...TO BE IN MAY.

It’s that time of year when warmer weather begins, when flowers and trees start to blossom. Celebrate the coming of the season on your boat. After enjoying a day on the San Francisco Bay, come back to Grand Marina and enjoy the views, beautiful weather and relax on your boat...a perfect way to lift your spirits after a long winter!

♦ Prime deep water double-fingered concrete slips from 30’ to 100’.
♦ Great Estuary location in the heart of beautiful Alameda Island.
♦ Complete bathroom and shower facility, heated and tiled.
♦ Free pump-out station open 24/7.
♦ Full-service Marine Center and haul-out facility.
♦ Free parking.
♦ Free on-site WiFi.
And much more...

Directory of Grand Marina Tenants
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Alameda Marine Metal Fabrication  
Mosley’s Cafe
Pacific Yacht Imports
True Pacific Insurance
UK Sailmakers
Latitude 38 just turned 40.
Pineapple Sails just turned 44.

Not that much has changed...

We are both getting better and better!

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

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

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

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear, and Spinlock Deckwear
Sails in need of repair may be dropped off at West Marine in Oakland or Alameda
and at Morrison Marine in Rancho Cordova.

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www.pineapplesails.com
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*Powered by Pines*
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don’t contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers’ guidelines from the above address or see www.latitude38.com/writers.html.
Check out our new Oceania 45 on May 27 and get on board our sea trials. One of the most popular models. This is the last 45 available for 2017. She features a beautiful blue hull, electric winches, hydraulic transom, electric heads, B&G electronics, roller furling mast and forced air heater.

**A great value!**

**Thinking of Buying or Selling?**

The boat you own is a considerable investment both in your time and money. Selling your boat is also an investment and can end up costing you in both your valuable time and if not handled properly.

**Here’s how we can help make your return on your investment:**

- A real market analysis based on a careful research through industry sites and evaluation.
- We advertise in worldwide Multiple Listing Services and do cooperative marketing through other brokers, sponsor regular open houses for the public, advertise in trade magazines, and use our network of personal contacts and current clients to maximize the exposure to your yacht.
- We’ll inspect your vessel together at the time of the listing and recommend repairs or cosmetic work that will significantly enhance the sell-ability of your vessel.
- Our Sales Brokers help you objectively evaluate every buyer’s offer to purchase. The offer is only the beginning of a process of appraisal, inspections, negotiations and financing. Your broker walks you through this process and eliminates as much risk and as many potential problems.

**How we sell your boat in less time and for more money**

<table>
<thead>
<tr>
<th>Boat Model</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunter 450 Passage, 2001</td>
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<tr>
<td>Wauquiez Centurion 47, 1985</td>
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<td>Lagoon 450, 2016</td>
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<td>Wylie 39, 1985</td>
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<tr>
<td>Hunter 380, 2000</td>
<td></td>
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<tr>
<td>Ericson 38-200, 1989</td>
<td></td>
<td>$64,500</td>
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<tr>
<td>Hunter 36, 2005</td>
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<tr>
<td>Pearson 36, 1985</td>
<td></td>
<td>$54,000</td>
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<tr>
<td>S2 36, 1979, 11 Meter</td>
<td></td>
<td>$43,500</td>
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<tr>
<td>Hunter Legend 35.5, 1990</td>
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<td>$48,000</td>
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<tr>
<td>Hunter 340, 2000</td>
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<td>Island Packet 31, 1988</td>
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<td>Offshore 58 Pilothouse, 1995</td>
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<td>$745,000</td>
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<td>Camargue 55, 1995</td>
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<td>Phantom 46, 2002</td>
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<td>Gran Turismo 44, 2015</td>
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<td>GT 44, 2013</td>
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<tr>
<td>Island Gypsy 44 MY, 1986</td>
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<td>$97,500</td>
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<tr>
<td>Sea Ray 410 Sundancer, 2001</td>
<td></td>
<td>$99,000</td>
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<tr>
<td>Regal 3880, 06</td>
<td></td>
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<td>Sea Ray 340 Sundancer, 04</td>
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<td>Haines Signature 31, 06</td>
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<td>Barracuda 9, 2013</td>
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<tr>
<td>Barracuda 7, 2015</td>
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<td>$86,241</td>
</tr>
</tbody>
</table>

**MAY EVENTS**

- **First Date Sea Trials & Seminars** • Saturday, May 27
- **Mother’s Day Sailing Charters** • May 14 – Book From Our Fleet Now

**Contact Information**

- **Pt. Richmond**
  - 1220 Brickyard Cove Rd.
  - (510) 236-2633

- **Oakland**
  - Jack London Square
  - (510) 864-3000

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Latitude 38

"we go where the wind blows"

1977-2017
40TH ANNIVERSARY

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Northern California’s exclusive agent

1996 Grady White 209
$14,995

2003 Glacier Bay 2680
$58,000

1968 Tollycraft Royal 30
$25,000

2000 Sabreline 36
Only Sabreline on West Coast. Salmon
Trolling Motors, Twin CAT 300s
professionally maintained. $145,000

1993 Grand Banks 36 Classic
The 36 is how it all began! T-Lehmans,
generator, two stateroom, two head. $169,900

2001 Sabreline 34
T-Yanmar 350s, serviced every 6 mos.
New window covers, flag blue hull.
2014. $159,000

1973 Roughwater 35
Keel-up custom restoration.
Single diesel, two cabin. Cleanest
Roughwater on market. $105,000

1987 MacIntosh 47 Cutter
Built by Ocean Alexander, center
cockpit affords large full beam
master cabin. $195,000

2016 Greenline Hybrid 48
Hull 22 delivered June 2016. Near-new,
fully optioned, transit & duty paid.
$795,000

1992 Andrews 56
TransPac perfect. 2016 Up-fit, all new
deck hardware, new rigging, chain/keel
plates, epoxy respray. $200,000

