the novice crew sitting just astern of me. "Don't the sails and fins work better when they're vertical, so they can project more of their area to the flow?"

Lee Helm had brought one of her engineering grad student friends along for the race. He was not a sailor, but knew enough about hydrodynamics to be dangerous.

"We're using gravity to keep the sail full," I answered. "There's not enough wind pressure to keep the sails in the proper shape, so heeling the boat helps. What little wind there is will find something resembling the right shape in the sails."

"That's true, but it's, like, mostly for helm balance," Lee corrected me from her perch forward on the rail. "Gotta heel enough to put some weather helm on the boat, 'cause the keel and rudder are more efficient if they both lift in the same direction. Induced drag is minimized if the spanwise lift loading is distributed

evenly on each foil."

"Good point," said the new sailor, who seemed to fully comprehend the point Lee was making.

"If heel were zero," Lee continued, now directing her explanation at me, "the boat would not have any weather helm, the rudder might have to push to leeward

"I'm never happy unless I'm pointing higher than all the boats around me."

to hold course, and the keel would have to do all the work resisting side force."

"Isn't helm balance controlled more by mast rake?" I asked.

"The range of adjustment for mast rake is, like, only 10 or 20 centimeters," said Lee. "But heel angle moves the rig side to side by meters. The books show helm balance as being all about side force, but there's a forward thrust force from the sails too. Heel moves the thrust from side to side, so heel angle has a big effect on steering force. Changing heel angle is, like, the quickest way to adjust helm balance."

Meanwhile the wind had started to come back.

"Too much heel!" called the skipper. "Let's move a couple of bodies to windward!"

This was a welcome development. I stayed on the leeward rail while Lee and her friend moved to the high side.

I expected to join them on the windward rail as soon as the wind came up just a little more, but instead it held at around eight knots. A larger and faster boat was starting to gain on us from astern, threatening to roll over us to windward.

"Let's move to centerline," Lee suggested quietly, gesturing that I should come off the rail while she moved down to the boat's centerline. "Get right under the boom," she instructed. "If we do this right we can seal the root loss from the mainsail, and point higher."

The three of us, in our PFDs and foulies, filled up the air space nicely between the front half of the boom and cabin top.

"That should give you, like, another degree of pointing," Lee called back to the afterguard.

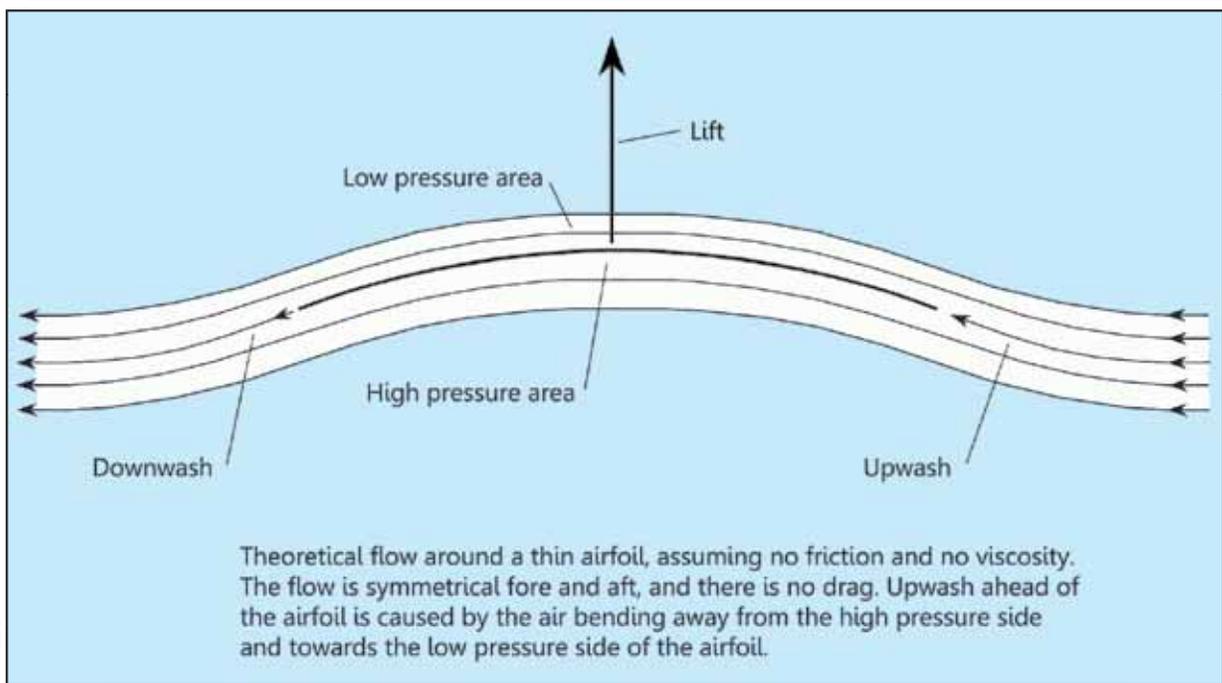
"Good, we're trying to pinch up to give that boat on our stern some bad air and hold them off," replied the tactician.

"But, like, don't sit on their face," Lee advised. "That will make them tack, and we want to stay in safe leeward position where we're lifted a little in their upwash. We're going faster with them on our windward quarter than if they weren't there."

It was subtle, but it seemed to work. With our bodies blocking the air flow under the boom, we were pointing high enough to hold even with the oncoming threat, and stay in the advantageous safe leeward position.

"I'm never happy," announced the skipper, "unless I'm pointing higher than all the boats around me!"

"A pincher," Lee whispered. "But on this kind



of boat it's the fastest way up the wind."

"This is cool," observed the new crew. "We're probably cutting the induced drag from the mainsail in half by suppressing the root vortex."

"I can see how our body position prevents some power loss," I said. "But how does it reduce drag?"

"Induced drag," said Lee. "It's the unfavorable change in the direction of the lift vector, induced by the vortices at either end of an airfoil."

The engineering student was eager to explain, so he found a mostly blank page in the tide book in his pocket and started to draw a diagram of a wing in cross section.

"Draw a sail instead," suggested Lee. Circular arc, no thickness, like our jib. And by the way, sailors usually show the boat from the starboard side, air going right to left. Not like airplane convention, with the air going left to right."

The engineer scratched out his airfoil sketch and drew an arc, with lines representing the flow of air around the section of the sail.

"In theory," he said, "with no friction, no viscosity and no boundary layer, and with infinite acceleration around corners not allowed, the flow is symmetrical. What flows in is a mirror image of what flows out."

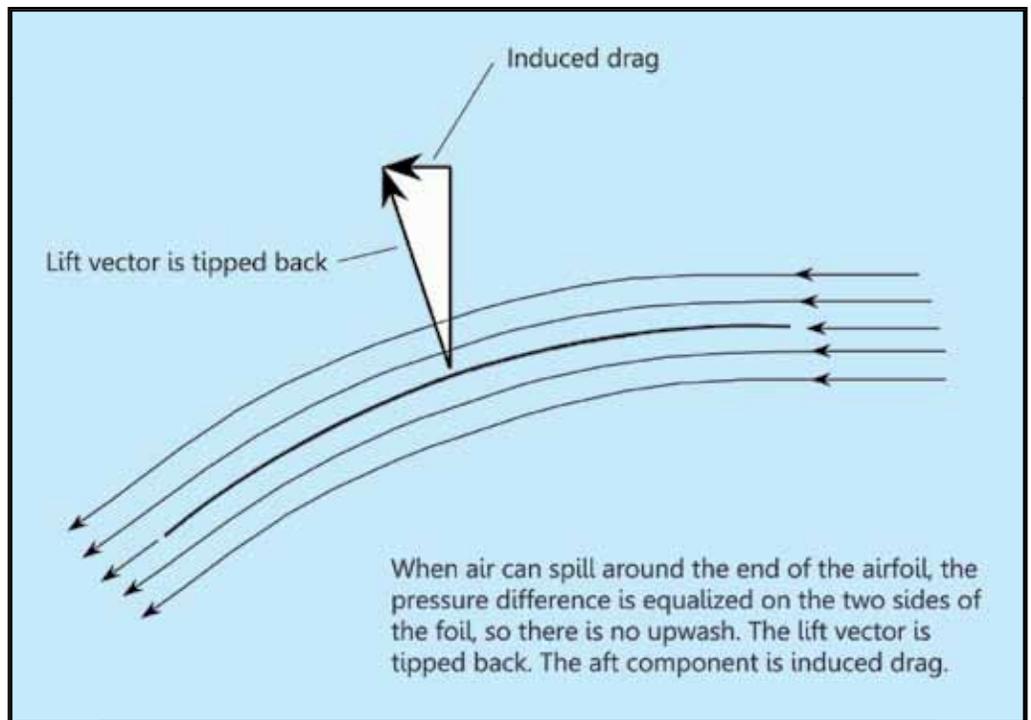
"But what makes the flow turn upward before it even gets to the sail?" I asked, after looking closely at his drawing. "How does it know?"

"The air doesn't know anything," Lee interjected. "It's just flowing from high pressure toward low pressure."

"Right," said her friend. "The low pressure is on the top of the foil, high pressure underneath, and the upwash is caused by air flowing downhill along the pressure gradient as it approaches."

"The pressure difference is from Bernoulli?" I asked.

"Forget Bernoulli," he said. "That just confuses things. Elementary texts try to teach Bernoulli in one-dimension and then apply it to two- and three-dimensional problems where it doesn't make any sense. And besides, this is a thin airfoil. Think centrifugal force. We assumed no viscosity or friction, but this idealized flow still has mass and pressure and elasticity. So when the sail bends the air flow, centrifugal force tends to pull the flow away from the sail on the



leeward side, reducing the pressure. Centrifugal force pushes the air into the sail on the windward side, increasing the pressure. That's really all you need to know to understand the ideal flow pattern around a sail or an airfoil."

"That's easier to understand than Bernoulli," I agreed.

"Except for one thing," the engineering student said. "Induced drag."

I had a feeling the confusing part was

"The air doesn't know anything. It's flowing from high pressure toward low pressure."

coming up next.

"Remember, it's the low pressure and high pressure differential on the two sides of the sail that causes the upwash angle as the air approaches, and the symmetrical flattening out of the downwash angle as the flow exits."

"And like, upwash doesn't really mean up," Lee added to clarify, "because we're mixing up airfoils and sails. Upwash is up for a wing; it's a bending of the flow to leeward for a sail, as in the diagram."

"The lift force in this idealized sym-

metrical flow," continued the student, "has to be straight up because of symmetry. There's no drag, and lift-drag ratio is infinity."

"That would be wonderful if we could actually achieve it," I said.

"For high-aspect-ratio wings, we come very close," he said. "Think of gliders with 50-to-1 glide ratios. But look at what happens near the bottom of the sail. Air spills under the boom from high pressure to low pressure, equalizing the two sides. So now, approaching air doesn't bend up to the low-pressure side, and you have to change the angle of attack or trim in to prevent luffing, and now the angle of the lift vector is tipped back. Suddenly there's drag. This new drag source, caused by the rearward inclination of the lift vector due to tip or root losses, is called induced drag."

"And we're minimizing it right now by putting our bodies between the sail and the deck," Lee pointed out.

Meanwhile we had moved to a position directly ahead of the larger boat, slowing them down enough with our backwind so that they were no longer a threat.

"Notice the boost we got when we were in the safe leeward position, ahead and to leeward?" said Lee. "The upwash into their rig was a small lift for us. And now our downwash is giving them a header."

As predicted, they tacked away rather

MAX EBB

than breathe our bad air any longer. We assessed the likely wind shifts, and tacked a few minutes later. But the wind was still building, and soon we were all back on the windward rail and unable to play more games with induced drag and pointing angle.

"It really is a shame that there's frictional resistance in actual air and water," I said. "The lee bow effect in practice isn't nearly as big as in that diagram. Think how high we'd be able to point, in theory, with infinite lift-drag ratios."

"In theory," said Lee, "there's no difference between theory and practice. But in practice, there is."

max ebb

The 12-step program for pointing high:

1) Use only deck-sweeping jibs. Don't allow any air to spill under the foot of your headsails. Applies to all size jibs. Sheet trim has a very big effect on twist with deck-sweeping jibs, so a mechanism for controlling lead angle under load is also important.

2) Use the thinnest diameter bare

wire lifelines that are legal, to minimize parasitic drag. If you need padding, put it into your PFD instead of the lifelines.

3) Minimize diameter and number of lacing lines between the wires. You need just enough to keep sails on board, but no more.

"Forget Bernoulli. That just confuses things."

4) Run all unused halyards to the masthead on light messenger lines. This also protects them from sun damage between races.

5) Never allow your crew to hang a coiled sheet or aftergy from the lifelines. That's an air brake!

6) Store the horseshoe life ring and other overboard gear horizontally, out of the breeze, or lying flat at the back of the cockpit sole if there's an open stern.

7) Use mast rake and mainsail design to get the boom really, really low. Low

booms spill less air underneath, and in the right wind conditions, the crew can more effectively seal the air leak with their bodies. On a small boat, it might even be safer if the boom hits crew on the shoulder instead of on the head.

8) Rig the most powerful backstay tensioner in your fleet. On most boats, you'll need a very tight forestay and good mast bend control to make the sails flat enough to point high. If you ever have to use all your strength to get the backstay tension you want, then the tackle is not powerful enough.

9) No stand-up cocktail parties. On big boats, keep the bodies low and out of the breeze.

10) On boats with multiple sets of spreaders and parallel shrouds, tape the shrouds together where possible to reduce wind resistance. A compact bundle usually causes less air drag than separated rods or wires.

11) Keep the keel and rudder perfectly smooth.

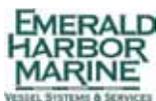
12) If your class rules or racing association allow it, remove the stern pulpit and any other deck hardware that increases air drag.



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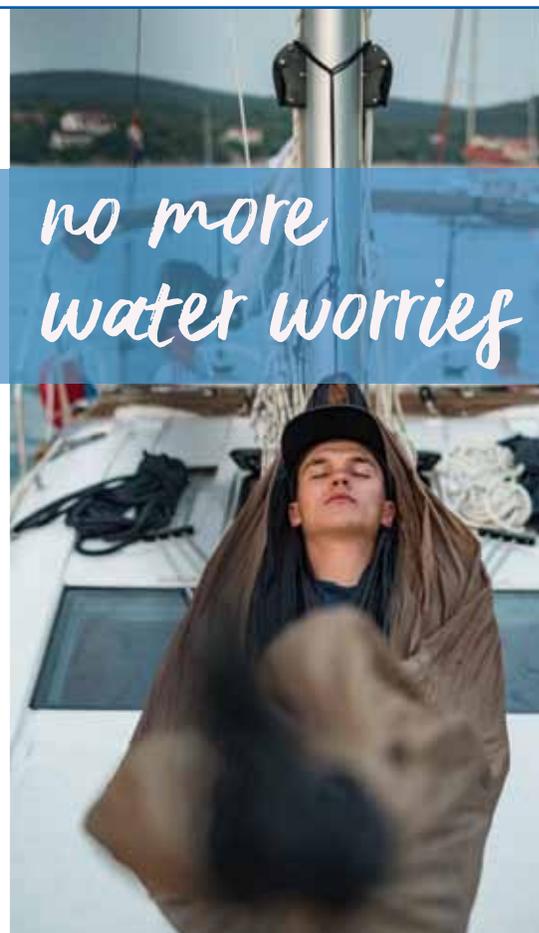
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THE RACING

In the California Republic, the arrival of March put an exclamation point on a generally mellow winter. Stormy or windy conditions affected the **SSS Corinthian Race**, the **Tiburon YC Midwinters**, **Jack Frost**, the **Rites of Spring** and the **Squirrel Bank Race**. **Big Daddy** dealt with light air and low fog, but conditions were just right for the **PV Race**. We also check in on the **Opti Nations Cup** and Merlin in the **St. Petersburg-Habana Race**. **Box Scores** includes a slew of midwinter results, and we end with **Race Notes**.

San Diego to PV Race

The 2018 San Diego to Puerto Vallarta Race delivered everything that the brochure promised. In a race that can encounter foul weather or light air, this year's competitors were graced with perfect conditions for a classic downwind romp to Banderas Bay. Twenty-six monohulls and two multihulls took up the challenge of racing the 1,000 miles to PV, and a testament to the speed of the quickest boats in the fleet, both monohull and multihull course records were under threat.

Knocking some four hours off Tom Siebel and the MOD70 *Orion's* 2014 course record, H.L. Enloe's ultra-quick ORMA 60 *Mighty Merloe* set the new mark at 2 days, 3 hours, 58 minutes and 21 seconds! Sailing into PV just over a day after *Mighty Merloe* was Manouch Moshayedi's *Rio100*, which finished in 3 days, 6 hours, 58 minutes, missing her own course record from two years ago by just over an hour.

Claiming overall honors for the first time in 20 years was Roy Pat Disney on *Pyewacket*. Rock-star navigator Tom Addis cut the corner on her Division 3 competitors near Cabo San Lucas, with *Pyewacket* sailing near the coast at

The overall winners, the crew of Roy Disney's Andrews 70 'Pyewacket'.

sunrise in localized land breezes before punching through to the stronger winds off the Sea of Cortez. Sailing at least 40 fewer miles than her rivals, *Pyewacket* beat nearly all the faster boats in her division to the finish line to win Division 3 by some 12 hours and the overall by nearly three hours.

Finishing second overall and winning Division 6 was Viggo Torbensen's J/125 *Timeshaver*. With navigator Jon 'the Hippie' Shampain and a host of talented sailors onboard, *Timeshaver* was a pre-race favorite, though she found her hands full in a long match race with her J/125 sistership *Derivative*. "We lost our instruments and communications for some of the race, so we were sailing sorta blind, but seeing *Derivative* right there for the entire race made us really want to push the boat harder," said *Timeshaver* crew Keith Magnussen, a rep for Ullman Sails. It was fun, but it was difficult and nerve-racking to be able to see the competition the whole time."