2003 Ocean Alexander 64
Professionally maintained. Twin Cat
800s, 3 staterooms, tender, more.
$949,000

1942/90 Cust. Blanchard 65
Immaculately restored wooden LRC.
Hauled yearly. Massive master cabin.
$1,500,000

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$149,000
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53' CHEOY LEE MOTORSAILER, 1989
$449,000
Emery Cove (510) 601-5010

47 ALDEN DOLPHIN, 1973
$119,000
San Rafael (415) 453-4770

45' JEANNEAU, 2006
$229,000
Emery Cove (510) 601-5010

44' MILLER MARINE, 1979
$79,000
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41' TARTAN, 1974
$45,000
San Rafael (415) 453-4770

40' ELAN 40, 2004
$144,000
San Rafael (415) 453-4770

40' SANTA CRUZ 40, 1982
$49,500
Emery Cove (510) 601-5010

36' CATALINA, 1983
$32,000
San Rafael (415) 453-4770

33' STONE BOATYARD CUSTOM, 1958
$34,000
Emery Cove (510) 601-5010

30' CATALINA 30, 1988
$19,500
Emery Cove (510) 601-5010
38' IRWIN MKII, '89 $50,000
Eagle's Nest is a one-owner vessel. After many years of loving care, age and health issues force the owner to part with her.

34' CROWN, '76 $21,400
Querida. The exterior boasts all new canvas covers and all ports were replaced, she has been constantly upgraded through its lifetime.

30' CATALINA MkI, '79 $17,900
Sancia has been well maintained by its current owners as is reflected when you approach her. You will find that the interior cabin shows very little wear.

32' ERICSON '72, $24,500
Qweridi. The exterior boasts all new canvas covers and all ports were replaced, she has been constantly upgraded through its lifetime.

30' BREWER NIMBLE,'07 $39,900
Equinox is well rigged for short-handed sailing and deserves a new owner who will appreciate her sailing characteristics, charm and fine quality.

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38' IRWIN 38 MkII, '89 49,900
Eagle’s Nest is a one-owner vessel. After many years of loving care, age and health issues force the owner to part with her.

A LEADER IN BROKERAGE SALES ON THE WEST COAST!
LATITUDE 38 READER SURVEY

Please take a few minutes to fill out our survey. The info that you and others provide will be a great help in fine-tuning our future editorial content.

Please note: We will not share your info with anyone.

When completed, mail this form to: 15 Locust Ave., Mill Valley, CA 94941.
(Or fill out the digital version at www.latitude38.com.)

• Contact Information:
  Name: __________________________________________
  ZIP Code: _________________________________
  Email Address: _______________________________
  Phone Number: _____________________________

• I want to subscribe to 'Lectronic Latitude (it's free!)
Enter email to receive our three-times-weekly blog (your contact info is not shared)

• We'd like to know a bit about you
  Age ________  Gender ________  Marital Status ________

• A bit more about you
  Do you have children? __________________________
  Annual household income? ______________________
  Approximate net worth? _________________________
  Your Education?  HS ___   BA ___   BS ___   Grad Schl ___

• Which of our products do you read? Please check all that apply
  Latitude 38 Print Version .................................................
  Latitude 38 Digital Issuu Edition (www.latitude38.com) ........
  Download PDF to read at your leisure.......................
  'Lectronic Latitude at www.latitude38.com .................

• If you read the print version of Latitude 38, how long do you typically save it?
  I read and recycle ........................................
  I pass it on to sailing friends ..........
  A week or less ........................................
  A month or less ........................................

• If you read Latitude 38 online, where do you read it?
  On a computer........................
  On a mobile phone..............
  In the head........................

• If you use our digital offerings, please rank your preferences (1 being minimal interest, 10 being awesome)
  Digital Issuu online
  Social Media Posts
  'Lectronic Latitude
  Download PDF version of the magazine

• How many years have you been sailing?
  I don't sail yet ................
  1-2 Years ................
  3-5 Years ................
  6-10 Years .................
  11-20 Years ...............
  20+ Years ................

• You don't sail? Why not?

• How would you describe your sailing ability?
  Fake it until I make it........
  Beginner ................
  Intermediate..........
  Advanced .............
  Beginner ................
  Expert ..............
  Intermediate..........
  Professional .........

• If I weren't a sailor I'd be...?
  In rehab................
  Married ............
  Lost ...................
  Retired .............
  Lonely .............
  Bored .............

• What type of sailing do you do, and how often?
  Day Sailing (times per month) .................
  Overnight (weekend trips per year) ..........
  Extended Cruising 7+ days per trip (trips per yr) ...
  Racing ................................
  Offshore ................................

• Have you influenced others to try sailing?
  Yes ... No ........

• Have you influenced or advised others in purchasing sailing equipment?
  Yes ... No ........

• What other water activities do you regularly participate in? (Please check all that apply)
  Powerboating ........
  Scuba Diving ........
  Kayaking ...........
  Wind/Kitesurfing ....
  SUPing ............
  Surfing .............
  Fishing .............
  Other Water Sports ...

• What other outdoor activities do you participate in? (Please check all that apply)
  Alpine Skiing ........
  Rock Climbing ........
  XC Skiing ..........
  Golf ..............
  Camping ..........
  Cycling ..........
  Photography .......
  Tennis ...........
  Backpacking/Hiking ...
  Team Sports ...
  Adventure Travel ...
  Other ...........

• Do you own a sailboat(s)? (Please check all that apply)
  Under 20' ................
  20' - 29' .............
  30' - 39' .............
  40' - 49' .............
  50' or larger ......
  I own multiple sailboats boats (how many?) ______

• Do you own a powerboat? (Please check all that apply)
  Under 20' ................
  20' - 29' .............
  30' - 39' .............
  40' - 49' .............
  50' or larger ......
  I own multiple powerboats (how many?) ______

• Do you currently live aboard?
  Yes .... No ........
**LATITUDE 38 READER SURVEY**

- Do you plan to purchase a boat in the next two years?
  - Yes  
  - Yes  
  - Yes  
  - Yes  
  - No

- Has a member of your household chartered a sailboat in the past two years?
  - Yes
  - No

- Do any members of your household plan to charter a sailboat in the next two years?
  - Yes
  - No

- Where are you most interested in chartering?
  - Northwest North America
  - East Coast of North America
  - Great Lakes (don’t be shy, people do this)
  - Caribbean
  - South Pacific
  - Europe including Mediterranean
  - Mexico, including Baja California
  - Central or South America
  - Asia
  - Australia/ New Zealand

- Have you or a member of your household taken a boating course or workshop?
  - Yes
  - No

- What type of boating was covered in your course?
  - Sail
  - Power
  - Human-powered (kayak, SUP, etc.)

- How many years have you been a Latitude 38 reader?
  - Less than 1 year
  - 1-2 years
  - 3-5 years
  - 6-10 years
  - 11-20 years
  - 21+ Years

- Please rate your favorite Latitude 38 sections (1 being minimal interest, 10 being awesome)
  - Articles
  - Calendar
  - Display Ads
  - Sightings
  - Loose Lips
  - Max Ebb
  - Changes in Latitude
  - Classy Classifieds
  - Letters
  - Sailboat Listings
  - World of Chartering
  - Racing Sheet
  - Brokerage Ads

- What do you like best about Latitude 38 and/or what do you feel should be improved?

- What subjects would you like to see or just see more of in Latitude 38?

- From time to time Latitude 38 sponsors events. What type of Latitude 38 event would interest you?
  - Rendezvous or group cruise
  - Seminar presentations
  - Destination group charter
  - Boat Show
  - Trade Fair
  - Other (please specify)

- Have you ever participated in a Latitude 38 event?
  - Baja Ha-Ha
  - SoCal Ta-Ta
  - Pacific Puddle Jump
  - Crew List Party
  - Delta Doo Dah

- Have you ever sent in a story / letter to Latitude 38?
  - Yes
  - No

- Have you ever bought products or services advertised in Latitude 38?
  - Yes
  - No

- Have you used Latitude 38 product advertisements to assist with a purchase?
  - Yes
  - No

- Have you called, written or gone online for more information about a product or service advertised in Latitude 38?
  - Yes
  - No

- Which social media sites do you use?
  - Facebook
  - Flickr (or photo-sharing site)
  - Twitter
  - YouTube
  - Instagram
  - I do not use Social Media
  - Blogs

- What type of content do you like to see on social media?

- What type of advertising do you like to see on social media?

- How do you feel about the advertising on social networks?

- How do you feel about the advertising in Latitude 38?

— Thanks again for taking the time to respond! —
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'11 Beneteau F. 30 - $99,900

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35' J/Boats J/105 ‘01 $59K
35' J/Boats J/105 ‘03 $68K
32' Columbia 32 ‘07 $59K
30' C&C ‘15 $Call
26' Hinkley 26 ‘98 $79K

79 Swan 441 $149,500

'03 Farr 36 $79,000

'82 P. Seacraft 37 $99,000
May 1–June 4 — The tall ships Hawaiian Chieftain and Lady Washington will be in Eureka through 5/8; Newport, OR, 5/18-28; and in Coos Bay, OR, for the Festival of Sail 6/1-4. Info and tickets, (800) 200-5239 or www.historicalseaport.org.

May 3–31 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about $25. All YCs’ members welcome. Info, www.stfyc.com.

May 3–31 — San Diego’s South Bay Sea Scouts meet aboard the schooner Bill of Rights at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.


May 6 — Chinatown’s Maritime Stories, San Francisco, 10 a.m. Walk from Portsmouth Square to Hyde St. Pier. Info, www.nps.gov/safr. RSVP to rejane_w_butter@nps.gov.


May 6 or 7 — Advanced Safety at Sea (Hands-on), Kaneohe YC, Oahu. All-day seminar, $200. Info, www.pacificcup.org.


May 7 — About Boating Safety Class, USCG Station Noyo River, Fort Bragg, 9 a.m.-5 p.m. For new and experienced boaters. $25 includes textbook. Madeleine, mbbrink1956@gmail.com.

May 7-28 — Veterans’ Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 10 — Sail under the full moon on a Wednesday.


May 14 — Take Mom sailing.

May 18 — Aquatic Invasive Species Workshop, Benicia YC, 8:45 a.m.-2:45 p.m. Info, www.boatingcleanandgreen.com.

May 19, 1869 — The US Congress granted authority to the Secretary of the Treasury to regulate yachting regattas on navigable waters.