Leading the first wave of starters, Tracy Obert's custom 59-ft ketch *Marjorie* only narrowly missed out on being the first monohull to reach Puerto Vallarta. "The breeze went a little bit lighter closer to shore and also farther offshore, so we just sorta rode the 'sweet spot' in the middle and had strong breeze most of the

Division 3, with Bob Lane's Andrews 63 'Medicine Man' seen here in the foreground and Lorenzo Berho's Kernan 70 'Peligroso' in the background, started the San Diego to Puerto Vallarta Race on March 7.



BRONNY DANIELS / JOYSAILING

race," *Marjorie* navigator Bill Guilfoyle told us. "A big key for us was that we arrived near Cabo San Lucas at sunrise and played the shore breeze through the transition zone, and kept the boat moving — no small feat for us in light air — and made it through to the other side. We missed out on third overall by just five minutes!"

— ronnie simpson

PUERTO VALLARTA RACE, SDYC, 3/1-3/9

DIVISION 1 — 1) **Vincitore**, R/P 52, Ricardo Brockmann; 2) **Prospector**, Mills 68, Shelter Island Tansatlantic Partners; 3) **Rio100**, Bakewell White 100, Manouch Moshayedi. (5 boats)

DIVISION 3 — 1) **Pyewacket**, Andrews 70, Roy Disney; 2) **Mr. Bill**, Andrews 70, David Happ; 3) **Peligroso**, Kernan 70, Lorenzo Berho. (5 boats)

DIVISION 4 — 1) **Bretwalda3**, Rogers 46, Bob Pethick; 2) **Blue Blazes**, R/P 50, Dennis Pennell; 3) **Good Call**, J/65, Tom Barker. (5 boats)

DIVISION 5 — 1) **Horizon**, SC50, John Shulze; 2) **Lucky Duck**, SC52, Dave MacEwen; 3) **Hano Ho**, SC50, Mark Dowdy. (4 boats)

DIVISION 6 — 1) **Timeshaver**, J/125, Viggo Torbensen; 2) **Derivative**, J/125, Mark Surber; 3) **Fast Exit**, Andrews 40, John Raymond. (4 boats)

DIVISION 7 — 1) **Marjorie**, BBY 59-ft ketch, Tracy Obert; 2) **Tropic Thunder**, Beneteau 46, John Miller; 3) **Cabernet Sky**, Beneteau 48,



ROBBIE HAINES



Charles Buckner. (3 boats)

MULTIHULL — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe; 2) **Chim Chim**, Gunboat 62, John Gallagher. (2 boats)

FIRST TO FINISH — **Mighty Merloe**.

OVERALL WINNER — **Pyewacket**. (28 boats)

Full results at www.pvrace.com

SSS Corinthian Race

The second race in the Singlehanded Sailing Society's 2018 schedule is the Corinthian Race. This aptly named race starts and finishes off the Corinthian Yacht Club in Tiburon; a Bay tour rounding government marks takes the boats around Little Harding Buoy and Blossom Rock Buoy, all the way up to Blackaller Buoy, on a fast run (wind permitting) down to the derelict Southampton Shoal light, back up to Little Harding and then to the finish back where it started.

Whew! That's a lot of racing around the Bay for the 24 singlehanded and 88 doublehanded starters, and the day proved to be challenging with winds in the 8- to 25-plus-knot range from the east, west and north.

Just before the first start, a light southerly breeze filled in, and with a strong ebb the racers easily got off the line and out of Belvedere Cove. They made their way around Little Harding

to Blossom Rock as the wind clocked west and built in strength. It was starting to feel a little uncomfortable for some boats trying to round Blackaller in the stiffer breeze. Once everyone was headed downwind toward Point Blunt and Southampton Shoal, the fast boats scooted along and the slower boats had some waves to catch in the full ebb and high winds. Whatever your knotmeter read, you could subtract 3 knots of speed over ground.

The wind lightened up behind Angel Island; some tried a straight shot to Southampton but flew too close to the island and stalled out. Others went wide to avoid the island's wind shadow, putting in extra distance hoping for more breeze. But just as the sailors were relaxing in a nice 15-knot westerly, a 25-knot northerly slammed down, causing quick chute douses and hang-on conditions.

One of the few strategic choices is the decision whether to go up Raccoon Strait or past Point Blunt on the way back to Little Harding after rounding Southampton. It's very close to being the same distance in miles, but weather and tide conditions can make the choice pay off or leave you wondering what happened to your competition.

This year some went around Blunt;

in the ebb, heavy wind and resulting waves that might have worked out. But the ones who chose wisely went through Raccoon, as it was faster and smoother and required less tacking.

There was still plenty of wind as the boats rounded Little Harding for the last time. The Corinthian Wind God was kind this year, and the usual hole near the finish was replaced by a shifty, gusty and cold northwesterly that made getting to the line difficult without a few round-ups. But that sure beats stopping 50 yards from the finish as has happened in years past.

This race was not free of collisions and broken boats. Winds were high enough that those who competed should be respected for the ability they showed racing

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

March's racing stories included:

- Volvo Ocean Race
- Port of Los Angeles Harbor Cup
- MEXORC • J/24 Race Clinic
- Previews of the YRA Jumbo Cup, BAMA Doublehanded ocean races, Singlehanded TransPac, April races, and more.

THE RACING



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

SSS Corinthian Race, clockwise from top left: Scott Owens on 'Summertime Dream' had a bit of a kerfuffle with his solo spinnaker drop on the approach to Blossom Rock, but he won his division anyway; multihull winners Truls Myklebust (singlehanded) and Bill and Tammy Cook (doublehanded) at the awards ceremony on March 7; the start off CYC — it was a Wyliecat-friendly kind of day; doublehanded monohull winner Bren Meyer; and singlehanded monohull winner Al Germain.

shorthanded amid the many changes throughout the day.

— ncs

SSS CORINTHIAN RACE, 2/24

SINGLEHANDED SPINNAKER PHRF <109 — No finishers. (2 boats)

DOUBLEHANDED SPINNAKER PHRF <109 — 1) **Another Girl**, Alerion Express, Cinde Lou Delmas/Ron Tostenson; 2) **Serenade**, Sabre Spirit 36, Hank Easom/Hans List; 3) **Invictus**, Jeanneau SunFast 3600, Nicolas Popp/Jacques Benkoski; 4) **NeNe**, J/105, Eric Patterson/Brian Vanderzanden. (19 boats)

SINGLEHANDED SPINNAKER 111-159 — 1) **Bandicoot**, Wyliecat 30, Al Germain; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Nancy**, Wyliecat 30, Pat Broderick. (6 boats)

DOUBLEHANDED SPINNAKER 111-159 — 1) **Uno**, Wyliecat 30, Brendan Meyer/David Bacci; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Terry Benett; 3) **Paradigm**, J/32, Luther & Bob Izmirian. (10 boats)

SINGLEHANDED SPINNAKER >161 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Sweet Pea**, Islander 30-2, Jan Hirsch; 3) **Galaxsea**, Nauticat 44, Daniel Willey. (6 boats)

DOUBLEHANDED SPINNAKER >161 — 1) **Byte Size**, Santana 22, Anna Alderkamp/Steve Horn; 2) **Allegro Non Tropo**, Alerion 28, Rex Mallott/Chris Boome; 3) **Zeehond**, Newport 30, Donn Guay/Dave Salinovich. (5 boats)

SINGLEHANDED SPORTBOAT — 1) **Jet-Stream**, JS9000, Dan Alvarez; 2) **Double Espresso**, Olson 30, Philippe Jamotte; 3) **Nightmare**, Wilderness 30S, Gregory Ashby. (5 boats)

DOUBLEHANDED SPORTBOAT — 1) **Orca**, Moore 24, Will Baylis/Rich Bergsund; 2) **Kwazy**, Wylie Wabbit, Colin Moore/Alex Hanford; 3) **Bad Hare Day**, Wylie Wabbit, Erik Menzel/Michael Sporer; 4) **Topper II**, Moore 24, Conrad Holbrook/David McMurtry. (19 boats)

SINGLEHANDED EXPRESS 27 — 1) **Archimedes**, Joe Balderrama; 2) **Wetsu**, Phil Krasner. (2 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson/Will Paxton; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Magic Bus**, Marc Belloli/Harrison Richardson. (14 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Kira**, Cal 33-2, Jim Erskine; 2) **Sobranite**, Alerion Express 28, Paul Descalso; 3) **Jacqueline**, Freedom 30, Mike Cunningham. (3 boats)

DOUBLEHANDED NON-SPINNAKER — 1)

Q, Schumacher 40, Glenn Isaacson/Liz Baylis; 2) **Willow**, Wauquiez Centurion 40S, Bob Braid/Kate Odle; 3) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver. (11 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Wings**, F-24, William & Tammy Cook; 2) **Ma's Rover**, F-31R, Mark Eastham/Damian Campbell; 3) **Ocealys 3**, Diam 24, Fred Bouju/Erwan Menard. (10 boats)

SINGLEHANDED MONOHULL OVERALL — 1) **Bandicoot**; 2) **Crinan II**; 3) **JetStream**; 4) **Nancy**; 5) **Summertime Dream**. (23 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Uno**; 2) **Q**; 3) **Orca**; 4) **Another Girl**; 5) **Serenade**; 6) **Arcadia**; 7) **Invictus**; 8) **Willow**; 9) **NeNe**; 10) **Paradigm**. (78 boats)

Full results at www.jibeset.net

Big Daddy Had It All

Richmond YC's Big Daddy Regatta on March 10-11 had it all: sun, fog, pretty boats and people, and some wind — just not a lot of wind.

The usual format is a set of three buoy races on three separate courses on Saturday and a pursuit race around Alcatraz and Angel Island on Sunday. On Saturday it worked out great. With some careful race committee work and some good luck, three races were completed



STEPHEN BUCKINGHAM



WWW.NORCALSAILING.COM

on each course, as the wind was spitting out only fitful little tantrums of breeze for most of the day. It wasn't until the late afternoon that a steady southwesterly filled in, allowing everyone to enjoy some solid racing.

The wind shut down promptly just after the boats got back to the dock. Awards were presented shortly after the racing, and drinking, dinner and music provided by a DJ followed.

On Sunday the pursuit racers were greeted by a dense fog that the weather gurus promised would burn off by noon. As the boats headed out in the fog, finding the RC boat was the first challenge. The next challenge was to wait for the fog to clear and the wind to pipe up. After a two-hour postponement, a northwest breeze finally came down, the fog lifted, and racing was on.

Each skipper can choose his or her direction of sailing the course, but this time all of them chose to sail clockwise, rounding Alcatraz first in the building ebb. A fun run was underway until it was rudely interrupted by a lack of wind just before Alcatraz. Boats drifted downstream toward the Gate as the 5 p.m. deadline came crashing down, and no one was able to finish. Sad.

— ncs

Oh boy! White-knuckle excitement at the Big Daddy. Top row: the Melges 24 'Magoo' and a Cal 20 start on Saturday; bottom row, left: The race committee on 'Pelican' had to radio their coordinates so that the fleet could find them in the fog; right: After the sun came out and the postponement ended, 'Khimaira', 'Gentoo' and 'California Condor' worked their way around Alcatraz.

BIG DADDY REGATTA, 3/10 (3r, 0t)

PHRF A — 1) **Velvet Hammer**, Schock 40, Zachery Anderson, 4 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 5; 3) **Deception**, SC50, Bill Helvestine, 10. (4 boats)

PHRF B — 1) **Tiburron**, C&C 30, Steve Stroub, 5 points; 2) **Family Hour TNG**, Henderson 30, Bilafer family, 8; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 9.5. (5 boats)

PHRF D — 1) **Another Girl**, Alerion 38, Cinde Lou Delmas, 7 points; 2) **CruzSea Baby**, Beneteau First 10R, Brian Turner, 7; 3) **Ahi**, Santana 35, Andy Newell, 7. (6 boats)

PHRF E — 1) **Yankee Air Pirate**, Olson 30, Don Newman, 4 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, 6; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 10. (6 boats)

PHRF F — 1) **Swift Ness**, J/111, Nesrin Basoz, 5 points; 2) **Jeannette**, Frers 40, Bob Novy, 7; 3) **Encore**, Sydney 36 CR, Wayne Koide, 7. (6 boats)

PHRF G — 1) **Archaeopteryx**, Hotfoot 20, Ryan Georgianna, 6 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook, 7; 3) **Magoo**, Melges 24, Craig Wilson, 7. (5 boats)

J/105 — 1) **007**, Justin Hersh, 6 points; 2) **Vuja Star**, Chris Kim, 7; 3) **Melilani**, Richard Butts, 10. (5 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame

Richards, 6 points; 2) **Expeditious**, Bartz Schneider, 8; 3) **Escapade**, Nick Schmidt, 9. (6 boats)

EXPRESS 27 — 1) **Tequila Mockingbird**, Matt Krogstad, 9 points; 2) **Abigail Morgan**, Ron Kell, 10; 3) **Eagle**, Ross Groelz, 15; 4) **Peaches**, John Rivlin, 15. (12 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Denenberg, 6 points; 2) **Weckless**, Tim Russell, 7; 3) **Kwazy**, Colin Moore, 8. (4 boats)

ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 3 points; 2) **Uho!**, Michael Josselyn, 7; 3) **UAgain**, David Woodside, 8. (4 boats)

CAL 20 — 1) **Sprite**, Paul Kaplan, 4 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 6; 3) **Raccoon**, Jim Snow, 9. (5 boats)

BIG DADDY REGATTA, 3/10-3/11 (5r, 0t)

MOORE 24 — 1) **No NRA**, Scott Sorensen, 12 points; 2) **Banditos**, John Kernot, 23; 3) **Snafu**, Karl Robrock; 27; 4) **The Flying Tiger**, Vaughn Seifers, 27. (16 boats)

BIG DADDY PURSUIT RACE, 3/11

No finishers. (93 boats)

Full results at www.richmondyc.org

Marin Opti Sailors at Nations Cup

Palamós, a little fishing town about 50 miles northeast of Barcelona, Spain, was the destination for 550 youth sail-

THE RACING

NANCY SVENDSEN



Tor Svendsen and Connor Bennett represented the USA and San Francisco YC at the Nations Cup Opti Regatta in Spain.

ors from 28 countries competing in the 29th edition of the Nations Cup Optimist Trophy Regatta on February 14-18. Tor Svendsen and Connor Bennett, youth sailors from Marin County, got to experience for the first time the highs and lows of traveling on the international racing circuit and competing against the world's top Opti sailors.

Both boys come from a sailing heritage. Circa 1940, Connor's great-grandfather Bill Warren was a designer of the El Toro. Connor's parents, Debbie and Shawn Bennett, grew up sailing. Tor's grandfather Sven Svendsen and his wife Suzanne founded Svenden's Boat Works in 1963 in Alameda. Tor's father Sean worked in the family business for some 25 years.

Tor and Connor, both 13, qualified last October at the USODA Spring Team Qualifier in St. Petersburg, Florida, taking 29th and 55th respectively out of 300 kids competing, making the cut for the 15-strong US team. The boys were prepared for the typical range of conditions

in Palamós — light to heavy, and anything in between. Three decent practice days with conditions rivaling those on San Francisco Bay put the guys through their paces, but they weren't expecting to be skunked come race days.

"We didn't get many races in — just three races in four days because the breeze was so light," Tor said. "We were meant to do 12 races!"

"It made a lot of the kids pretty anxious because we weren't getting any races off, and none of us did as well as we hoped we would," Connor added.

Of the three races sailed, the breeze barely got above 8 knots and starts were tricky. In the last race, Connor had to take two penalty turns on the start for propulsion, which relegated him to start in the second row. "They started the lineup really early so you had to work your boat really hard to stay on the line — I was working too hard," he explained.

Nonetheless, the boys held their own in their first international competition; Svendsen finished 123rd overall and Bennett finished 137th out of 551 boats.

Omari Scott, Opti coach at Miami's Coral Reef Yacht Club, was one of two

The Olson 25 'Carpe Vita' dismasted during TYC's Midwinter Race 5 in blustery, squally conditions on March 3.

coaches with the US team. "It was challenging," he explained. "The kids needed to expect anything and keep their eyes open. There was a ton of time waiting so we really had to stress staying race-ready, which is a tough thing to do for kids — they check out and want to go get ice cream!"

Surprisingly cold conditions weren't much fun for the boys, who were up by 6:30 a.m. rigging their boats. "We had to scrape ice off our boats, and for the practice days I wore a dry suit," Tor laughed.