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New Catalina Yachts (base price)
- 45’5” Catalina 445 3-cabin, 2017..........................302,349
- 42’5” Catalina 425 3-cabin, 2017.................268,211
- 38’ Catalina 385, 2017.....................................222,808
- 35’ Catalina 355, 2017....................................187,375
- 31’ Catalina 315, 2017.....................................131,142

Pre-Owned Catalina Yachts
- 47’ Catalina 470 Tall Rig, 2006..................REDUCED 295,500
- 44’ Catalina 440, 2007.................NEW LISTING 239,900
- 28’ Catalina 28, 1990..................NEW LISTING 26,500

Pre-Owned Sailing Yachts
- 52’ Tayana 52, 1987........................................253,900
- 33’ Nauticat, 1983...........................................92,000
- 33’ Hunter 336, 1995.................................54,000
- 32’ Rival 32, 1975.........................REDUCED 29,500
- 25’ Harbor 25, 2008..................NEW LISTING 59,000

New Ranger Tugs (base price)
- 31’ Ranger 31 Command Bridge, 2017....................279,937
- 31’ Ranger 31 Sedan, 2017..................................269,937
- 29’ Ranger Command Bridge, 2017...NEW MODEL 224,937
- 29’ Ranger 29 Sedan, 2017.................................209,937
- 27’ Ranger 27, 2017........................................159,937

Pre-Owned Ranger Tugs
- 31’ Ranger Tug, 2014, at our docks..................285,900
- 29’ Ranger 29 Classic, 2010......REDUCED 149,500
- 25’ Ranger Tug Classic, 2009.............................95,000

Pre-Owned Power Yachts
- 45’ Bayliner 45, 1987 Coming soon to our Docks........41,500
- 32’ Carver 3207 Aft Cabin, 1984 REDUCED 41,500
- 45’ Cushion 45, 1975 Reduc ed

“Higher level of finish than more expensive boats in its class...” Cruising World. “Systems so well laid out they’ll make an owner actually want to do maintenance...” Sail Magazine. “Detail after detail, there’s a lot of value in this boat...” Cruising World. The industry knows a winner when it sees one - the beautiful new 425 sailboat embodies Catalina’s core principle of American-built sailboats designed by sailors for sailors. Call us or stop by today for more information about the 425 and all the industry leading 5 Series boats, or visit www.faralloneyachts.com.

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May 29 — Memorial Day.


May, 2007 — Ten Years After, from a discussion about the restricted area at Angel Island’s Point Blunt in Letters, vol. #359: “I crewed in the Big Boat Series in the late ’70s, and the boat I was on was just ahead and to leeward of the S&S 50 being skippered by San Francisco sailing legend Tom Blackaller. We passed outside the Pt. Blunt buoy, but Blackaller stayed inside. It was breezy, as usual, and when they hit a rock, the boat came to a full stop. It was an aluminum boat, and the bang of contact sounded like a cannonshot. Good times.”


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

June 3 — Take the Helm Women’s Sailing Conference, Corinthian YC, Marblehead, MA. Keynote speaker will be Sally Barkow. Info, www.womensailing.org.

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


Racing


May 6 — International 5.5 Meter Class Spring Challenge. EYC, www.encinal.org.


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2004 46’ Tartan 4600 340k
2001 40’ J/120 159k
2013 38’ HANSE 385 246k
1887 37’ Express 37 Turbo 239k
2012 36’ J/111 64.9k
1985 37’ Beneteau 375 SOLD
2002 32’ Jeanneau Odyssey
ADDITIONAL USED POWER...
2001 55’ COMPASS 55 Sale Pending
1997 54’ FLEMING 55 109k
2008 40’ OCEAN ALEXANDER 398k
1983 39’ TIARA 3900 Open 445k
2014 37’ BACK COVE 37 DE SOLD
2004 36’ CARVER 366 Sale Pending
2008 30’ ROBALO R305 60k
2004 29’ TIARA 2900 Open Sale Pending
2004 26’ AQUASPORT 275 89k
2011 25’ ZODIAC Pro RIB 75k
2010 17’ SEALEG AMSHPB RIB

HANSE 455 Performance Cruiser
HANSE 415 Performance Cruiser

BAVARIA Virtess 42 Flybridge
BAVARIA Sport 40

DEHLER 38 Performance Racer/Cruiser
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NEWPORT BEACH
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May 13, 21 — Spring Series, on Scotts Flat Lake near Nevada City. GCYC, www.gca.net.
May 27 — Master Mariners Regatta marks the 150th anniversary of the MMBA. Info, www.mastermariners.org.
May 27-28 — Memorial Day Regatta in Junction City, OR. Dean, (541) 912-9999 or www.eugeneyachtclub.org.
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May 31 — Santa Barbara In-Port Race, part of CORW. Info, www.offshoreraceweek.com.
June 3-4 — Go for the Gold, on Scotts Flat Lake near Nevada City. GCYC, www.gcyc.net.

CALENDAR

May 31 — Santa Barbara In-Port Race, part of CORW. Info, www.offshoreraceweek.com.
June 3-4 — Go for the Gold, on Scotts Flat Lake near Nevada City. GCYC, www.gcyc.net.

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CALENDAR

HP SAILING CLUB — Wednesday night races through October at Stevens Creek Reservoir, Cupertino. Paul, paulz@ieee.org.
MONTEREY PENINSULA YC — Sunset Series. Every Wednesday night through 9/20; Fiasco Race 6/7. Info, race@mpyc.org or www.mpyc.org.
SEQUOIA YC — Every Wednesday night through 10/4; Hannig Cup 8/9. Jenny, (650) 400-7033 or www.sequoiayc.org.
TIBURON YC — Every Friday night 5/26-8/11. Cam, (415) 789-9294, racet@tyc.org or www.tyc.org.
VALLEJO YC — Every Wednesday night through 9/27. Dave, (925) 580-1499 or www.vyc.org.

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* Qualified service plan is required.
May Weekend Tides

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May Weekend Currents

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<td>1536</td>
<td>1930/3.2F</td>
<td>2009</td>
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Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941, or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.
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WHEN TO CRUISE SOUTHERN CALIFORNIA

My wife and I are about five years away from a cruising retirement and want to get some practice in. We have a month off this summer and want to cruise Southern California to work on our skills. Is there a best month? Can you suggest some of the better places to go?

Al and Bev White
Agate, Cal 39 MkII
Cupertino

Al and Bev — The Wanderer would advise against June and July, which are known for coastal gloom, light winds and cooler temperatures. Mid-August through mid-October have historically been the best times of year. Better weather — meaning less fog and warmer air and water — and less crowded anchorages and marinas are among the attractions. Furthermore, later in the year means there is a greater chance of light winds when it comes time for the unenviable bash back up the Central Coast to San Francisco Bay.

While you can have cruising fun all over Southern California, we think the best area to practice cruising is the Northern Channel Islands, meaning San Miguel, Santa Rosa, Santa Cruz and Anacapa. In a stroke of good luck, these are also the closest to San Francisco Bay.

After a two-year closure to search for unexploded ordinance, rugged and windswept San Miguel Island, which is owned by the Department of Defense, opened again last May. New rules mean you have to get a permit to visit the islands, which you can do at the Nidever Canyon trailhead. Unless accompanied by a ranger, visitors may only explore Cuyler Harbor Beach, Nidever Canyon, the Cabrillo Monument, and the Lester Ranch site.

We don’t know how many rangers there are on the eight-mile by four-mile island these days, but the lack of them may limit your ability to explore. There’s an 18-mile hike on the island, but you have to be accompanied, and you won’t be allowed off the trail. The island is the part-time home to 100,000 seals and sea lions, who rest, breed and molt there.

For beginning cruisers, San Miguel is not a top choice except in settled weather. After all, there are no stores or services, help is a long way away, and 30-knot winds are not uncommon. It’s cold, too.

If you want the closest good stop to Northern California, we recommend Government Point, just around the corner from Point Conception on the mainland. With almost no development, it’s hilly coastal California almost as it was before Europeans arrived. Beautiful! Good surf at times, too.

The next island east of San Miguel is Santa Rosa, which is about 85 square miles. While it’s big, Brian Fagan’s Channel Islands Cruising Guide only recommends two anchorages: Bechers Bay and Johnson’s Lee. Similar to San Miguel, Santa Rosa Island is frequently subject to strong winds and big swells.

The real gem of the Northern Channel Islands — and California cruising — is Santa Cruz Island, which at nearly 100 square miles is the largest of them all. Because it’s 20 miles long, the weather at the western end of the island, closest to
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Point Conception, tends to be windier, rougher and cooler than the more arid eastern end. There are something like 15 popular anchorages, although some are only good for settled weather.

The western two thirds of the island is managed by the Nature Conservancy, which requires a permit to go ashore and has a number of limitations. The eastern third of the island is managed by the National Park Service. You can land without a permit, but dogs are not allowed ashore under any circumstances.

If there were Internet access at the Santa Cruz Island and the Wanderer had a good wetsuit, he’d be delighted to spend an uninterrupted month there. The island has an interesting history, and there is excellent exploring of the shore and caves by dinghy or kayak. The hiking is excellent, and National Geographic publishes a guide to hikes on Santa Cruz and all the other Channel Islands. Most of the Santa Cruz Island hikes are fairly strenuous, the easiest being the 4.5-mile Scorpion Canyon Loop. The surfing and diving can be excellent at Santa Cruz Island.

At 2,500 feet, Devil’s Peak on Santa Cruz Island is the tallest of the Northern Channel Islands. Even at lower elevations you can get fabulous views of some of the other islands, the coast, whales, shipping in the Santa Barbara Channel, and much more. In case of emergency, there are usually other boats — often commercial fishing boats — in the vicinity.

Another great feature of Santa Cruz Island is that it’s only about a 25-mile reach from Santa Barbara, one of the most attractive cities on the California coast. If you stay at the island during the week and come to resupply at Santa Barbara on Friday or Saturday, you can often get a slip. It’s then cheap to Uber to great restaurants. If you want a quick break from the ocean, rent a car and visit Cold Springs Tavern, the San Ynez wine district, Red Rock, and Painted Caves.

Anacapa, the easternmost of the Northern Channel Islands, is only 1.5 square miles, and is only about 10 miles from Channel Islands Harbor. It has a couple of good anchorages — and lots of flies — but can’t compare with Santa Cruz Island.

If you only have a month, we’d spend almost all the time at Santa Cruz Island. And we wouldn’t venture farther south than Anacapa Island. When it comes time to go north again, don’t fight the weather. If the forecast is 15 to 25 knots for the next two weeks, leave the boat in Santa Barbara, Ventura or Oxnard, and don’t head north until you get a decent window.

††THOUGHTS ON 40 YEARS OF LATITUDE

Readers were asked about their favorite articles in the first 40 years of Latitude. I would love to see Latitude rerun 50 Steps to Learning How to Fly a Spinnaker. At least I think that was the title. Included were great photos of various permutations of failures while flying a chute. I was unable to find it in the deep archives.

Michael Britt
Footloose, Catana 47
Roy, NM

Michael — Judging by the title, that feature was from Lati-
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tude’s early days when the Wanderer was young and was a real smartass. As there was no Google in the late 1970s to automatically archive our articles, someone would have to go through the archives by hand to find that article. Stacked on top of each other, the archives are about 100 feet tall. Call the office if you want to make an ascent.

⇑⇓

SHORTHANDED SAILING COVERAGE

Latitude deserves special recognition for its coverage of single- and doublehanded sailing events. Starting with the initial Singlehanded TransPac Race to Hanalei Bay, the staff and writers have covered the events and provided a modicum of recognition — and in most cases 100% recognition — of those involved.

In addition, Latitude’s coverage of the Three Bridge Fiasco has been instrumental in the success of that event. The work of the race committee and volunteers has been the second, equally important part of the race’s success, as an inspired idea can die from poor execution as well as poor coverage.

In addition to the shorthanded racing, which I was actively involved with, I also liked Latitude’s wonderful coverage of Bay Area sailing personalities. Two that come to mind are Tom Blackaller and Carl Schumacher. I also liked the coverage of drug smuggler mastermind Bruce Perlowin, whose cohorts managed to smuggle in hundreds of millions of dollars of the stuff right next to the Richmond YC.