Tor's mom, Nancy Svendsen, traveled with the boys and observed just how much they gained from the experience, lack of racing aside. "It was a fantastic experience for the boys racing in a huge international venue," Nancy said. "They learned about adapting to crazy conditions — it took some grit and determination to deal with scraping ice at 6:30 a.m. while jet-lagged! I liked that their coaches put a lot of emphasis on what it meant to be part of a team; it's opened

BYC MIDWINTERS WINNERS RACE, 2/25

RED — 1) **Motorcycle Irene**, Express 27, Will Paxton/Zachery Anderson; 2) **Phantom**, J/24, John Gulliford; 3) **Eagle**, Express 27, Ross Groelz. (5 boats)

BLUE — 1) **Ragtime**, J/90, Trig Liljestrand. (1 boat)

WHITE — 1) **Raven**, Santana 22, John Arnold; 2) **Mirthmaker**, Archambault 35, Kirk Robb. (2 boats)

Full results at www.berkeleyyc.org

HELLY HANSEN NOOD REGATTA, SDYC/CORONADO YC, 3/16-18 (10r, 0t)

BENETEAU FIRST 40.7 — 1) **Silhouette**, Warren Gross, 11 points; 2) **Wiki Wiki**, Mike Honeysett, 12; 3) **Lugano**, Mark Stratton, 14. (4 boats)

J/120 — 1) **Caper**, John Laun, 12 points; 2) **CC Rider**, Charles Nichols, 17; 3) **Mad Men**, Ernie Pennell, 22. (6 boats)

BENETEAU FIRST 36.7 — 1) **Kea**, Chick

THE BOX SCORES

Pyle, 8 points; 2) **Kraken**, Thomas Shepherd, 10; 3) **Adeline**, Bob Carlson, 15. (8 boats)

J/105 — 1) **J-Ok**, Stewart Cannon, 11 points; 2) **Juiced**, Tom Hurlburt/Chuck Driscoll, 16; 3) **Zuni Bear**, Richard Bergmann, 22. (10 boats)

FLYING TIGER 10 — 1) **Justice**, John Harrop, 14 points; 2) **Abacus**, Timothy Chin, 14; 3) **Relapse**, Tom Hirsh, 17. (7 boats)

ETCHHELLS — 1) **Lifted**, Jim Cunningham, 8 points; 2) **Elizabeth**, Tom Carruthers, 12; 3) **Rhino**, Bruce Nelson, 18; (11 boats)

J/70 — 1) **Perseverance**, Bennet Greenwald, 44 points; 2) **Cool Story Bro**, Snow/Brigden, 53; 3) **Minor Threat**, Jeff Janov, 54; 4) **Sugoi**, Chris Raab, 59; 5) **Vagazo**, Fabian Gomez-Ibarra, 66. (23 boats)

J/70 CORINTHIAN — 1) **540**, David Hochart, 92 points; 2) **Jaya**, Craig Tallman, 125; 3) **SBYC**

Youth Team, Paul Harteck, 129. (10 boats)

VIPER 640 — 1) **Nice ASP**, Mike Pentecost, 25 points; 2) **It's All Good**, Jay Golison, 28; 3) **Venom**, Jeff Grange, 31; 4) **Amateurs**, Mark Folkman, 41. (16 boats)

F-18 — 1) **Teratormis Vetterae**, Travis Vetter, 14 points; 2) **The Beast**, Sten Sorensen, 14; 3) **Casi Listo**, Scott Miller, 23. (10 boats)

I-14 — 1) **Astragulu**, Brad Ruetenik, 20 points; 2) **Forty, Too**, John Clark, 26; 3) **Eris**, Mikey Radziejowski, 30. (8 boats)

ORR — 1) **Gladiator**, TP52, Tony Langley, 7 points; 2) **Rio**, Pac52, Manouch Moshayedi, 9; 3) **Nimbux**, TP52, Eduardo Saenz, 14. (3 boats)

OVERALL — Nice Asp NORTH SAILS RALLY, 3/17

RALLY A — 1) **Troublespot**, Farr 30, Oliver Michaelis; 2) **Athena**, Beneteau First 44.7, David Cheres; 3) **Aeolos**, Beneteau First 44.7, Gregory Price. (4 boats)

RALLY B — 1) **Junta**, Ultimate 20, Mark Alerion; 2) **American Girl**, Alerion Express 28, Lisa

their eyes to the wonderful world of what sailing can be."

Tor concurred: "We made friends who we'll see at other events — when you're on the race course and know someone, you can say, 'Can I cross?'"

For results, go to www.palamosoptimistrophy.org/en.

— michelle slade

Eventful End to TYC Midwinters

A chilly rain fell on the sailors at the dock as they readied their boats for the last day of Tiburon YC's Bob and Esther Mott Midwinters on March 3. The sky was like a watercolor where every value of gray was visible, with a touch of white and light blue thrown in for emphasis.

Cam Tuttle ran the race committee from aboard Bill Hoehler's J/105 *Joyride*. The course sent the fleet north from the starting line off TYC, first to ISO and then to C15 before heading south to the TYC mark and then back to finish.

The first leg began in two packs with Hoehler's *Joyride*, Lon Woodrum's Olson 25 *Lion* and Mariellen Stern's custom 26 *Cinnamon Girl* together, and Commodore Ian Matthew's C&C 29-1 *Siento el Viento*, Robert Clark's Olson 25 *Carpe Vita* and Jon Price's 30-footer *Adagio* following. In the heavy 3-knot flood and light, shifty breeze, the fleet made their way under the Richmond-San Rafael Bridge after rounding ISO. The wind swirled and weakened around the bridge supports, and the strong flood gave each boat a challenge getting back through the stanchions safely. As the breeze picked up and shifted around to the west, *Joyride*



LATITUDE / CHRIS

The Express 27 'Motocycle Irene' again captures Berkeley YC's Kirt Brooks Trophy for winning the Champion of Champions Race on February 25. Left to right: Zack Anderson, Will Paxton, BYC race chair Bobbi Tosse, Angie Liebert, Eileen Welch and Julia Paxton.

and *Lion* took off to the TYC mark, with *Cinnamon Girl* and *Siento el Viento* in pursuit. *Joyride* crossed the line first, finishing in just over an hour, but not by enough, as *Lion* would go on to win Race 5 on corrected time by a little less than a minute.

With three boats over the finish line, a startling sight appeared on the horizon and a call for assistance came over the radio: The crew were thankfully not hurt but *Carpe Vita* dropped her rig when her windward shroud failed abruptly. *Cinnamon Girl* and *Joyride* sailed to the stricken *Carpe Vita*. *Joyride's* crew were able to strike their sails, cast a line to the crew on *Carpe*, and tow her safely back to the dock. Skipper Robert Clark and crew Greg Clausen appeared to be, understandably, a little shaken from what had transpired, but they were admirably cool and calm in dealing with their situation.

Meanwhile, with the remainder of the fleet awaiting the start of Race 6, the wind had built and was now packing

some strong gusts. *Joyride* returned to the race course, where her crew-turned-race committee called the course for the second race of the day. A high rate of attrition meant that only three boats remained to race. *Lion* sailed with only her jib and main and went wing-on-wing straight downwind to G7, while *Siento* sailed a similar course but flew her bright symmetrical spinnaker. *Joyride*, flying her reaching asymmetrical spinnaker, and so sailing higher angles and taking jibes, led to G7 and back around the course where she would again finish first, ahead of *Lion*, but this time she kept her place on corrected time.

As the last boat crossed the finish line and the series came to an end, a rainbow shone overhead in a thin band of passing rain.

— janine wilford & cam tuttle

TYC MIDWINTERS (6r. 2t)

SPINNAKER — 1) *Lion*, Olson 25, Lon Woodrum/Steve Nimz, 5 points; 2) *Joyride*, J/105, Bill Hoehler, 7; 3) *Cinnamon Girl*, Beiley 26, Mariel-

Leweck; 3) *Sprig*, 6-Meter, Greg Stewart. (5 boats)
RALLY M — 1) *UnEven Keel*, F-82R, Mark Berdan; 2) *Merlot*, Corsair 970, Richard Allen. (4 boats)

Full results at

www.sailingworld.com/nood-regattas/san-diego

SIKYC SPRING ONE DESIGN, 3/17-3/18

J/105 — 1) *Arbitrage*, Bruce Stone, 12 points; 2) *NeNe*, Tim Russell, 20; 3) *Maverick*, Ian Charles, 22; 4) *Donkey Jack*, Shannon Ryan/Rolf Kaiser, 26; 5) *Jam Session*, Adam Spiegel, 27; 6) *Akula*, Doug Bailey, 27. (25 boats)

MELGES 24 — 1) *Wilco*, Douglas Wilhelm, 6 points; 2) *Looper*, Duane Yoslov, 7; 3) *Smokin'*, Kevin Clark 11. (6 boats)

Full results at www.stfyc.com

IYC ISLAND DAYS (5r. 1t)

SPINNAKER <150 — 1) *Good & Plenty*, Soverel 33, Jack Hickish, 8 points; 2) *Think Fast*, Olson 30, Willi Zarth, 9; 3) *Wile E. Coyote*, Ex-

THE BOX SCORES

press 27, Dan Pruzan, 10. (5 boats)

SPINNAKER >149 — 1) *Faster Faster!*, Merit 25, David Ross, 6 points; 2) *Dire Straits*, J/24, Steven Bayles, 7; 3) *Lelo Too*, Tartan 30, Emily Zugnoni, 10. (4 boats)

COLUMBIA 5.5 — 1) *Sonic Death Monkey*, Dominic Marchal, 6 points; 2) *Rogue*, Ryan Nelson, 8; 3) *Carina*, Scott McCoy, 10. (5 boats)

SIZE MATTERS — 1) *Loki*, Santana 525, Tim Roche, 6 points; 2) *Fun*, Santana 22, Chris Nicholas, 7; 3) *Island Girl*, Santana 22, Paul Mueller, 15. (4 boats)

NON-SPINNAKER — 1) *Cassiopeia*, Islander 36, Kit Wiegman, 4 points. (1 boat)

Full results at www.jibeset.net

RYC MIDWINTERS (12r. 1t)

WYLIE WABBIT — 1) *The Bar-ba-loot*, Sarah

Deeds, 25 points; 2) *Weckless*, Tim Russell, 33; 3) *Mr. McGregor*, Kim Desenberg, 42. (11 boats)
ULTIMATE 20 — 1) *U Decide*, Phil Kanegsberg, 14 points; 2) *UAgain*, David Woodside, 33; 3) *Uhoo!*, Michael Josselyn, 37. (4 boats)

MERCURY — 1) *Marauder*, David Bacci, 32 points; 2) *Rob Moore*, Scott Easom, 39; 3) *Tsunami*, Bill Worden, 43. (9 boats)

INTERNATIONAL 14 — 1) John Gilmour, 22 (tie) points; 2) Rand Arnold, 22; 3) James Clappier, 50. (10 boats)

SNIFE — 1) Packy Davis, 16 points; 2) Vince Casalaina, 32; 3) John Kelly, 40. (8 boats)

FJ — 1) Neil van der Plas, 14 points; 2) Noah Sanders, 28; 3) Owen Lahr, 30. (7 boats)

LASER — 1) Emilio Castelli, 29 points; 2) Toshinari Takayanagi, 41; 3) Marcel Sloane, 54; 4) Roger Herbst, 74; 5) Robbie O'Brien, 82; 6) Dan Ouellet, 97. (26 boats)

LASER RADIAL — 1) Peter Marlett, 18 points; 2) Sanjai Kohli, 31; 3) Raffi Baumann, 33. (9 boats)

THE RACING

MARIANNE ARMAND



len Stern, 8. (8 boats)

Full results at www.jibeset.net

Jack Frost Lives Up to Its Name

On March 3, Encinal YC's Jack Frost lived up to its name. On the coldest race day this season, the racers were greeted with a hailstorm on the way out to the course. Santana 22 *Meliki's* skipper Deb Fehr laughed about sailing back and forth under the Bay Bridge to keep from getting pounded by the hail, which hurt. The rainy squall lines moved through, and the wind stayed up.

The first race of the day, #9 of the series, started with a south wind blowing 10-15 knots. The last fleet crossed the start line as Division A had rounded the windward mark and popped spinnakers, then stalled in the dying wind. *Red Cloud's* tactician, Kevin Clark, looked out and noticed a wind line to the west. Dropping the chute, the Farr 36 crew worked their way toward it, catching the west breeze ahead of the Cal 40 *Azure* and most of the rest of the fleet — the downwind leg had become upwind with a 180° wind shift and freshening breeze. The Olson 30 *WYSIWYG* found the shifts and sailed in for another first place in the windward-leeward-turned-to-windward course. Division C's Islander 36 *Renaissance of Tahoe* and the Non-Spinnaker

Squally conditions made for dramatic skies over the Jack Frost races on March 3.

Lioness won by braving the cold and coming out to race, as only one boat in each group made it to the start.

The rain showers pulled away and the sun came out before the second race started with a 5- to 10-knot westerly, which built to 15+ by the second lap around the course.

— *margaret fago*

EYC JACK FROST SERIES (8r, 1t)

SPINNAKER <117 — 1) **WYSIWYG**, Olson 30, Hendrik Bruhns, 12 points; 2) **Azure**, Cal 40, Rodney Pimentel, 15; 3) **Vitesse Too**, Hobie 33, Grant Hayes, 16. (5 boats)

SPINNAKER >118 — 1) **Renaissance of Tahoe**, Islander 36, Stephen Douglass, 7 points; 2) **Choices**, Schock 34 PC, Doug Perry, 25; 3) **Irish Blessing**, J/24, Chad & Makayla Peddy, 26. (3 boats)

NON-SPINNAKER — 1) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 11 points; 2) **Kabunza**, Pearson 36-2, Joe Perez/Ted Miller, 21. (2 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 10 points; 2) **Shark on Bluegrass**, Falk Meissner, 15; 3) **Grey Wulff**, Ken Popplewell, 28. (5 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier/Lindsey Jennings, 13 points; 2) **High & Dry**, Igor Polevoy, 25; 3) **Zingaro**, Jennifer McKenna/Fred

Paxton, 26. (9 boats)

Full results at www.jibeset.net

Rites of Spring

Oakland YC's Rites of Spring offered up interesting and challenging conditions, equal to this year's quote, "A smooth sea never made a skilled sailor." PRO Jocelyn Nash worked with a great crew of volunteers — Julie Cheng, Renee Kiml, Andy Lindstrom and Greg Lonie — aboard Michelle Bennett's Grand Banks.

They were set for the start off the Berkeley Pier, where there was wind, usually a good bet anywhere near the Berkeley Circle, and it didn't fail us this day. Fleet A, followed by two more in a combined start, all on Course #1, headed for East Quarry Point on the east side of Angel Island as the first mark. The course had the boats racing to Harding Rock, down the Cityfront, to Blossom Rock, under the Bay Bridge and down the Estuary.

The racers had some doldrums, as much wind as 15 knots, sunshine, gusts and not just some sprinkles, for it poured not once but twice, and one of those times was as they worked their way down the Estuary headed for the finish. As the race committee waited and watched from the OYC race deck, at about 3 hours, they spotted the first spinnaker and

BYTE — 1) Michele Logan, 25 points; 2) Laurie Davis, 29; 3) Eugenia Harris, 32. (8 boats)

MOTH — 1) Andrew Kobylinski, 8 points. (1 boat)

EL TORO SR. — 1) Gordie Nash, 30 points (tie); 2) Art Lange, 30; 3) Fred Paxton, 50; 4) Nick Nash, 55. (15 boats)

EL TORO JR. — 1) Chase Englehart, 19 points; 2) Victoria Chen, 46; 3) Elsa Simenstad, 54; 4) Wesley Seifers, 55. (14 boats)

SOUTHAMPTON OPEN CLASS — 1) 29er, Jack Sutter, 26.5 points; 2) **Frisky**, Open 5.70, Dale Scoggin, 38; 3) **6-Pac**, K-6, Steve Cameron, 56; 4) **Osprey**, Thistle, Dan Clark, 70.5. (16 boats)

KELLER COVE OPEN CLASS — 1) **Security Risk**, Day Sailer, Steve Lowry, 31 points; 2) Wing Dinghy, Dave Hodges, 34; 3) Hobie Holder 12, Russell Klein, 34. (12 boats)

THE BOX SCORES

Full results at www.richmondyc.org

SBYC ISLAND FEVER SERIES (9r, 1t)

SPINNAKER <100 — 1) **Invictus**, Jeanneau SunFast 3600, Nicholas Popp; 18 points; 2) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 21; 3) **Bullet**, Express 37, Larry Baskin, 24. (5 boats)

SPINNAKER 101-150 — 1) **La Dolce Vita**, J/32, John Riley, 15 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 16; 3) **Stratocaster**, J/32, Lewis Lanier, 20. (7 boats)

SPINNAKER >151 — 1) **Goose**, Catalina 30, Mike Kastrop, 7 points; 2) **Avalon**, Catalina 30 MkII, John Ford, 10; 3) **Friday's Eagle**, Catalina 30 MkI, William Dalton; 17. (7 boats)

NON-SPINNAKER — 1) **BZ**, Sonar 23, Ryan

Bruington/Walt Raineri, 7 points; 2) **Eco**, Cal 39 MkII, Jeff Thayer, 25; 3) **Alpha**, Sonar 23, John Wallace, 30. (5 boats)

Full results at www.regattanetwork.com

SCYC MIDWINTERS (10r, 1t)

SPINNAKER PHRF <80 — 1) **Octavia**, SC50, Shepard Kett, 11.3 points; 2) **Astra**, Farr 40, Simon Phillips, 17; 3) **Animal**, Sydney 38, Craig French, 24. (4 boats)

SPINNAKER PHRF >81 — 1) **Mistress Quickly**, SC27, Evan Diola; 23 points; 2) **Lunasea**, Moore 24, Mark Voropayev, 27 (tie); 3) **Hanalei**, SC27, Rob Schuyler, 27. (11 boats)

JIB & MAIN PHRF <181 — 1) **Sailing Pair A Dice**, Catalina 30, Barry Keeler, 11 points; 2) **The Perfect Thirty-Six**, Catalina 36, Steve Niemann, 24; 3) **Avatar**, Olson 911S, Douglas Mahone, 28. (3 boats)

JIB & MAIN PHRF >182 — 1) **Odonata**, San-

JAMES CLAPPIER



Even from the top of the mast, James Clappier had a tough time fitting all of the 68-ft sled 'Merlin' into one shot during the St. Petersburg-Habana Race. New owner Chip Merlin took line honors with a time of 1:19:31:50, and won the Spinnaker Division.

then another and another. After 14.1 miles of racing, the multihulls were quite close in finishing, and then here came the rest of the fleets, and still boats were well in sight of one another, right to the finish. At one point during the finish, *Blue Passion*, a Tartan 3400 skippered by Al Leonard, was getting an overlap from *Nice Turn*, a Cal 2-29 with Dick Johnson at the helm,

and on his transom was *Double Agent*, a Merit 25 driven by Scott Ollivier. The fastest finish was 3 hours, 12 minutes, and the last finisher was in at 4 hours, 34 minutes.

A bit wet but exhilarated, the racers came into OYC for some Rites of Spring festivities, prizes and a good meal if they were in a mind for it.