Even though I never replaced the sailboat I lost in La Paz after Hurricane Juliet — and a great Baja Ha-Ha — with anything weighing more than 200 pounds, I still feel a kinship with the sailing community that began in 1977 when I moved to California. That kinship continues today.

Thanks for the fun and memories. And yes, I am more than happy to accept any credit for starting the Three Bridge Fiasco Race.

Ants Uiga
Bodfish

Ants — When the Wanderer founded Latitude in 1977, one of the things we recognized was that sailing was beginning to appeal to all kinds of adventurous souls, not like before when almost everyone came out of a yacht club background.

The singlehanded sailing phenomenon was a very important part of this, and Latitude went all in covering it. The first singlehanded event was the gale-struck Singlehanded Farallones Race of 1977. We couldn’t have been more involved, as Bill Lee only agreed to compete with his then-brand-new Lee 67 Merlin if somebody would come aboard to help drop the sails at the finish line, which was then in the Oakland Estuary.

The Wanderer was banging on a keyboard at the Montclarion offices in Oakland — where we did early production of Latitude — when we got the call to get our butt down to the Estuary. Lee was finishing and we had been designated to help drop his sails. We made it in time to help Bill, who had sailed a very fast race in strong winds with an unproven boat.

We followed this up with extensive coverage of all singlehanded and doublehanded events, including the first...
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LETTERS

Singlehanded TransPac to Kauai in 1978. Old-timers will remember that the finish line was actually up in the old Club Med on the bluff, not on the water. We remember all of it as though it were yesterday. Along with the launching of Merlin the year before, it was really a time when sailing was blossoming to a new and broader audience.

All sports need new events to keep them vital. Your coming up with the Three Bridge Fiasco years ago, which now draws more entrants than almost any race in the States, is a perfect example. Well done.

REMEMBERING THE CABO STORM OF 1982

The particularly memorable Latitude article for me was the one about the Cabo Storm of 1982. That god-awful night is indelibly burned into my memory, as I was aboard the Islander Freepor 41 ketch Country Gentleman with the owner and my then-wife. We had arrived late in the afternoon from San Diego.

The previous night had been static. Thunderbolts lit the clouds up high, and we just knew something was brewing. But when we reached Cabo the sea and surface were calm. We set bow and stern anchors off the beach near the entrance to what was then the small marina, getting help from legendary French singlehander Bernard Moitessier of Joshua. Given his sailing achievements, I felt honored to be next to him.

We were well outside the surf line and well set with plenty of chain out. I felt secure, so we all tried to get some rest. As the sun set and light grew dim, the swell started picking up. There still wasn’t much wind. The swell continued to build as the hours passed, and there was nervous chatter on the VHF.

Then the wind started to fill in at 25-30 knots, and the waves reached six feet on what had become a lee shore. Then it started raining. Wind-whipped raindrops the size of nickels hurt my face. The VHF was now humming with panicked calls. To my right, I saw the first boat hit the beach beam-to. It was Moitessier and Joshua! My heart sank. How could such a thing happen to such a great sailor? I knew then that things were not going to get any better for a while.

Things deteriorated quickly. The waves were now getting up to 12 feet — crashing over the bow — and the wind was 50+ knots and building. My wife was so scared that she went into shock and needed medical attention. I did the best I could to make her comfortable and secured her below deck. I then powered the boat into each breaking wave to ease the tension on the bowsprit and chain, and keep the bow pointing into the breakers. It was then that I looked at the owner — a great guy, but with no experience — and said there was no way we could use the anchor windlass to retrieve the main anchor and get away. We had already cast off the stern anchor.

There was only one way to get free. We got the hacksaw out, and when there was somewhat of a lull between sets, he was to go forward and use it to cut the chain as fast as he could. I would keep the boat pointing out to sea.

It all happened so fast. There was a hull, he quickly worked his way forward, took about five to ten strokes and — PING!
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the chain snapped. We were free. But we were screwed, as a big breaking wave engulfed us. I was at full power to break through the surf, and almost went sideways. The owner didn’t have to work his way back to the cockpit because a wave pushed him back there ‘head-over-teakettle’. It was a dreadful night of chaos. Locals drove their cars to the beach and left their headlights on. We were able to watch the shadows of boats as they were pounded to bits on the beach. By first light the wind and sea had subsided. The water was covered with oil, and the floating debris made it resemble a battlefield. Destroyed boats and pieces of them littered the beach. Incredibly, no one was killed! Thankful that we had survived this storm, I broke down and cried — totally exhausted. The rest of the story is chronicled in Latitude 38’s report. Capt. Peter Whitney Alive and Well in the Caribbean

Peter — We arrived in Cabo a day later by plane, and our Freya 39 Contrary to Ordinary a day after that. Medano Beach indeed looked like a war zone, with about 30 boats on the shore. Remarkably, a few were pulled back off the sand and continued on to complete circumnavigations. We later saw far greater hurricane destruction in the Caribbean, but never as much concentrated destruction as in Cabo. The big problem was that some windward boat would break free and head to shore, dislodging other boats on the way in. Cabo is wide open to an east wind. When in doubt, get out. Around the corner at Cabo Falso would do the trick.

Cell Carriers Say Cruisers Roam Too Much

Thank you for printing my letter about problems with T-Mobile in the April issue. I am getting emails about similar problems with T-Mobile from people on the Southbound Net, so it was very timely.

First, let me say that it turns out that T-Mobile actually is, in my humble opinion, still the best deal for cruisers. After extensive head spinning and reading of fine print put out by AT&T, Sprint, T-Mobile and regulators, this is what I distilled:

All telecom companies will cancel your “international and unlimited” line if you roam too much. T-Mobile does it after three billing cycles on the non-carrier network, aka ‘roaming’. AT&T will cancel you after two billing cycles. Sprint will cancel you after just one billing cycle. Telecoms can legally cancel your contract if your international usage is greater than the usage of 97% of their clients at a given time.

Here is how we — my wife Helen Chien and our son Isaiah — solved our problem without losing my old number:

1) Since I had to be in the States for taxes, I transferred my line/number due for cancellation to Google Voice for $25.

As improbable as it would seem, Moitessier’s ‘Joshua’ was the first boat to go onto the beach. He sold her to a Swiss fellow named Rado, who restored her.

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Boaters 20 years of age and younger are the first group that must carry a Boater Card in 2018. Are you over the age of 20? See when you will be required to complete your exam by visiting CaliforniaBoaterCard.com

Don’t leave shore without it.
(I really wanted to keep this number for what are probably obvious reasons.) I then instructed Google Voice to forward calls to our Skype number. Be aware that Google Voice will not forward calls to Mexican numbers.

2) My having done this, now all calls are being forwarded to the Skype app on my phone. It works like a charm! By the way, if I wanted, I could also get written transcripts of all my calls and messages from Google Voice emailed to me.

3) Taking advantage of a March promotion, we added a new line to our T-Mobile account, and I have that SIM with me in Mexico in case I need it. For as I said, T-Mobile is still the best option out there.

4) We activated a Telcel number in Mexico, and use it as the main source of Internet access down here. Telcel data costs about 125 pesos — about 87 US — per gigabyte, which is what the three of us use in a typical day.

GYMSIM is the only truly global provider — callback service with British number — but it’s too expensive.

In summary, I kept the old phone number, got four ways to call the States, and hopefully will never have to deal with the “fine print” madness again. Above all, we learned that there is no “unlimited international” plan, no matter how hard the telecoms try to imply that there is.

What does all this have to do with sailing? Nothing. But we can’t escape the fact that in the modern world our lives depend on communication like never before.

P.S. A little clarification. We did the 2003 and 2005 Baja Ha-Ha’s with our Dreadnought 32. We did the 2012 Ha-Ha with, and are still on, our Cape Vickers 34, which is a South African-built Bruce Roberts design #347.

Marek Nowicki, Raireva, Cape Vickers 34 Mexico

†‡ THE T-MOBILE WORKAROUND

I read about the Nowicki family’s problems with T-Mobile. I have a workaround.

I have had T-Mobile for almost three years without a problem. Until last fall, I shared an account with my girlfriend, and we were cruising out of the country for six to eight months a year. Like a lot of people, we got T-Mobile because of their supposedly unlimited international data feature. While only 2G in most places, it has worked well for email, texting, and even $0.02/minute Skype calls. The Skype calls don’t always work.

Last fall I had to get a separate T-Mobile account. It turned out that my daughter and her husband were thinking of switching from Verizon at the same time.
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This was when T-Mobile had the four unlimited lines for $140 a month promotion. Three lines weren’t any less expensive, so we signed up on one account and now have an unused number. But it’s still less expensive than competitors.

Despite all the roaming I’ve done over the last several years, I still haven’t gotten my ‘Dear Bill’ letter from T-Mobile. I’m thinking maybe that’s because only one of the four lines ‘roams’. I’m wondering if their restriction is per number or per account. If the former, that might offer a solution, and make your kids smile at the same time.

Or, since you probably spent a lot of your money on them over the years, they might make you a gift of cell service. I’m going to ask that my last name not be used, as I suspect there are some loyal T-Mobile employees among Latitude’s readership.

Just Bill
In the Caribbean

Just Bill — The Wanderer has had the same experience you have: lots of roaming over the last three years — supposedly way over their three-billing-cycle limit — but still haven’t been cut off. Meanwhile, Doña de Mallorca, with the same program, has gotten her ‘Dear Doña’ letter from T-Mobile. The only difference is that the Wanderer has four lines for $140 and the other three lines never travel. T-Mobile says this shouldn’t make any difference, but we don’t trust a word those guys say.

WOODEN BOATS ON THE WATER

Latitude’s March article on Alan Olson and the Educational Tall Ship’s crew of dedicated volunteers working on the Matthew Turner was inspiring to all who have ever wondered about what — and whom — it takes to build a vessel like that. I salute and congratulate Alan and his crew, as their achievement is awesome!

May I point out that in addition to ETS, there are several ways to see, build, and even sail wooden boats. Spaulding Marine Center is active on all decks, offering classes for adults and children (who can build their own skateboard or paddle), speakers and seminars, with some exciting new projects in the works. The Friends of Freda program encourages approved sailors to sail Freda, an 1885 gaff-rigged sloop beautifully restored by Bob Darr at Arques School of Traditional Boatbuilding.

The Spaulding Center is actively soliciting donations to upgrade Freda’s sails. I’ve taken several classes — made a toolbox, paddle and canoe — and enjoyed speakers in the rustic workshop at Spaulding. I highly recommend dropping by to feel like an authentic wooden-boat aficionado. John Bachman and Bill Edinger are very welcoming.

Coincidentally, the Master Mariners Benevolent Association (MMBA) celebrates their 150th year this year. Their mission is “to foster participation in yachting and the preservation of wooden boats.” Individual works of wooden art that command admiration will be on display at the 24th annual Wooden Boat Show at the Corinthian Yacht Club on Sunday, June 25. It’s the one time of year you can see and board a collection
Save the waters you love

The next time you hop on board your boat, stop by the bathroom first or be prepared to visit a sewage pumpout station later. To find the one nearest your favorite spot visit BoatCalifornia.com
of wooden boats from all over the Bay Area. It’s also a great event for children of all ages.