— debby ratto

OYC RITES OF SPRING, 3/17

MONOHULL DOUBLEHANDED — 1) **Harp**, Catalina 38, Mike Mannix/Linda Farabee; 2) **Double Agent**, Merit 25, Scott Ollivier/Livia Hsiao; 3) **Blue Passion**, Tartan 3400, Al & Michelle Leonard. (4 boats)

MONOHULL FULL CREW 33-109 — 1) **Traveler**, Express 34, David Ross/Junette Kushner; 2) **Spirit of Freedom**, J/124, William Mohr; 3) **Lively**, Olson 30, Javier Jerez. (3 boats)

MONOHULL FULL CREW 123-199 — 1) **Zeehond**, Newport 30 MkII, Donn Guay/Dave Salinovich; 2) **Nice Turn**, Cal 2-29, Richard Johnson; 3) **Zwei Flying Fish**, San Juan 33, Michael Ber-

ndt/Jeff Lee. (4 boats)

MULTIHULL DOUBLEHANDED — 1) **Waterwings**, F-31RS, Todd Olsen/Chris Harvey. (1 boat)

MULTIHULL FULL CREW — 1) **Peregrine Falcon**, F-27, Bill Gardner; 2) **Triple Play**, Richard Keller/Paul Churchill. (2 boats)

Full results at www.oaklandyachtclub.net

Storms Bypass Santa Monica Bay

Del Rey YC held its second race of the 45-year-old Berger-Stein Series on March 3. Formerly known as the Squirrel Bank Buoy Race, the 21-mile course takes competitors from the Olympic Circle outside the Marina del Rey breakwater to and from NOAA "Meacon" #28. The meteorological beacon is anchored in 1,335 feet of water, is about 13 miles offshore, has only a couple of feet showing above the waterline, and has a tendency to drift given all the scope required to keep it there. It makes for an interesting race, especially given storm-driven seas.

THE BOX SCORES

Meredith, 41. (20 boats)

NON-SPINNAKER — 1) **Slipstream**, Catalina 42, Mark Millet, 16 points; 2) **Ohana**, Catalina 36 MkII, Dan Lockwood, 18; 3) **Sea Breeze**, Catalina 320, Tim Petersen, 18. (5 boats)

Full results at www.jibeset.net

SYC CHILI MIDWINTER SERIES (4r,0t)

SPINNAKER A — 1) **Q**, Schumacher 40, Glenn Isaacson, 12 points; 2) **Escapade**, Sabre 40-2, Nick Sands, 17; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 21. (12 boats)

SPINNAKER C — 1) **Youngster**, IOD, Ron Young, 6 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 12; 3) **Mavi**, 5.5-Meter, Jennifer Hinkel, 12. (8 boats)

of the big boats hitting 20 knots. Line honors went to Jim Bailey and *Destroyer*, his TP52. Bailey covered the course in 2 hours, 39 minutes. The last boat finished by 5:50. Skippers and crews warmed up with free hors d'oeuvres at the club.

View results at www.dryc.org.

— andy kopetzky

Race Notes

Multiple capsizes were a podium-deciding factor at the **Finn Europeans** on March 9-17 in Cádiz, Spain. Ed Wright repeated as champ, while the Bay Area's Caleb Paine finished fifth. "It's definitely been challenging sailing here," he said. "We have had a variety of conditions here with today being super-windy. Definitely tested me coming off the back of a cold and new equipment here. It's my first big event back since Miami and doing the best I can, trying to hang in and kind of see where I stack up and what we need to work on." High winds and huge waves nearly canceled the medal

tana 22, Chris & Rachel Hofmann, 13 points; 2) **Shanman**, Santana 22, Tom Manheim, 20; 3) **Seabird**, Thunderbird, Vernon Wallace, 24. (5 boats)

DOUBLEHANDED — 1) **Pegasus MotionX**, Moore 24, Philippe Kahn, 9 points; 2) **Lowly Worm 2.0**, Moore 24, Scott Nelson, 19; 3) **Nobody's Girl**, Moore 24, Sydnie Moore, 25. (3 boats)

DINGHY — 1) **Can't Buy a Thrill**, Laser, Stephen Aguilar, 8 points. (1 boat)

Full results at www.scyc.org

SEQYC WINTER SERIES (5r, 1t)

SPINNAKER — 1) **Daredevil**, Melges 24, Tim Anto, 10 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 26; 3) **Drop Beer**, Beneteau First 10, Hans Spanjaart, 41; 4) **Hijinks**, J/92, Tom Borgstrom, 41; 5) **Phoenix**, Dragonfly 25, Phillip

NON-SPINNAKER D — 1) **Mamaluc**, J/105, Scott Lamson, 6 points; 2) **French Kiss**, Beneteau 350, Dave Borton, 10; 3) **Califia**, Islander 36, Tim Bussiek, 17. (4 boats)

NON-SPINNAKER E — 1) **Kookaburra**, Bird, Martin Koffel, 6 points; 2) **Homeslice**, Ericson 27, Josh Dvorson, 10; 3) **La Mer**, Newport 30, Randy Grenier, 11. (3 boats)

SPINNAKER OVERALL — **Youngster**.

NON-SPINNAKER OVERALL — **Kookaburra**.

Full results at www.sausalito yachtclub.org

VYC TINY ROBBINS MIDWINTERS (5r, 1t)

SPINNAKER MONOHULL — 1) **Somewhere in Time**, Schock 35, Tom Ochs, 7 points; 2) **Shanti**, Olson 911S, Jeremy Harvey, 12; 3) **Summer and Smoke**, Beneteau First 36.7, Pat Patterson, 14. (13 boats)

Full results at www.jibeset.net

THE RACING SHEET

race. See www.2018.finneuropeans.org for much more.

With Larry Ellison's Oracle team evidently sitting out the next America's Cup, skipper **Jimmy Spithill**, who won the Cup twice and lost it once, has signed on with the Challenger of Record, Luna Rossa. The 38-year-old Aussie previously sailed with the Italian team in the 2007 Louis Vuitton Cup.

See www.americascup.com for more Cup news.

The Pacific Inter-Club Yacht Association, Richmond YC and St. Francis YC have joined forces to change up the format of San Francisco Bay's **Lipton Cup Series**. Teams from 10 PICYA clubs will race aboard StFYC's matched J/22s on June 15-17. A Friday destination race from StFYC to RYC will feature skippers

Jim Puckett's Farr 57 'Amazing Grace' was looking rather glorious in the Squirrel Bank Race.

age 60+. RYC will run five buoy races on Saturday (with skippers 25+) and host a dinner that evening. Then on Sunday RYC will send the boats off on a race back to StFYC, with a woman at the helm.

As of press time, eight of the 10 boats had been spoken for. For the Notice



TAMI RAE

of Race, see www.regattanetwork.com/event/16520. The Sir Thomas J. Lipton Challenge Trophy dates back to 1913.

The **Clipper Race** is due in to Seattle on April 14-19, after departing Qingdao, China, on March 23. The 11-yacht fleet will be berthed at Bell Harbor Marina until April 29, when

it departs for the Panama Canal. Visit Seattle, which includes crew from that city, won the leg into Qingdao. See www.clipperroundtheworld.com.

CYC's Dan Thielman took third at the **Melges 14 Midwinters**, March 2-4 in Sarasota, FL. Jennifer Canestra, who crews on Dan's Melges 32 on S.F. Bay, also raced. Harry Melges IV won.

— latitude/chris

VISIT SAL'S AT PACIFIC SAIL & POWER BOAT SHOW

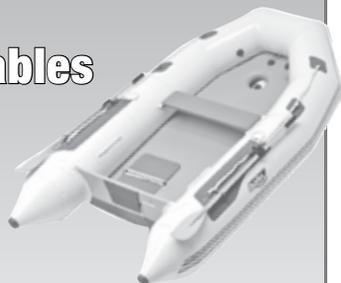
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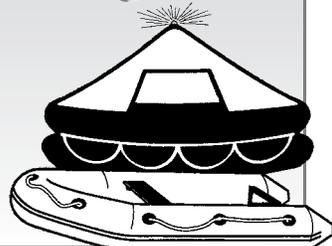
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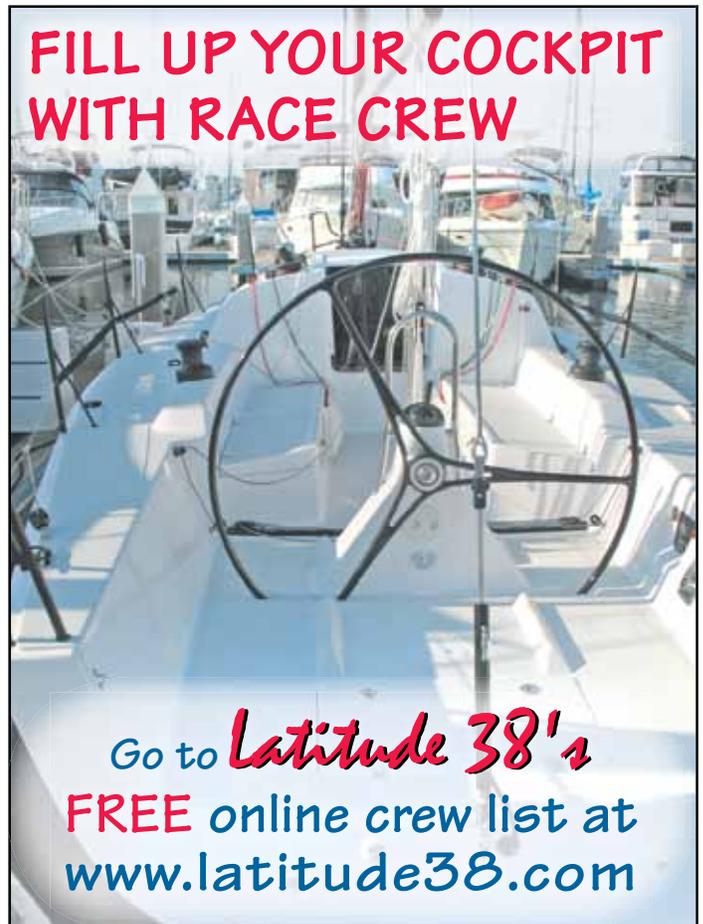
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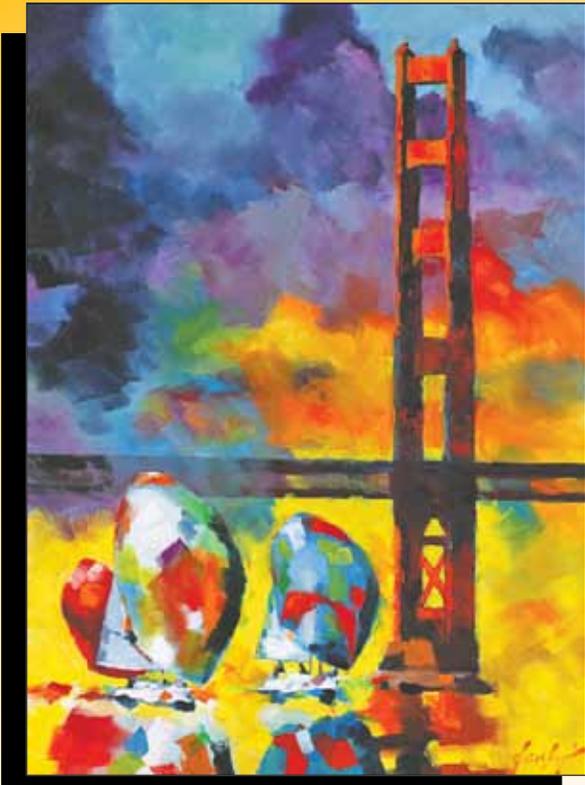
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WORLD

*This month we spotlight **Hands-On Racing Charters to Mexico and Hawaii**, plus **Charter Notes**.*

How You Too Can Experience Serious Offshore Racing

There's no doubt about it, the amount of leisure time available to many American adults is gradually shrinking. Greater demands from employers, increased commute times, and the activities of uber-active kids all contribute to the dilemma. With this in mind, it shouldn't surprise you learn that a recent study of the US sailing industry showed that while boat ownership is slowly trending downward, both yacht chartering and participation in instructional sailing schools — or "clubs" — is trending upward.

Today's sailors still have the same passion for sailing as ever, but fewer of them can rationalize buying and maintaining a boat of their own just to have it available for daysailing. And even fewer can find the time — or justify the expense — of gearing up to compete in major regattas or offshore races. But a few savvy sailing organizations have capitalized on the new opportunities that these trends create. California-based J World, which specializes in performance sailing instruction, is a prime example.

We happened to be in Banderas Bay last month when the San Diego to Puerto Vallarta Race concluded, and had a chance to catch up with J World owner Wayne Zittel and several student race

Bay Area sailor Jim Lussier steers downwind, as coach Wayne Zittel trims. Jim is now thinking about doing a Hawaii race.

crew who'd competed in the 1,000-mile race aboard J World's new speedster *Cazan*, a DK 46. The team didn't achieve a podium finish, but none of the six students nor their three coaches had really expected to. This offshore adventure was more about honing skills and experiencing both the thrills and challenges of long-distance ocean racing.

"What I wanted from this sail was the experience of being out on the ocean under sail," says Mark Graham, a landlocked sailor from Kansas City. The trip exposed him to all aspects of ocean racing: "prepping the boat and sails before the start, the routines of life aboard, teamwork in accomplishing a hard task, sights and sounds from a foreign environment, and, finally, measuring our performance against our competitors. It was the totality of the experience I wanted."

"Our emphasis is on training," explains Wayne; "on letting the individuals sail the boat while we provide what I jokingly call 'parental supervision'." Aboard *Cazan*, each crewmember stood watches of three hours on and three hours off throughout the trip. "When we are in downwind mode," says Wayne, "during a three-hour watch a crewmember would trim the kite for an hour, drive for an hour, and grind for an hour. Then they'd be off again for three hours."

"You will get as much out of the experience as you put into it," says first-time crewman Jim Lussier. "Coaches Wayne, Paul Martson and Patrick Farrell are



super-highly skilled in every aspect of ocean racing, and are passionate about sharing their knowledge with others. Their patience with answering questions is infinite. And they are very easygoing if someone makes a mistake — it was clearly 'the spinnaker's fault' when it blew up.

"If you want you can sit back, relax and enjoy the ride, but I would encourage future students to really put in the effort to learn how best to trim, grind, drive; learn which sails to put up and why; navigate, etc., to get the maximum speed the boat is capable of and build their skills."

Jim, who normally sails in the Bay Area, describes some of the high points of the trip for him:

- "Screaming along under spinnaker and surfing waves at 18.5 knots at 1 a.m. in the light of a full moon.
- "Doing 24 three-hour shifts, including a total of 24 hours at the helm, day and night in all conditions, and learning to drive straight in high winds and waves.
- "Seeing dolphins surfing in our wake and whales swimming off our beam.
- "Forming a high-performing racing team with a group of former strangers,





Spread: *'Sailing World'* magazine writer **Dave Powlison** gets some joyful helm time. **Inset:** *The start off San Diego.*

who are now friends; covering almost every possible conversational topic and story with my fellow watchmates.

• "Being greeted on arrival at 2:30 in the morning by a *mariachi* band, with shots of tequila served by Mike Dorgan, commodore of the San Diego YC."

Mark also remembers special moments: "The most vivid memory I have is helming the boat on a starlit night, surfing down the back of waves; I cannot believe I was able to experience that, but I'm grateful that I did."

As with any offshore passage, there were also a few lows. For Jim they included "getting becalmed for four hours early in the race and learning that the rest of our division had gotten 50 miles ahead, then having to claw our way back during the entire rest of the race. Also, after racing 950 miles, 24 hours a day, and almost catching up with our division, getting becalmed *again* and realizing it could take us another 24 hours (or more) to reach Puerto Vallarta."

In addition to the PV Race, J World teams will compete aboard two boats in this summer's Pacific Cup — *Cazan*

and *Hula Girl* (a turboed Santa Cruz 50). And the company expects to enter both of them plus an additional boat in the 2019 Transpac.

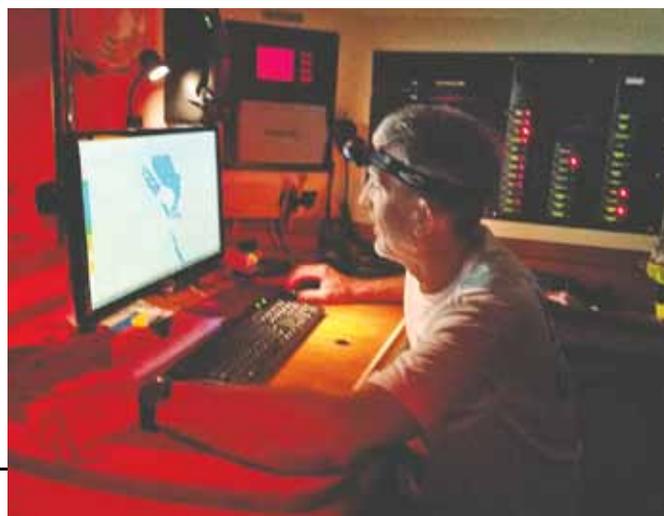
Although the long-established company, which has bases in Alameda, San Diego and Puerto Vallarta, never has trouble filling berths for their offshore racing programs, running them isn't exactly an easy way to make money. "The cost of running these programs makes me shudder sometimes," Wayne confides. "We had one boat sink on the Baja Ha-Ha. *Hula Girl* lost her rig coming back from Hawaii once, and every year we blow up a couple of sails." So why do they continue to offer these programs? "It's more a thing of passion than anything else," says Wayne. "I love offshore racing and offshore sailing, period. And so do all the instructors. We probably wouldn't offer these trips if we didn't love doing them so much."

As any serious offshore racer will tell you, fitting out a boat for a Category

1 race costs a bundle, so J World's race offerings are not cheap. But if you relish a top-notch offshore experience, you will likely regard this investment in personal growth as money well spent — especially when compared to doing a zillion costly upgrades to your own boat to make her competitive. With all this in mind, it might be time to update your bucket list.

— andy

Skipper Wayne Zittel studies the course belowdecks. He was one of three coaches aboard *'Cazan'* during last month's PV Race.



WORLD OF CHARTERING

Do You Have Special Memories of Chartering with Kids?

When our kids were young we made a special effort to take them on an out-of-town sailing charter every year — even when we couldn't afford it.

Why? For starters, it made them more worldly and empathetic toward people of different cultures. But perhaps more importantly, the shared experience of running the boat, navigating unfamiliar waters, and jointly facing daily challenges left each of us with fond memories that have stayed with us for decades.

In your home waters, daysailing with your kids can have wonderful — and sometimes unexpected — side benefits for all on board, such as fine-tuning sailing and seamanship techniques, building self-confidence, and exercising problem-solving skills. But during a week or more of chartering in unfamiliar waters all of those benefits tend to be



Years ago, when we gave our two boys and their male cousins permission to explore this cove in BC's Desolation Sound, we had no idea they would scare the wits out of us by jumping off a 50-ft cliff. But it all worked out, and even now the kids still talk about the stunning beauty of that watery playground at every family reunion.

amplified.

What's the **ideal age range** for bringing kids along? From our experience, **seven or eight to 18** is the ideal window, as they will be physically able to lend a hand with sailing chores and capable of taking responsibility for some aspect

of the day-to-day routine — such as the popular role of 'dinghy captain'. While it's fun to have your kids along at any age, once they are out of high school, they tend to want to do their own thing, or their lives become so complicated that it's often hard to meld their schedules with yours.

If you still savor special memories from family charters with your kids, we'd love to hear about them. Please tell us:

- Where and when did you charter?
- How old were your kids at the time?
- What were some of the highlights that have remained in your memory?
- What advice would you give to other families who are considering family chartering?

Also, we'd love to see a few (medium resolution) photos of that trip. Send them to andyturpinatlarge@gmail.com.

If we use your submission, we'll send you some official *Latitude 38* swag!

— andy

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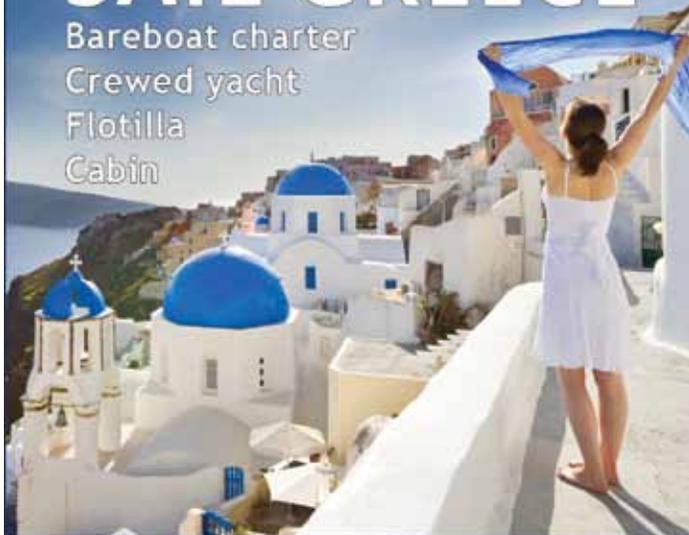


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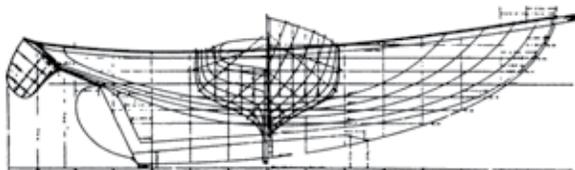
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CHANGES

With reports this month on the second of **Celebrate's** circumnavigations, **Alem-bic's** cruise of both fun and compassion, and a lesson on family dynamics aboard **Tuwamish**. There are reports on both the 17th annual **Zihua SailFest** and the 2nd annual **Barra Festival**. And the usual batch of **Cruise Notes**.

Celebrate — Taswell 58 Charlie and Cathy Simon Tying Another Knot Spokane, WA

When we last visited Charlie and Cathy Simon in the November '17 *Changes*, they had just completed a Northwest Passage



Charlie and Cathy Simon have put more than 40,000 miles under 'Celebrate's' keel since 2014.

aboard their Taswell 58, *Celebrate*. But that was only one leg of an 11-month, 16,000-mile circumnavigation of the North American continent. They crossed their outbound track off Fort Lauderdale on February 23 to tie that knot. *Celebrate* is only the 15th known boat to have completed such a passage.

The Simons are in even rarer company now, since their résumé also includes a

Colored lines show 'Celebrate's' '14-'15 world and '17-'18 North American circumnavigations.



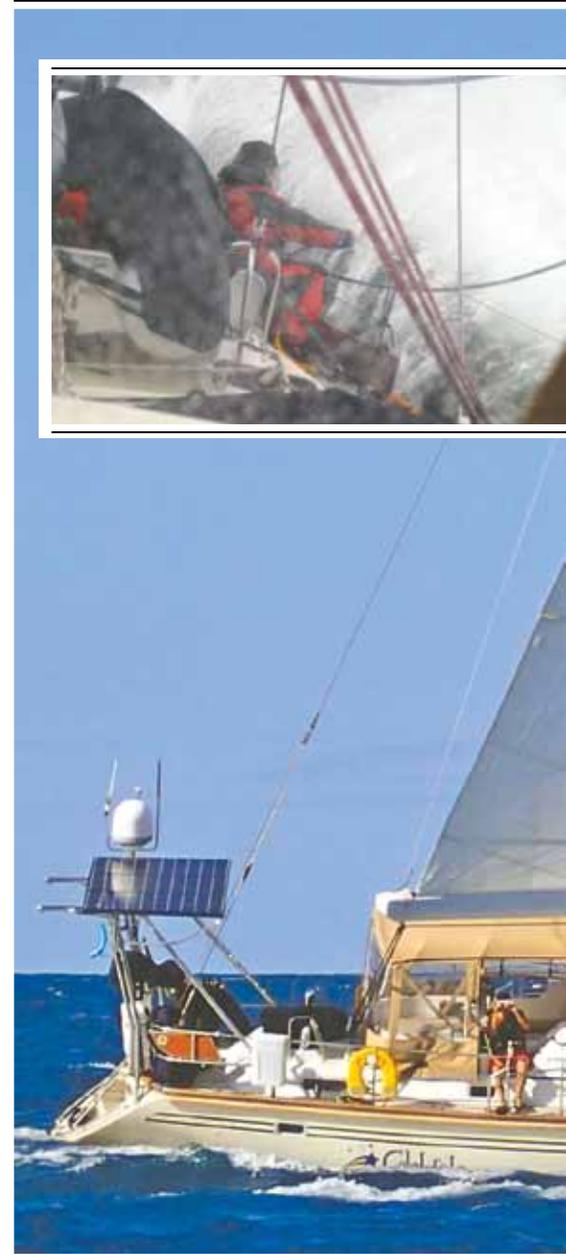
'regular' circumnavigation. Between 2014-15, they completed a 13-month, 26,000-mile World ARC. (Doing both a world and North American circumnavigation is so rare, we couldn't even find stats. It may be one of the first.) In total, since 2014, they've visited 16 countries on five continents, sailed most of the world's oceans and many of its seas, and put more than 40,000 miles under *Celebrate's* keel.

Celebrate herself is a Bill Dixon design, built by the highly regarded Tashing yard in Taiwan in 2003. The design features a long Scheel keel, beefy skeg-hung rudder, tons of storage, and accommodations for up to eight crew. The latter detail came in handy for parts of the NA circumnavigation. Although the boat is set up for easy doublehanding, Charlie and Cathy had six total aboard for the NWP, and four (themselves included) to and through Panama. They sailed the first leg (Fort Lauderdale to Annapolis) and last leg (Panama to Fort Lauderdale) themselves.

Of the many cool gadgets aboard, one of the coolest to us was their masthead camera. Though designed as a security camera, it turned out to be a valuable extra set of eyes that could 'see' over the tops of ice and spot pathways not visible from deck. We're thinking a similar setup could prove equally valuable when threading your way through reefs in more tropical climes.

As they noted in November's *Changes*, the Simons considered the 3,300-mile East-West Northwest Passage much more difficult than the ARC, mostly because of the unpredictable movement of the ice floes and the frequent pea soup fog formed by them. (Compasses don't work that far north, either — fortunately, GPS does.) What they didn't mention then is that, after they consulted with Victor Wejer, an Ocean Cruising Club Northwest Passage specialist, he named a Tasmanian Islands channel "Charlie's Channel" after Simon, its first known user.

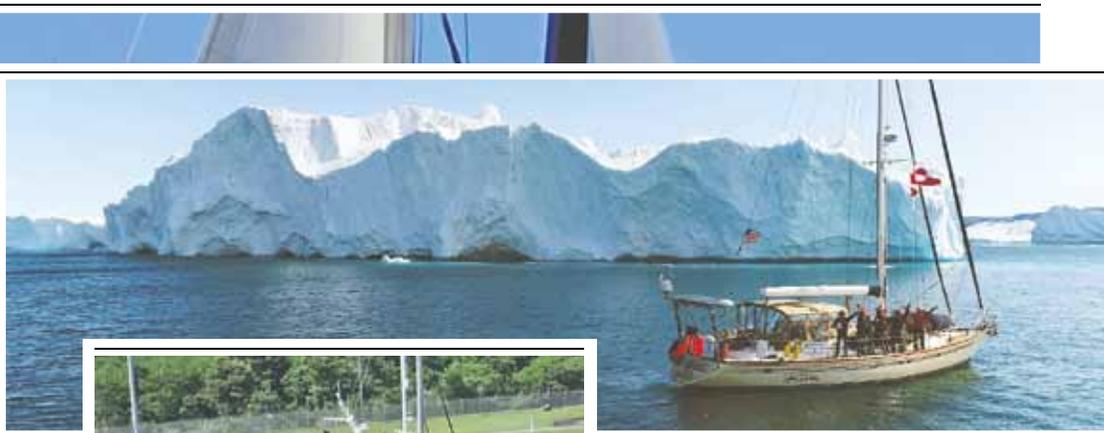
After completing the NWP in September, Charlie and Cathy made a 1,300-mile dash from Alaska south to San Diego, to take part in last year's Baja Ha-



Ha, which started on October 29. After that came a Panama Canal transit, followed by the 'homestretch' across the Caribbean to Florida.

On the ARC, the Simons' favorite stops included the Galapagos, a visit to an active volcano on Vanuatu, and a safari in Africa. When asked about the highlights for the NA circumnavigation, Charlie is unequivocal about his favorite:

"Everyone should visit Disko Bay in Greenland. Although we were aboard our boat, there is a regular air service and tours to see the glaciers calving icebergs, which is a truly awesome experience," he says. "The ice extends out into the bay about five miles until tidal and other stresses are great enough to crack off the 'toe' of the glacier. Some of the bergs are huge,



ALL PHOTOS CELEBRATE

Alembic — Whitby 42 Peter and Angie Arndt Answer to a Prayer Maine

It was an answer to a prayer when our friends Bill and Helen Weigel, who own *Alembic*, a Whitby 42, said: "You can spend seven weeks on our boat in the Caribbean while we go home." We rented our house in Maine for six months and started packing. On January 2, we arrived in Falmouth Harbour, Antigua, and began a great adventure.

We had had the good fortune to spend two winters in the islands 20 and 30 years ago, so we had some expectations of what things would be like. But this year has been very different from those trips. Hurricane Maria had made landfall in September and the islands were still abuzz with rescue work and new needs.

It took a couple of weeks to get acclimated to both the intricacies of the boat and how the strong Christmas winds impacted living aboard. Some days, Angie felt as seasick at anchor as she ever recalled feeling at sea. We were grateful for the exciting distraction of the arrival of the winners of the Talisker Whisky Atlantic Challenge, a four-man team who rowed 3,000 miles from the Canaries to Antigua in a record 30 days. They were followed by *Team Antigua*, who came in the next morning to a massive Antigan and international welcome.

By mid-January, we were ready to break free of the comfort of Falmouth and make our way south. Our goal was to see

Peter trims sails on 'Alembic'. Friends let him and his wife Angie borrow their Whitby 42 — in the Caribbean, no less — for over a month.

Spread: 'Celebrate' under sail. In good breeze, the boat can beat upwind at 8-9 knots all day long. Top (l to r): Some like it wet — Charlie doing foredeck chores on a windy passage in the Labrador Sea; (center) 'Celebrate' during part of her Panama Canal transit; the Simons and their four crew encountered this spectacular scenery off Greenland before they even began their Northwest Passage.

more than 100 feet above the water and a mile or more long. The *Titanic* is thought to have hit an iceberg from this bay."

Although "Seattle" is the homeport painted on *Celebrate*, the Simons have ties to the Bay Area. Charlie learned to sail here in 1975 with Jay Varner at the (then) San Francisco Sailing School. When he and Cathy (who grew up in Washington) were married in 1979, she learned to sail on a Ranger 33 they kept at Ballena Bay in Alameda. Currently, they are members of the Corinthian YC.

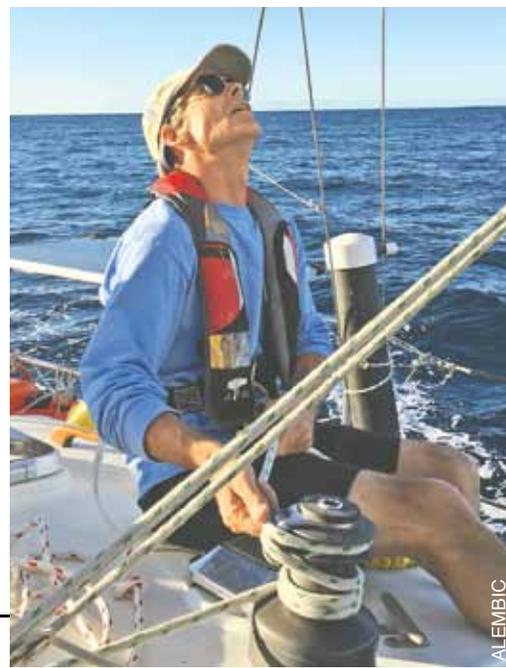
The Simons are staying in Fort Lauderdale a few weeks while *Celebrate* goes

on the hard for some usual upkeep, and some unusual, especially for Florida: fairing and painting the ice dings around the waterline!

After she goes back in the water, probably sometime this month, Charlie and Cathy will make their way north through the summer, ending up in Annapolis where they will plan their next sailing adventure.

— latitude 3/15/18

For more on the Simons' travels, speaker series, and expertise on planning routes and itineraries timed for weather, visit www.worldsailing.guru.

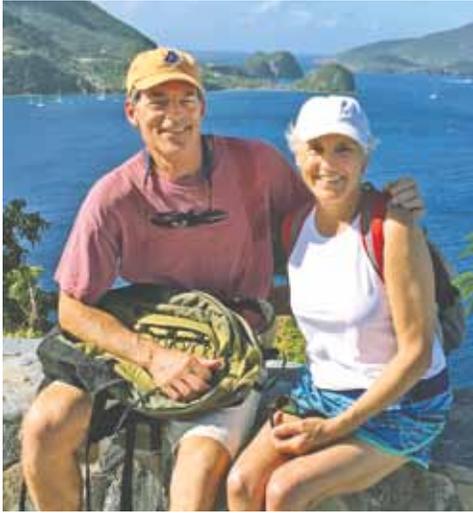


ALEMBIC

CHANGES

if we could continue with relief efforts in Dominica that the boat's owners had contributed to in early December.

We had an exciting first passage to Deshaies in Guadeloupe. The seas were up but the boat seemed thrilled to be back



ALEMBIC

Above: Peter and Angie Arndt. Below, this unidentified schooner was driven ashore by Hurricane Maria.

out there and performed beautifully. As we got closer, we remembered with great fondness our previous visits to this quaint harbor and the superb French provisions. This time, we were surprised by the number of boats that packed the small harbor and were a little dismayed to be woken at 4 a.m. by the sound of air horns and lots of shouting: A charter boat had dragged anchor into a neighboring boat.

We continued on to Pigeon Island where the snorkeling was fabulous, and enjoyed a leisurely swim with a sea turtle. Then we headed for Îles des Saintes, again recalling this truly captivating harbor in our memories. It's still pretty, but now virtually

impossible to anchor as the entire harbor is full of moorings. We were lucky to pick one up right away, as we later saw other boats waiting for hours for someone to leave and free up a mooring.

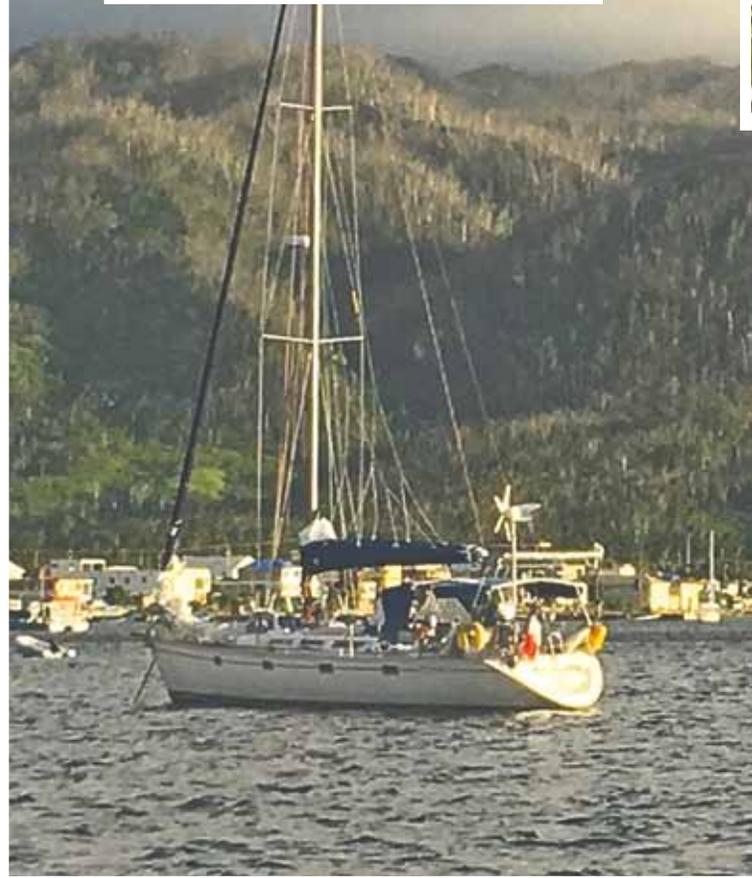
We enjoyed going ashore to explore the small village, with its *pâtisseries* and tourist shops, and climbed up to the fort that looks out over the harbor and beyond. Ferries arrive regularly with loads of tourists eager to enjoy all the beauty, ambience and great food!

The next passage to Dominica was relatively short, but the winds were kicking up the seas and we were glad we'd turned the cowl vents aft.

Making landfall, it was easy to notice the deforestation in the mountains, the result of Hurricane Maria's stripping the leaves off every tree on the island. The high hills that used to be lush and green were almost gray in appearance, although you could see the green of new life working hard to grow again. There was also evidence of landslides that took out swaths of vegetation, and even before we anchored, we could see buildings that had been leveled. Blue tarps covered many homes and businesses in the town of Portsmouth.

We went ashore Monday to clear customs with the help of Jeffrey, the head of PAYS, the Portsmouth Association of Yacht Services. He drove us to the customs dock and it was shocking and sad to see the devastation up close. Wires hung in the streets, houses were in ruins, and many businesses were still closed. We could not recall ever seeing such destruction — and this was four months after the fact!

But we had come to help, and Jeffrey welcomed Peter's offer to



rebuild the roof of the PAYS building. We also connected with a local school where the principal welcomed our offer to pitch in and asked if we would paint the entry way, which had been scarred badly from the debris that Maria threw around. So with the help of two other boating families, we got to work.

The students at the school were excited to see us painting and eagerly asked if they could help. It was a wonderful multi-age event and we got the work done in record time.

We also volunteered to help in the school library, as we had met the co-founder of Hands Across the Sea in Antigua and she said all the schools and libraries in





ALL PHOTOS ALEMBIC

kitchen and radio tower.

After 10 days, we took advantage of a small weather window and made two quick daysails to get back to Antigua, where the owners were flying in to reclaim their home. We arrived in time to see yet another transatlantic rowing team — this time three women — come in after 60 days at sea. Shortly after that was the arrival of the last rower in the Atlantic Challenge, a soloist, who completed the trip in just over 63 days.

The sailing conditions this trip were nothing like what we remember from 20 years ago. We keep hearing this was

one of the windiest winters ever. But we're not complaining because we have had the chance to taste the simplicity and joy of cruising life once again.

— peter and angie 2/21/18

Readers — You might have noted that Peter and Angie rented their house for six months. After getting off the boat, they went to stay at another friend's house in St. Croix, where they continued to help with the cleanup efforts. They will head home to Maine this month.

**Tuwamish — 50-ft ketch
Adam Nash and Laura Sage
Extreme Family Blending Experiment
Pacific Northwest**

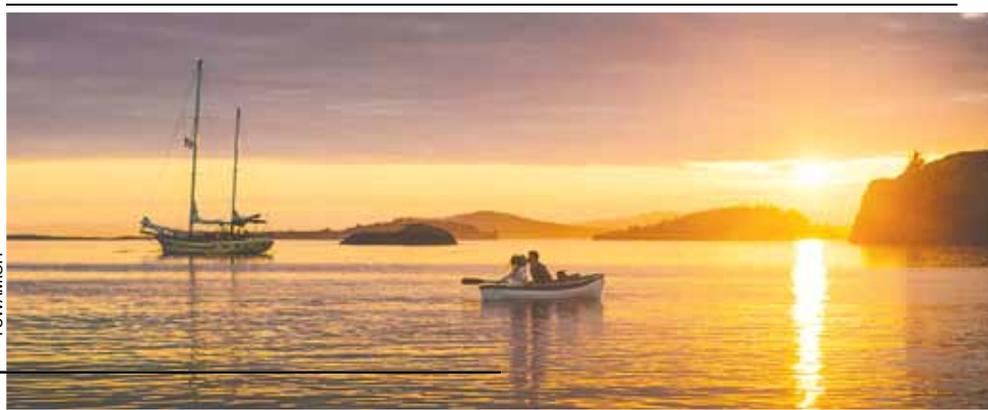
It's been quite an adventure for two soulmates who found each other through Instagram in 2014. After a year or so of 'likes' and occasional compliments, Laura and I finally met, and soon afterward agreed that we should all live together. "We" included her two kids, Matteo, 12, and Lucia, 9, my son Jake, 7, Gypsy, the black Lab mutt and — just recently — Taco, the wild Baja street dog that, according to my wife, was *Is this a cool shot or what? A boat, a sunset, and a kiss on Adam and Laura's wedding day in the Pacific Northwest.*

Spread: 'Alembic' on the hook in Dominica. You can just see the green starting to come back into the hillsides. Above, left and center: Peter at work on various rebuilding projects on the island. Above: Peter and his 'assistants' demonstrate 'Dominica Strong!' Above right: A few of the many cruisers who showed up to help out. These folks represent 'Bravo', 'Alembic', a catamaran named 'Trismic', and an unidentified Australian boat.

Dominica needed help. The first school we contacted thanked us but said until they got a new roof there was nothing to be done — a comment we heard often. Despite the devastation, the people we met in Dominica are still very proud of their island home and have a resilience that is inspiring. "DOMINICA STRONG" read the headline in one paper we saw while checking out at a grocery store.

They still need a lot of resources and help, but they are rebuilding. One hopeful sign was that the PAYS building had just gotten power back and their crew were happy to host their first Sunday BBQ for the cruising community anchored in Portsmouth. It was inspiring to see so

many families come to Portsmouth with the sole purpose of helping to rebuild. Other projects included the rebuilding of a soup



TUWAMISH

CHANGES

"too cute to leave on the street half dead." We called it the Extreme Family Blending Experiment. We skipped the house thing, and moved straight onto a boat.

That's when *Tuwamish* entered our lives. A 50-ft ferrocement ketch that is a

A bit over 400 square feet can start to feel small really quickly when five strong-willed people are tired of looking at one another. But in a dysfunctional family, 4,000 square feet ain't big enough, either!

On our tiny ship, it might take a little more effort to keep personal spaces personal, common areas organized, and shoes kept *only* in the shoebox, but one just has to step outside to see that we have one big backyard.

The first two summers, we sailed the Salish Sea. Last August, we left the Pacific Northwest and headed south. We have been in Mexico for five months now, and in the anchorage of Boca de Tomatlan for the last three days. We are slowly heading toward Yelapa and then around the corner south. But for the moment, we wait. There has been no wind down here for this big boat and I hate motoring.

With a pretty benign weather forecast on the horizon, I felt good about a 3:1 scope in 60 feet of water, until the swell had our keel thumping on the sand. Having my son reel in another 50 feet of chain fixed that problem, but had me on edge for the first night. It was dark by the time I had a stern line anchored on the beach, partly due to the handy-dandy homemade spool dispensing mechanism's exploding to bits and sending the spool into the sea.

In my defense, it was a Mexican *panga* that weakened the spool the week prior, when he ripped across my stern at 30 knots and tripped over the floating line while I was reeling it in — also sending the spool into the drink. After polite waves and a few big smiles they hucked the mess into the sea and blasted off again.

Miraculously, their 75-hp outboard didn't cut the line but instead rolled it up into a five-foot rat's nest that took me two midday siesta sessions and four cervezas to untangle.

So here we sit, in paradise, day three and the boat hasn't dragged. The worst part is trying to fall asleep to the sounds of waves crashing on the rocks just 50 feet away, but I have come to trust that my plan is working and our home will continue to balance on the brink of disaster in the name of adventure.

Every day, after two to three hours of homeschooling, we explore another corner of this small village, seeking out swimming holes, cute stray dogs, and cheap tacos.



Adam and Laura of 'Tuwamish'.

Pacific Northwest icon, she was built on the Duwamish River in 1974 by Bill and Miguel Scherer. They lived on her full-time and cruised extensively to Alaska and back multiple times for 40 years. She is one of the finest floating examples of a Cecil Norris-designed Samson C-Strutter, and has been maintained to the highest standards. *Tuwamish* was built to cross oceans safely and comfortably, and we were wanting to try just that.

I prepped for the adventure in the usual, modern way — I started following family cruising blogs, a lot of family cruising blogs. Just on Facebook's "Kids 4 Sail" page, there are over 200 boats on the Google map. I read a lot on blending families, too, although I never came across someone trying to do it on a tiny floating home.

Laura and Lucia have a row in 'Tuwamish's' dinghy. Neither had sailed before moving aboard.



It's been seven months since we left the San Juan Islands of Washington. We have anchored in over 80 destinations down the coast. And being fiscally lean in the pocket, we have only stayed in marinas on five occasions. We don't mind though — marinas just don't have the same perks as, say, having an island to yourself. As a result, the kids, now ages 10, 12, and 14, have come to prefer the wild unmarked places where we choose to drop the hook. Our plan is working!

It turns out the Extreme Family Blending Experiment has been more successful than we could have imagined. Years fly by when you're having fun. And now it no longer feels like we are blending as much as just a close-knit family trying to squeeze every drop out of this lime called life.

But, all good things must come to an end, and those ocean crossings will have to wait for a while. We have lots of reasons that we need to get back to our families and friends. So, sadly, we are seeking new



ALL PHOTOS TUWAMISH



Top left: Adam on breakfast duty. Center: Jake with a 'spinal condition' (that he found on the beach). Right: Extreme Family blenders (left to right) Laura, Matteo, Lucia, Adam and Jake. Middle (left to right): 'Tuwamish' under sail, Lucia makes bubbles in the sunset, Matt in his bunk (though it's small, each child has his or her own space); homeschooling is a part of everyday life aboard. Bottom left: Tuwamish in the San Juans.

stewards for our amazing yacht to allow her to continue to deliver brave souls to the far-flung corners, just as she was built to do. Thank you, *Tuwamish!*

— adam 3/10/18

Zihua SailFest — Another ¡Olé! Year

The 17th Annual Zihua SailFest on February 5-11 was a spectacular success. The seven-day fiesta raised 2,109,923 pesos (\$112,000) to provide educational opportunities for our least-advantaged children. The events included a welcome dance, concert, auctions and raffles, a chili cook-off and street fair, a gala dinner and daily sailing events. Approximately 80 cruisers and their local land-based supporters volunteered to organize and

administer the events.

Forty-three sailboats from around the world — mostly from the US and

Canada — participated. The cruisers were the heroes of the fiesta, taking more than 1,200 donating guests on sailing trips. Prominent local and international musicians donated their talents to perform sunset concerts at sea. Cruiser committee chairfolks, Tim and Donna Melville, from the Nanaimo, BC-based Baltic 42DP *Northwest Passage*, deserve special recognition for their promotion, organization, dedication and just plain hard work. They inspired all of us,

and even found time during their 10- to 12-hour working days to buy a home here. The sailing events raised nearly 600,000 pesos (\$32,000).

The Zihuatanejo community has enthusiastically embraced the dreams of the cruisers. More than 200 local businesses and artists donated gifts and services for the SailFest auctions and raffles, raising about 250,000 pesos for the kids.

Compassionate annual donors, including SailFest co-founders Richard and Gloria Bellack, retired teacher Jane Fiala, cruiser Pete Boyce, SOB Volleyball Vacations, and many others contributed more than \$45,000 US.

Zihua SailFest, in partnership with local government agencies, Rotary Clubs, local donors, generous construction material suppliers and parents of the children, has built 13 new schools, as well as 110 classrooms, bathrooms, kitchens and civic plazas at existing schools, and established a nutrition program that provides 30,000+ school meals a year to hungry children, and has helped to provide hundreds of academic and English-language scholarships. Literally thousands of underprivileged, bright-eyed young Zihua scholars have

Zihua schoolkids on the trampoline of Tony and Claire Piazza's catamaran 'Picante'.



ZIHUA SAILFEST

CHANGES



ZIHUA SAILFEST

benefited from the cruisers' educational initiatives.

Did I mention that we had a hell of a lot of fun while doing it?

For more, see www.porlosninos.com and www.zihuasailfest.com.

— lorenzo marbut

Latitude founder, and longtime publisher/editor, Richard Spindler, helped found SailFest back in 2001. That first year, only a handful of boats took part and the event raised \$2,900. As mentioned, this year,

The Parade of Sail — just one of many ways to have fun with boats at SailFest, and help the local community at the same time. Official dates for next year's weeklong event have not been announced, but we encourage all cruisers to keep an eye on our Calendar, and to plan to be 'in the neighborhood' of Z-Town in mid-February.

there were 43 boats and the total was more than \$100,000. Cruiser Pete Boyce sent Richard this note, which he forwarded to us:

"Richard, when you had the first gathering of cruisers in Bahia Zihua and came up with the idea of contributing to a local children's cause, did you ever dream it

would have reached the current magnitude? Almost \$1,000,000 US net toward the local school and children's needs!

Local expats have provided the administration to make it happen every year, and each year's cruising sailors have a good time supporting it. It has become a yearly destination for some supporters. Along with the Bellacks, Lorenzo, Carol and many other supporters, it has been my privilege to have a small part in its success.

— pete boyce 2/26/18

2nd Annual Barra Fiesta

The picturesque community of Barra de Navidad held its 2nd Annual Barra Mexican "Fiesta Sabores y Sonidos" (flavors and sounds) over the three-day weekend of February 16-18. The festival

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treated both land- and sea-based visitors to a fantastic taste and preview of the treats that await them in the area.

The waterborne portion of 'BarraFest' is modeled on Zihua SailFest, with a parade of boats, sailboat rides and other activities; while the celebration as a whole is conceived with the same goals of raising money to help the local community. The dates of this year's festival, as with the last, were set for the weekend following ZFest, which makes it fit tidily between that event and other scheduled activities on Banderas Bay or in the Sea of Cortez.

Ten boats took part in the boat parade and provided the sailing fun, while townsfolk and visitors provided a sack lunch and beverage, along with a 500-peso donation. "Each mini-cruise provided a view of 'Christmas Bay' as we see it," wrote co-organizers Pat and Carole Macintosh of *Heartbeat*.

All moneys raised will be used to rewire the secondary school, "so students will be able to use computers at the same time the air conditioning is running," says Carole.

— pat and carole mcintosh 3/5/18

Cruise Notes

Did you catch that list of **'The Most Dangerous Cities in the World'** that did the rounds last month? At the very top: Los Cabos. Yes, *that* Los Cabos! And La Paz is #6! Overall, according to the list, the 14 Mexican cities that made the list make Mexico second only to Brazil (17 cities) on the 'dangerometer'. The US was fourth, behind Venezuela.

The list was compiled by the Mexican anti-violence think tank *Seguridad, Justicia Y Paz* (Security, Justice and Peace), which ranked each city according to its homicide rate per 100,000 residents.

"If you're one of the 10,000 people I've led to Cabo as part of the Baja Ha-Ha in the last 24 years, or been one of the gazillion tourists who visit there each year, you're probably laughing your ass off at the claim. I know I am," wrote *Latitude 38* founder (and Baja Ha-Ha Grand Poobah) Richard Spindler on his Facebook page.



During the Sunday night party, cruisers present a check for 39,000 pesos to Tania Reyes, administrator for the Secondary School in Barra.

"I'm not disputing the fact that Cabo may have the highest number of murders per 100,000 residents of any place in the world, but while that statistic might be correct, it's also completely misleading.

"The murders are a part of a terrible battle between drug cartels for the southern Baja drug business. While the majority of Mexicans are about the nicest, kindest and most peaceful people in the world, there is a segment of the population that is about the most bloodthirsty in the world. Fortunately, like most people

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CHANGES

'FINALMENTE'



Above, Ni and Krissy Orsi will soon be back aboard 'Finalmente', getting ready for another summer of cruising the Med. Inset, a visit by granddaughter Cristina was a 2017 highlight.

in the drug world, they kill one another, not tourists. And almost always in the barrios or at least away from tourists."

What's in your **spares locker**? Years ago we sailed with a money-poor but enthusiasm-rich fellow named Bill who had all sorts of weird, wonderful — and cheap — solutions to problems that would send most sailors scurrying to the chandlery to solve. One we had forgotten until just recently (when we saw it mentioned on

a cruising forum) was that in one of his spares drawers, there was one of those wax rings that you put under a toilet bowl (not a marine toilet, a house toilet) when you install it. As anyone who has performed this task can tell you, the wax used for this remains soft and pliable even when cold and is so sticky that — trust us — it will get on or in everything you touch, including your hair, clothes, the steering wheel, shoelaces . . . Bill used it for things like bedding deck hardware, and stuffed some under the rubber cover of his mast boot to help seal that. We don't necessarily recommend those uses, but one thing he did say is what makes us bring it up now — he felt the wax would work well as a temporary patch if the boat ever got a small hole under the waterline... or as a 'cement' to hold on a larger patch until you could get to somewhere safe. We think so, too.

Ni and Krissy Orsi of the Dolphin 460

Finalmente spent most of the winter at home in Stockton, but are headed back this month to their catamaran, which berths in Sicily during the cold months. They cruise the Med, usually with family or guests aboard, from May through October. Stops on the itinerary this year include Sardinia, Corsica and Elba. In August, they will arrive in Santa Margherita Ligure (near Genoa), where their daughter lives, to celebrate their 50th wedding anniversary. A highlight of last summer's cruising (the Greek part of which was featured in *Changes* in December) was a visit from granddaughter Cristina, who spent several weeks aboard.

Berkeley sailors **Mitchell Andrus** and **Quincey Cummings** — whom we featured in one of our **Young People, Old Boats** installments, and both of whom have contributed words and pictures to *Latitude* — are headed through the Panama Canal as we write in their new boat, **Esprit**, the "last Kelly Peterson ever built."

"We'll be leaving Panama around the 28th or 29th of March, and will be headed north to San Francisco Bay without many



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side trips, and hope to be in Berkeley by May 10," Mitch wrote in their first newsletter. The couple recently started **QM Travels**, "An experiential vacation supported by sailing and nutrition education, dubbed Holistic Adventure Travel." *Esprit* will be the mothership for the couple's new venture. Quincey studied nutrition, and the couple are self-described foodies, so good eating will play prominently in the experience they're offering.

"*Esprit* was built for the original owner to cruise and compete in races like the Transpac and was maintained to the highest standards," Mitch wrote. "In 2000, a pair of engineers with a young son bought her to circumnavigate the globe over 17 years. Thankfully, they maintained *Esprit* to the highest standards. She is ready for another circumnavigation!"

Speaking of the Panama Canal, it turns out we just finished reading the



Stan and Sally Honey's Cal 40 'Illusion' surfs down a chunky wave on her way back through the Golden Gate Straits.

same book as **Stan and Sally Honey**. David McCullough's *The Path Between the Seas* describes the building of the Canal, and the Honeys had a good reason to be reading the award-winning book, as they've recently transited the Canal aboard their Cal 40 **Illusion**.

An important requirement for passing through the Panama Canal are no

less than four line handlers to control the boat through the turbulent locking process. Coming from the pedigree that Honey does, he wrangled some real ringers. Their crew mates included Tom Condy, Sylvia Seaberg and Kerry Deaver, which surely made *Illusion* the best trimmed sailboat to ever cruise the Canal.

Tom and Sylvia were also among the 'line handlers' for Sally (along with Sylvia Petroka) in the 2001 Lightship Race aboard *Illusion*, when Jim Puckett caught a memorable shot as she raced back to the Gate.

In a recent *Lectronic Latitude* ("That Sinking Feeling," March 12), we noted that if **sea levels** continue to rise, future sailboat racers on the Bay might be rounding new marks — like the clock tower at the Ferry Building.

While it was all in good fun, several readers reminded us that **climate change** is no laughing matter, that rising

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CHANGES IN LATITUDES



This snapshot from an animation by 'National Geographic' shows how the shoreline of America would change if all the world's land ice melted.

sea levels are scientific facts (despite what anyone in Washington DC says), and that many of the effects of climate change may already be irreversible.

A bit more Googling revealed that if all the land ice — just the stuff that's over land — were to melt, sea levels world-

wide would rise 216 feet. **National Geographic** did an amazing time-lapse graphic of that process, which showed that, worldwide, many of the world's great cities would disappear, including San Francisco, Los Angeles and San Diego (not to mention the entire state of Florida).

California's Central Valley would be a giant bay, and the 'new' Sea of Cortez would reach almost to where L.A. used to be. Are you a cruiser? Do you have a **story to tell?** Would you like to see it told in *Latitude*? It's easier than you might think. The majority of stories that appear in *Changes in Latitudes* are from folks just like you. Other than a bias toward West Coasters (but not always, if it's a

really unique story), we are equal-opportunity publishers. We don't discriminate on the basis of age, gender, size of boat, number of masts, number of hulls, how long you've been cruising, or your annual cruising budget. We welcome stories from rank beginners as much as seasoned veterans — and everyone in between — because that's a fair representation of who's out there (and because, let's face it, everyone was a newbie at some point). The subject matter can be as widely varied as cruising itself. From day one back in 1977, part of *Latitude's* mission has been to celebrate as many sailors as we can.

And we're always on the lookout for new voices, new people and new boats. Never written before? Doesn't matter. If it's a fun story, we'll make you sound like Steinbeck. (Well, okay, at least literate.) Never really taken photos before? The new smart cameras and phones are so good all you have to do is point and click. Do please try to send a variety of photos that include head shots of you and your 'first mate', your family, the boat either at anchor or sailing, life aboard, etc. Contact us at editorial@latitude38.com.

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9-FT APEX A9 LITE WITH OUTBOARD. 2005. San Francisco. \$1,500. Hard bottom RIB with 6hp Nissan 4-stroke OB. Fresh water boat and motor very lightly used. Contact (415) 469-9574 or (415) 971-7129 or bmwicklund@comcast.net.

24 FEET & UNDER



18-FT MARSHALL SANDERLING, 1976. Napa, CA. \$10,000. Includes sail and cover, winter cover, 2016 Yamaha 4hp OB, depthfinder, 2 anchors, portable head, and more. This is a SOLID boat, very safe and fun to sail. Contact (804) 928-3550 or pema.metta@gmail.com.



20-FT PACIFIC SEACRAFT FLICKA. 1980. Reno, Nevada. \$29,500. Fresh water Lake Tahoe Flicka tenderly cared for and maintained. As a pocket yacht, sails stably and solidly. Standing and running rigging in very good condition. Newer Honda 4-stroke, 8hp OB. White Ullman sails (main and roller reefing 134% jib) in good condition. All beautiful bronze oval portholes, Lewmar winches and deck hardware. All teak belowdecks. Includes Trailrite double-axle trailer in excellent condition (just refurbished and painted with newer tires.) Many extras but just basic instrumentation. Hull is dark blue Imron paint. Will deliver and assist to launch within 250-mile radius of Reno. Must see this classic jewel! Contact (775) 560-5212 or (775) 345-7504 or james.draper@yahoo.com.

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11-FT AB INFLATABLE 10VS, 2012. Santa Rosa. \$6,000. Too big for our boat! 10'6" x 5'7". 20 Honda, power tilt, electric start, auto bilge, anchor locker, running lights. AB Model 10VS. Trailer is new for +\$800. Contact (707) 696-3334 or john@windtoys.net.



10-FT WEST MARINE 310 RIB, 2000. Paradise Cay, Tiburon. \$1,500. West Marine hard bottom 310 RIB. 8hp Nissan 2-stroke OB. Planes with 2 adults. Contact (415) 435-1602, (415) 987-3343 or tripames@comcast.net.



19-FT OPEN 5.70, 2010. Redwood City, CA. \$16,500. Fast is fun, and there's nothing like planing! USA 570 won the 2013 Open 5.70 North Americans and has only been sailed a handful of times since. New jib and spinnaker along with existing sails. Harken full boat, jib, and rudder covers. New Honda 2.3 and trailer in 2013 has low miles. See <http://bit.ly/2nAAxPr>. Contact (650) 504-0479 or ks@sailoutbound.com.

21-FT WILDERNESS 21, 1979. Alameda, CA. \$2,950. Performance cruiser-racer in excellent condition. Sails range from excellent to older. Rebuilt mast step. Traveler, adjustable jib leads and backstay, cabin-top primaries, Boomkicker, KiwiGrip, 2hp Honda. No trailer. (925) 457-6993 or sailsalot33@yahoo.com.



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22-FT TURBO J/22, 1983. Oxnard. \$8,000. Turbo J/22 set up for masthead or fractional, 4 asymmetrical kites, 5 symmetrical. Class and overlapping headsails. Tandem trailer. Text (805) 236-0793 or Phrdragon@hotmail.com.

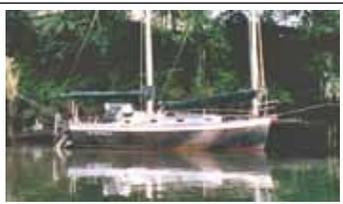


20-FT SCHOCK HARBOR 20. Eugene, Oregon. \$14,900/obo. This is well-built, modern-keeled daysailer equipped with a class main and self-tacking jib. It is perfect for pleasure daysailing with 8 or for Class racing by 2. It is a sweet-sailing boat with a modern, fast underbody and is easily handled with nothing more than a mainsheet. The boat includes a custom-built trailer and a 4hp, 4-cycle Yamaha OB. View more photos on website provided: <http://photos.app.goo.gl/yqNegPc2f6g532jP2>. (541) 953-4989 or (541) 342-8540 or jfeugene@gmail.com.



17-FT GIG HARBOR JERSEY SKIFF. 2007. Sausalito. \$11,000. Like new. Just in time for spring. \$19K new as equipped. Roller furler jib. 2 sets oars. 2 custom covers. Great sails. General information: www.ghboats.com. Email for photos: chrispeterson05@yahoo.com.

25 TO 28 FEET



28-FT FREEDOM 28, 1979. Antioch Municipal Marina. \$9,500/obo. Length overall 28'4", load waterline 25'9", beam 9'4", draft board up 3' down: 6'. Purchased new in May 1980 in Newport, RI. Sailed to Oakland via the Panama Canal, then to Sea of Cortez and back. Sailed to Hawaii, Washington, British Columbia and back to Delta. Over 30,000 miles over the bottom. Email for equipment list. Contact (502) 203-3998 or amacd55@gmail.com.



25-FT CATALINA 250WB, 2006. Braito's Marina Clearlake. \$20,500. Very clean ready to sail. Furling jib, wheel steering, 2009 Nissan extra long shaft 9.8hp OB with electric start, 2014 150% jib, 2012 asymmetrical spinnaker. With trailer. Email codethree4me@yahoo.com.



25-FT NORDIC FOLKBOAT, 1976. Richmond. \$15,000. Well maintained fiberglass boat. New, low-maintenance aluminum mast. Great sails. Nissan 4-stroke 3.5hp OB with 20 hrs. Ready to race. Check out our classified ad and fleet information at: www.sfbayfolkboats.org. Email dvdthmpsn@aol.com.



26-FT HUNTER, 1997. Placerville, CA. \$11,000. Water ballast w/swing keel, 9.9 Honda, roller furling, tiller steering, enclosed head, alcohol stove, barbecue, depthfinder/GPS, VHF, mast raising system. Sails, rigging, motor and trailer in great condition. (530) 626-0775 or randypesses@hughes.net.

26-FT CUSTOM FLUSH DECK SLOOP. 1978. Weaverville. Best offer. Great cruiser or racer. 2000 lb. Easy to sail in all weather. Jake Van Heeckeren design. Built by Hank Jotz. Bruynzeel plywood & epoxy. Always driesailed, garaged. Nearly new condition. Comfy varnished interior, gimballed stove top, double bunk under cockpit. Outfitted with 2hp Honda, SS rod rigging, Barient winches, solar panel, VHF, depth, compass, 10-ft Avon dinghy. Make offer. Phone or text Hank Jotz. (530) 623-7830.



25-FT OLSON, 1984. Fresno. \$14,900. Good condition. Limited lake sailing 6yrs. Rigging replaced. Sails: Main, 4 headsails (155%, 130%, 95%, 70%) and spinnaker. 5hp. Equipped for racing, Hull #36, Sunbrella boat cover. Refinished and redesigned trailer. Contact (559) 352-1252 or terry.paul@comcast.net.



25-FT MERIT, 1980. Monterey. \$4,500/obo. Fast, functional and easy to sail, old gear and need for sails, TLC, some repairs. Newly rebuilt trailer. Old sails: 2 each - mains, spinnakers, genoas, 1 jib. Hull in good condition. Email 3constables@gmail.com.

29 TO 31 FEET



30-FT KNARR, 1985. Tiburon SFYC. \$34,500. 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 more at http://sailboatdata.com/viewrecord.asp?class_id=160. Call (415) 425-4300.



30-FT CATALINA, 1984. \$26,000. Full-batten main, 110 jib, new batteries, flat traveler, all lines led to cockpit, great for single- or shorthanding, upgraded interior, new running rigging, well maintained. (415) 297-1954.



30-FT ETCHELLES, #702, \$3,750. Very clean Etchells race boat that makes a very fun daysailer as well. Excellent galvanized trailer. Two excellent, crisp North Main/jib sail sets, and an excellent spinnaker. Several jibs, mains, spinnakers for daysailing. So. California boat. (650) 720-8958 or mtown@att.net.



30-FT NEWPORT 30 II, 1978. Richmond. \$21,500. Price reduced again! Continuously upgraded. Over \$30,000 invested in the last 3 years. A great racer/cruiser ready to race the Bay, or cruise the Delta and beyond with your family. Set up for easy singlehanded sailing. Great live-aboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple main, folding prop, diesel, rigging replaced, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.



30-FT CATALINA TR BS, 1977. Alameda. \$22,000. A performance cruising yacht, upgraded with modern equipment. Universal diesel, 2 AGM batteries, 51A alternator, 100W solar, electrical, Strong Track, main and 2 jibs, rigid boom vang, whisker pole on mast, ST Lewmar jib and spin winches, dodger with connector to bimini, standing rigging and lifelines, tiller and rudder, Garmin 541 chartplotter, Autohelm 2000, FW pressure system, Nova Kool refrigerator, Sony stereo, oiled teak throughout. See photos on Craigslist. (510) 289-7818 or krrivee@gmail.com.

30-FT CHRIS-CRAFT, 1964. San Pedro. Best offer. Chris-Craft sloop. Sparkman and Stephens design with swing keel and roller furling on the boom. Original Gray Marine gas engine. In San Pedro. Call if interested. (760) 409-6918.

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30-FT FISHER 30, 1973. San Rafael. Mid-20s. 'Fisher 30 Pacific Child'. See YouTube and Facebook. Capt. Larry can no longer sail. Perfect northern latitudes explorer, safe family boat. Cash and carry on! Contact (707) 874-1000 or BlimpBoy@sonic.net.



35-FT CRUISING KETCH, 1947. Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Saab diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



32-FT CATALINA 320, 2000. Marin. \$65,000. Well maintained, Yanmar low 300 hrs. Great club racer/cruiser, full batten main, 2nd set cockpit winches, roller furling headsails, gennaker, standard Catalina electronics + GPS. Excellent Delta boat, air conditioning, shoal draft, cockpit cushions. Contact jon.rolien@comcast.net.

36-FT NANTAI, 1978. Rio Vista, CA. \$12,000/obo. Health forces sale. Original mast, standing, and running rigging. Volvo Penta MD17C runs perfect 100 hrs. Lam sails. Sloop rig. Boat is in sound shape. Neglected for 4 years. A great vessel if willing to put in some work. Call or contact for pictures. (916) 776-1378, (916) 776-1836 or jowen1@frontiernet.net.



31-FT HUNTER, 1985. South Beach, SF. \$18,000. Excellent Bay and coastal cruiser. Sleeps 6. H/C pressure water, autopilot, windvane, chartplotter, AIS, ST 60 wind, speed, depth, dodger, spinnaker, battery charger, 2 burner stove and oven. (408) 245-0472 or rdeep@sbcglobal.net.



33-FT S&S CUSTOM, 1960. Richmond Yacht Club "F" Dock. \$23,000. *Spirit's* for Sail: having raced and cruised some 75,000+ ocean miles, this flush deck woodie legend is looking for a new captain. Almost Pacific Cup-ready, take her out the Gate! Email for a link to *Spirit's* History dropbox. Contact (510) 517-8531 or gkiskaddon@gmail.com.

34-FT CATALINA, 1989. Sausalito. \$55,000. Excellent condition. Full electronics, radar, autopilot. Extra sails. Spinnaker. Dodger. Bimini. New wiring throughout. New batteries. Singlehand setup. Everything works. Maintained by professionals. Updated rigging, traveler, etc. Too much to list. (415) 636-1786 or Rj1975s@gmail.com.

39-FT CAL 39, 1979. South Beach Harbor. \$53,000. Well maintained. Fast, strong, stable sailing. Encapsulated keel, wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Raycor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer; three-burner propane stove, microwave. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.



30-FT J/30, 1981. Richmond. \$12,500. Popular family-sized cruiser/racer, ready to sail this summer. Spacious decks, sleeps six comfortably. New Pineapple spinnaker AIRX 600, Pineapple jib, Doyle main and genoa. Rod rigging, Autohelm, clean inside and out. (707) 498-5294 or jetep2@hotmail.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



33-FT BENETEAU FIGARO II, 2004. South Beach Harbor. \$80,000/obo. Race boat, not for the faint of heart, Balsa core construction, extremely light (3000 kgs) and stiff, rod rig, brand new sails Hydra Net from Pineapple, Twin rudders. Full Raymarine integrated systems, Carbon core batteries, Panasonic Toughbook, 4 kites, other spare foresails, new-ish Volvo engine, 300hrs, shipping cradle. One of only two in the US, formally owned by Sam Davies of SCA fame. This vessel does not disappoint. PHRF 48. (415) 378-5397 or crispin@barkerodonoghue.com.



39-FT FREEDOM CAT-RIGGED KETCH, 1984. Guaymas. \$59,000. Price reduced for quick sale. Solidly built. easy to handle by one or two persons, this Ron Holland design can take you cruising or live aboard. Free-standing masts are time-tested carbon fiber. All lines led aft. To tack, just turn the wheel. No hassle with other lines. Freedom yachts are featured in Ferenc Mate's book, *The World's Best Sailboats*. Sails are like new, in excellent condition, fully battened. Alpha below-decks autopilot, Monitor windvane, watermaker, SSB/Ham, radar, electric windlass, 4 anchors, 300-ft chain, Achilles inflatable/OB, staysails, 4 solar panels, 70 gal fuel in two tanks, dual fuel filters, 120-gal water in two tanks, tools and more. Email delightfulsailing@gmail.com.

32 TO 35 FEET



32-FT WEATHERLY, \$45,500. Reduced!. Gilmer sloop built to be cruised, encompassing the necessary design and structural features. *Equinox* could be a reasonable liveaboard for those working in the Bay Area or preparing for cruising. <http://bit.ly/2tGxn1Q> or (360) 316-1421.

32-FT WESTSAIL, 1977. French Polynesia. \$47,000. *Mary Ann* is an extensively equipped circumnavigator in absolutely bristol condition. Is in the world's best tropical cruising grounds. Extensive website. Come sail in paradise! See www.svmarianni.com. Contact (+689) 8732-8568 or sailinginparadise@yahoo.com.

36 TO 39 FEET



37-FT FURIA, 1985. Sausalito, Clipper Yacht Harbor. \$45,000. Pleasure to sail, comfortable liveaboard. Yanmar 36hp 2007, low hrs, well maintained. Popular European racer/cruiser. Bimini, roller furler 90% jib, propane oven stove, more. (415) 867-1956 or setraining@yahoo.com.

37-FT BENETEAU, 2013. Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new Stack Pack, Strong Track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.

35-FT YORKTOWN 35, 1974. Marina del Rey, Los Angeles. Best offer. Project boat, good engine, good hull. Needs work inside, outside. (310) 488-5703 or pierrebogros@aol.com.



WANTED – Late Model Sailboats, 30- to 32-ft to be placed in charter at Spinnaker Sailing Club in Redwood City.

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37-FT RAFIKI, 1975. Marina San Carlos, Sonora MX. \$44,900. Boat equipped with new Beta motor, new interior, new wiring and plumbing. Ready to cruise. You will not find another Rafiki in as beautiful condition as this one. Contact (916) 704-1898, (916) 247-6962 or mackey.maryalice4@gmail.com.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link: www.facebook.com/Sailing-with-Laughter-1460745737303673. Contact Patrick, svlaughter@aol.com or (831) 238-5697.

36-FT ISLANDER, 1973. Emeryville. \$14,000/obo. 2012 standing rigging, autopilot, depthmeter, VHF, folding prop, CNG stove, jibs, main, storm jib, Bruce anchor, pressure water, head, gas engine, wheel steering. See <http://sfbay.craigslist.org/eby/boa/d/islander-36/6525577940.html>. Contact mebucko@sbcglobal.net or (510) 708-0701.



37-FT EXPRESS, 1985. Monterey, CA. \$69,000. Beautiful boat with one extra mast, 4 spinnakers, many sails. Furling jib, new instruments, replaced Yanmar diesel, maintained well. Wheel steering. Call Charlie. Contact (559) 917-0559 or kurtmen@juno.com.



36-FT ISLANDER, 1975. Sausalito Yacht Harbor. \$30,000. Excellent sailing machine, perfect for the SF Bay. Well maintained, new #2 & 3/4 main, good condition. Contact (415) 425-5352 or sjc@bay-area-immigration.com.



36-FT C&L MARINE, 1979. Oxnard, CA. \$25,000. Looking for a capable cruising boat that fits in a budget? This Doug Peterson-designed stout, offshore cruiser might fit the bill. She's the little sister of the Kelly Peterson 44, with high bulwarks, bronze portlights, skeg-hung rudder, encapsulated keel, keel-stepped mast. Newly refit, rebuilt Volvo 35hp diesel, new upholstery, electric head and much, much more! See pix at website: <http://bit.ly/ConnieGayPix>. Contact (503) 490-3305 or rob@southboundsolar.com.



36-FT LAPWORTH, 1960. Sausalito Yacht Harbor. \$40,000. L-36. Strip planked mahogany. One owner 40 years. Cruised to Hawaii and raced San Francisco Bay. Extensive restoration, continuously and conscientiously maintained. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See more at website for the L-36's connection to Lapworth's Cal-40. John Hamilton and Carol Leonard: <http://L-36.com/history.php>. Contact (415) 821-4731 or HamiltonSFO@gmail.com.



36-FT CATALINA, 1989. Brickyard Cove Marina. \$47,800. Sails, cables, halyards - very food condition. Sail covers, dodger, wheel cover, mainsail, jib, all less than 4 years old. Universal 3hp engine under 1,150 hrs. Autopilot, depth gauge. (925) 367-5122 or arabinson2001@aol.com.

37-FT S&S 'CLASSIC 37', 1965. Fiji. \$14,000/obo. Lovely cruiser in Paradise, hop onboard where we left off. Fiberglass, S/T winches, A4 motor, Aries windvane, liferaft. See website or email for details: <http://cadenceofthesea.com/about-the-boat/> or danejohnson@gmail.com.

39-FT CAL 39, 1988. Jack London Square. \$84,500. A perfect performance cruiser for the SF Bay and Coastal California. This Cal 39 is a rare West Coast offering of a well maintained and updated late-80s model. Comfortable at anchor and fast underway. See more at <http://cal39novia.com>. Contact (510) 698-9366 or contact@cal39novia.com.



36-FT CAPE GEORGE, 1978. Gig Harbor. \$120,000. Millie is a fully yard-built Cape George 36, launched in Port Townsend in 1978. She has been impeccably maintained with all major systems updated. See <http://capegeorge36millie.weebly.com>. Call (253) 851-2707.



37-FT TARTAN, 2000. Port Ludlow, Washington. \$148,500. Gorgeous Tim Jakkett-designed cruiser in excellent condition. Professionally maintained. Tan deck and canvas over dark blue hull. Spacious interior with cherry cabinets and lockers over teak and holly sole. Yanmar 40-horse auxiliary. For photos and specifications, inquire at: (360) 931-5546 or svblackacre@gmail.com.



37-FT CHERUBINI CUTTER, 1980. Sausalito. \$35,000/obo. Best local, and best year quality-built Cherubini cutter. Liveaboard, cruising, proven design. 60k plus invested. Replaced diesel, radar, autopilot, plotter, dodger, rigging, furler, port lights, Awlgrip decks. 12v fridge. Has stall shower, aft cabin. Spacious, fast and well-found. (415) 713-6876.

40 TO 50 FEET



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 videos: www.vimeo.com/257400531/c33688c22e and <http://my.matterport.com/show/?m=xZ9r1NdKAEy>. See more at www.muchogustosailing.wordpress.com. (925) 948-5613 or ed.witts@gmail.com.

47-FT OLYMPIC, 1975. Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.

46-FT KELLY-PETERSON, 1985. New Zealand. \$144,952. Proven bluewater cruiser designed to deliver the perfect cruising experience in all weather. This boat is well fitted, in good shape and ready for adventure. Major refit in 2010! (707) 291-4920 or pjgans@comcast.net.



42-FT CATALINA, 1995. Portland, OR. \$125,000. The Catalina 42 - perhaps the most popular and best-selling sailboat ever. SOLD. She has davits for the 36' tender with an Edson OB motor-mount and lift for the 5hp Mercury OB. Additional 20-gal fuel tank extends her cruising range. New (2017) boom and bow tent keeps her well protected in the winter months. Lovingly cared-for and the pictures accurately show that she is in exceptional condition!



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41-FT BENETEAU FIRST 40, 2012. Monterey CA. \$175,000. Beautiful and fast racer/cruiser. Excellent condition with full suite of sails. Nearly new main and jib, code zero, 120% jib, two spinners. Sister ship placed first in class in 2017 Sydney Hobart race. Comfortable cruiser, stand-up headroom with three double berths, full galley with excellent refrigerator and large head with shower. Recent survey available for review. Contact (831) 320-0193, (831) 809-2921 or alan@seatec.us.



43-FT HANS CHRISTIAN 43T KETCH. 1982. Bradenton/St. Petersburg, FL. \$205,000. Make your cruising dream a reality on this magnificent bluewater and liveaboard world cruiser. *Calypso* is fully refurbished and ready once again to cruise the seven seas in comfort and safety. She recently underwent a complete \$100K refit replacing every mechanical, electrical, galley, safety system, including a complete refurbished robust Isuzu diesel engine, new Awlgrip paint on hull and masts, 20 GPH watermaker, A/C with heat, sanitation systems and electronics. *Calypso* is the perfect blend of traditional and contemporary design with beautiful lines, superb sailing performance and cozy, comfortable liveaboard quarters. Complete maintenance history and extensive spares are included. See www.hanschristian43t-yachtcalypso.com. Contact (262) 781-7162, (414) 218-9781 or yachtcalypso@aol.com.



47-FT BREWER, 1990. Richmond Yacht Club, Berth C-32. \$215,000. 47-ft Custom Brewer design. Bluewater cruiser with a proven track record. 2nd boat to finish the 1994 Pac Cup. Excellent condition and fully loaded, including new sails and electric winches. This is a fine American-built cruising boat that is exceptionally safe, sea kindly, fast, comfortable, and fun to sail! Compare Morris 46, Outbound 46, Hinkley Southwester 50. See her at RYC at berth C-32. (925) 945-8556, (925) 348-0630 or stevehunt1@comcast.net.



40-FT AUSTRALIAN 30 SQUARE, 1930. San Diego. \$47,000. Beautiful restored epoxied mahogany wood hull, 7' beam. Over \$100k invested in the two-year-long restoration. Recent survey and bottom paint. www.asqma.com/yacht%20profiles/Benchmark.html. (661) 618-4660 or Sailing.0621@gmail.com.



48-FT GERMAN FRERS KETCH, 1983. San Diego. \$154,900. Strong, fast, well equipped cruising ketch in good condition. Electric winches, boom furling, bow thruster, new 110 Yanmar and much more. Many new items, and more. (360) 431-8805 or pthnirvana@gmail.com.



40-FT CRUISEMATE, 1956. Berkeley. \$25,000. Henk Tingen-designed, Dutch-built, steel hull ketch. Strong, capable, and easily handled. Belowdeck has been removed for refit. Above deck it's ready to go sailing. Circumstances have changed and I'm not able to continue the refit. Make me a reasonable offer and it could be yours. Email 56cruisemate@gmail.com.



42-FT CHEOY LEE. Clipper Schooner, 1972. Jack London Square. Reasonable offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bulletproof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. (510) 435-3819 or tag@cpan.org.



42-FT TARTAN, 1981. Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades include: New Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See http://tartan42.wixsite.com/website. (646) 460-4601 or denasc1234@gmail.com.

47-FT COLIN PHILP, 1989. Emeryville Marina. \$96,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquiries only please, email preferred: sjr90@comcast.net. (415) 488-0218 or (415) 999-2270.



44-FT EDSON SCHOCK, 1956. Alameda, CA. \$55,000. *Lydia* was built by Chapman in Costa Mesa, California. Same owner for past 17 years. Wood construction. Mercedes diesel. New mast and rigging, 2007. Master Mariners Regatta winner. Complete maintenance records available. Ask for Bob. Contact (510) 589-2609 or (714) 322-1667 or bobhanelt@aol.com.



44-FT ISLANDER CRUISING KETCH. 1973. Sausalito, CA. \$75,000. Designed, built and equipped for long distance cruising. Includes Avon 310, Evinrude 15hp OB, 6-man liferaft, Benmar autopilot and Monitor vane steering. (650) 766-1894 or swwispern@gmail.com.



50-FT KETTENBURG, 1962. Seattle Area. \$85,000. *Marionette* owned, restored and maintained by me for 18 years. Selling only because I've grown too old for her. More at http://yachtworld.com, search for "Kettenburg 50" or email me: agmagee@ix.netcom.com.



40-FT SPARKMAN & STEPHENS. Center Cockpit Ketch, 1974. Sausalito. \$80,000/obo. 80hp Westerbeke diesel engine, three new 8D batteries, autopilot, spacious solid teak interior, raised teak and holly soles, headroom, stove, refrigerator, 2 heads. Great cruiser and liveaboard. Excellent condition. (415) 383-1985.

40-FT WAUQUIEZ CENTURION 40S. 2005. Panama Colon, Turtle Cay Marina. \$161,000. Pictures and details on this boat will be provided on request. Boat is in very good condition with new antifouling. Contact momachiels@gmail.com or (650) 279-4151.

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42-FT TAYANA V42 CC, 1981. San Carlos, Sonora, Mexico. \$135,000. Professionally maintained since 2001. Must see unique, robust SS arch/davit. Lithium battery system 2017. Hard dodger, 440 watts solar, Cape Horn Spectra watermaker, Furuno 3D radar/plotter and instruments, Simrad AP, Max-Prop, 65hp Perkins, dinghy, OB. Much more! (152) 622-228-8217 (Mexico) or ke7fzh@gmail.com.



41-FT MORGAN OI, 1973. \$35,000. Currently in the Sea of Cortez. In good working order, ready for cruising. Contact Ed: teunisvanos@gmail.com or (619) 400-3906.

51 FEET & OVER



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.



56-FT FORMOSA. Boat Company Ketch, 1981. San Francisco Bay. \$238,000. This is the sailing vessel *The Lost Soul*, one of the most well-known sailing vessels in the US. She has been featured in countless magazine articles and TV shows. *The Lost Soul* has traveled much of the world's waterways. Year built 1981. Refit 2003-2006. Upgrades 2014. Builder: Formosa Boat Company. LOD: 56ft, LOA: 68ft. Draft: 8ft. Net displacement: 38 tons, gross displacement: 42 tons. Engine: 135hp Perkins (6-435). Fuel: diesel, 450 gals. Water: 225 gals. This sailboat is self-contained - watermaker, solar, perfect for a liveaboard and permanent sailaway living. A really sweet boat. See <http://tinyurl.com/LostSoulSail>. (510) 967-8421 or transfercaseexpress@hotmail.com.



57-FT KETCH MOTORSAILER, 1962. Port Ludlow. \$349,000. Wood Dutch ketch motorsailer. Builder: Aalsmeer Yacht Inc./G.J. Dekker Design. Mid-cockpit, oceangoing, full keel, teak decks. Perkins 6-cylinder, 354 cu. generator 8kW Onan, SS refrigerator, freezer, 2 heads, full shower, watermaker, autopilot, 2-100 gal Monel fuel tanks. A/C, heating system. Aft davits for dinghy, many sails. New aft cabin built in 2014 by Cunningham and Co., Port Townsend. Inventory too extensive to list. Ultimate cruiser for Northwest waters. (360) 821-9063 or (360) 301-9002.

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47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

MULTIHULLS



28-FT TRADEWINDS. Trailerable Trisaran, 1970. Santa Rosa. \$5,000. Production molded FG hulls, saildrive, aluminum spars. backyard project, needs interior, lots of gear. Must move ASAP. Search Google for pics. Baja cruiser. Picture is a sistership. Contact (707) 696-3334 or john@windtoys.net.



50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$545,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in.the.wind@icloud.com.



35-FT DRAGONFLY TRIMARAN, 2009. Long Beach. \$275,000. Danish folding trimaran, fits into single slip when folded. European Yacht of the Year. Spectra watermaker, Garmin electronics, radar, AIS, electric winches, Smyth screacher, UK Sails gennaker. Volvo saildrive. See <http://dragonfly.dk/dragonfly-35> or email sv.lykke@gmail.com.



34-FT GEMINI 105 MC, 2005. Guaymas/San Carlos. \$118,000. Well maintained Gemini loaded and ready to cruise in the beautiful Sea of Cortez. Complete with many additions and upgrades this vessel is ready for living aboard or afternoon sailing. For more information contact owner. (719) 440-2721 or Barbair@aol.com.



47-FT CATANA, 2001. \$425,000. Catana 471 (owner version). Ideal cruising cat, lying Newport Beach. Cabo, Hawaii, Marquesas, Tuamotus, Tahiti, Fiji, NZ all await you downwind. (707) 235-5958 or brewmar@gmail.com.



47-FT PERRY, 1978. \$59,500. Cutaway full keel, Bluewater designed, all teak interior, a \$110,000-quality cruiser for half price. Large owner's berth and spacious guest cabins, full galley, two large heads/showers. Contact (310) 993-5406 or greg@gregchapman.com.



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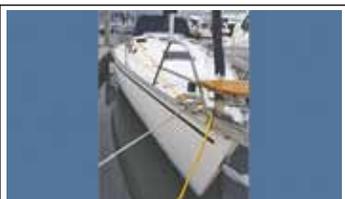


74-FT WILLIAM RUDD YACHT, 1974. SF Bay Area. \$15,500. Twin running 3160 Caterpillar diesels. Low hrs 1000 port, 2000 starboard. Fiberglass hull, new back deck needs fiberglassing. Needs exterior paint. 16' beam. Sound bottom. Complete inside, needs cosmetics. (925) 864-1872.

38-FT TRAWLER, 1985. La Paz, Mexico. \$59,900. Princess Power Cruiser/Trawler/Sundeck Centerline Queen. Twin Perkins 6-cycle diesel, new Furuno electronics. Loaded for cruising. 10ft. Caribe dinghy, 15hp Yamaha. owalerius@gmail.com.

26-FT PACEMAKER-WAHOO, 1977. SF Bay Area. Best offer. Fully restored. Stars & Stripes and oyster white. Teak toe rail/helm. 300hp 350 Crusader with heat exchanger cooling. All systems new/rebuilt. 2017 trailer available for purchase. Also have two Wahoo hulls: FB and CC for sale in original condition. See <http://westcoastwahoo.blogspot.com/2018/02/bow-to-stern-keel-to-helm.html>. (917) 208-8820 or Glen.w.elliott@gmail.com.

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1/4 PARTNERSHIP-HUNTER 35.5. Sausalito. \$10,000. Longtime successful partnership. Well maintained. Secure dock. Good parking, easy access. \$10,000 1/4 equity, plus \$300 per month to the kitty. Survey and records available. (415) 279-7093 or stephendenison@gmail.com.

1987 CATALINA 34 PARTNERSHIP. Richmond Marina. \$240/month. \$12,000 for 1/3 equity. The boat is in very good condition, sails every weekend and well maintained. Dodger, furling, good sails, instruments. See <http://sfbay.craigslist.org/eby/boa/d/sail-boat-partnership/6512470219.html>. Email gregy@cx-iq.com.

GERMAN RACER/CRUISER. Near AT&T Park. South Beach Harbor. \$250/month. Dehler 34, 1986. Tiller, sound condition. \$1,000 annual maintenance plus \$250/month. Parking included. Instruction available, couples are welcome. Call or text Val. Valtaft@gmail.com or (650) 670-5300.



1/4 SHARE-CATALINA 30. South Beach Harbor. \$150/Month. \$5,000 for 1/4 share in a well-established, stable partnership, early Catalina 30 (thicker, more solid hull than recent versions) tiller, spinnaker, installed a refurbished Atomic 4 engine 2 years ago. Active Friday night racers. Docked in South Beach Harbor, right by AT&T park. Contact (415) 577-2777 or jrathenberg@yahoo.com.



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USED FURLERS SAUSALITO, CA. All furlers can be easily lengthened or shortened; measurements are approximate. Furler #1: 48 Mk1 Unit1 Harken; \$750. Furler #2: 52 B35L Profurl missing drum legs; \$1,000. Furler #3: 44 Mk3 Unit 1 Harken; \$500. Furler #4: 47 Mk3 Unit 1 Harken; \$750. Five miscellaneous spinnaker poles also available. Economically priced used line, as well. (415) 331-3400.

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SAILING INSTRUCTORS. Sausalito. Sailing instructors for Modern Sailing in Sausalito. USCG license required. Starts \$20-25/hr depending on experience. See www.modernsailing.com. Email or call. careers@modernsailing.com or (415) 331-8250.

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