Wooden boatbuilding is not a lost art largely because of a little paradise in Maine where I go every summer. It’s the WoodenBoat School in tiny Brooklin, ME, which is the hub of the universe for building and sailing wooden boats. You can sail in a 12.5-ft Herreshoff, go gunkholing around Penobscot Bay, and dine with a boatwright, bronzecaster and sea captain at the same table. In one week you can build a dory, dinghy, canoe, kayak or other small boat to call ‘yours’. WoodenBoat School is magical indeed, but you’ll come away with practical know-how. Check it out at www.thewoodenboatschool.com.

What are you waiting for, the Matthew Turner to come to you? Wood is... good! No matter where you do it!

Shelly Willard
Corinthian YC
Tiburon

### LETTERS

**The Thought of Moving Ashore Fills Me with Dread**

I recently turned 79, which is kinda scary to me. I find it hard to believe that I’m not just going to be middle-aged soon.

My health has been good, other than being diagnosed with wet macular degeneration in one eye. This requires monthly eye injections from a decent ophthalmologist — you don’t want just some random dude sticking a needle in your eye. But it’s been cramping our cruising style. With luck the injection intervals will be increased.

Ann, now 77, has had more issues. She’s had spinal surgery, hernia surgery, and various knee operations culminating in bilateral replacement and then revision of the replacement, followed by a sepsis episode that nearly killed her. Poor dear. But what courage she’s shown. Causes me to stifle any thought of complaining!

So we struggle onward. Life in Tassie [Tasmania] is good. At least in the summer. It’s incredibly beautiful, the locals are friendly and interesting, and there is a great balance of solitude and company. But it gets too bloody cold for us around the equinox. So we’ll be heading north to the tropics once more, which will require our 30th crossing of Bass Strait.
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We will eventually, maybe not so distantly, have to stop this liveaboard life and move ashore. The thought fills me with dread. After 30 years of life aboard, dirt dwelling has little appeal. But I’m trying to come to grips with reality. 

Jim and Ann Cate
Insatiable II, Sayer 46
Port Cygnet, Tasmania

Readers — Jim and Ann departed Northern California decades ago aboard their original Insatiable, and have lived aboard in the Southern Hemisphere ever since.

The Wanderer has lived aboard most of the year for more than a decade in various places in the world. It can be challenging at times, but the thought of moving back onto land seems so boring and detached from nature.

A PERMANENT FIX FOR YANMAR SAILDRIVES?

Yanmar diesels, of which I have two on our Lagoon 42 catamaran La Mischief, have an excellent reputation. The same can’t be said for the Yanmar saildrives. Many owners of boats with such transmissions report they have failed, often without warning.

It took a long time for Yanmar to acknowledge the problem, which they eventually did by calling for the ‘lapping’ of the cone to be done every 400 or so hours as a ‘maintenance item’. This is an unusually complicated ‘maintenance item’, as the engine has to be separated from the transmission.

The first time an owner does this process, it might take four hours — assuming the owner has a vise or tool for the spline nut. Once an owner has done the entire lapping several times, it can usually be completed in about two hours.

There are any number of sites on the Internet that show how to do it.

I recently received a copy of a letter from David and Mary Margaret Leu, the owners of a Dana Point-based Lagoon 440 with Yanmar saildrives, who are in the midst of a “10- to 15-year circumnavigation.” They forwarded a letter to me in which it’s claimed that someone has come up with a kit to permanently solve the problem.

“Part of the Rework Kit is a vent assembly, allowing the saildrive to ‘breathe’, thus reducing the possibility of oil seal failure at both the engine input and propeller shafts.
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Also included are rework instructions based on the Yanmar cone-clutch lapping procedure, which covers the removal, rework, setting up, cone lapping, installation, oil level/specification and adjustment of the cone clutch, and selector assembly.

“We also have a spline holding tool available, which makes removal of the top nut a lot easier during removal and installation. The price for the Rework Kit is $480, the spline holding tool is $46, and shipping would be about $100 by FedEx.”

The kits are sold by a Gideon at saildrives@yahoo.com. He and his kits have gotten some good reviews on various cruising forums.

If anybody has installed this kit, we’d like to know how it’s worked.

Steve Tull and DeAnne Trigg
La Mischief, Lagoon 42
Australia/Southern California/Caribbean

Readers — In the 20 years we’ve owned the 63-ft catamaran Proligate, we’ve had our Yanmar saildrives fail four or five times. Sometimes it was a gradual failure, giving some warning. Other times they failed suddenly. With two engines, it’s usually not catastrophic losing one engine, but with engines far off centerline on a cat, it can be difficult or impossible to maneuver inside a marina or in tight quarters.

As far as we’re concerned, the fact that Yanmar, after many years of pretending there wasn’t a problem, finally called for cone-clutch lapping every 400 hours as a maintenance item, is admitting a design failure. And a pretty serious one, too.

Originally, it was assumed that boats had to be hauled to solve the problem. But a number of years ago a procedure was developed where that wasn’t the case. You can find instructions all over the Internet, including those put up by Yanmar.

We don’t know of anybody who has attempted the permanent solution with the above-mentioned Rework Kit. There seem to be mixed opinions about it on the Internet, with some calling it ‘snake oil’. If it was proven to work, we’d install it right away, but it would take a lot of proof. Until then, if you have a Yanmar saildrive, you’d better know how to fix the problem. After you’ve done it once or twice, it shouldn’t take you more than 90 minutes.

†† REPLACEMENT PARTS ARE WHERE THE BOATS ARE

A couple of months ago the Wanderer wrote about trying to find a starter motor for one of his Leopard 45 catamaran’s Yanmar diesels on a Friday afternoon in St. Barth. And being successful in finding one, and at only 170 euros.

It made me think that I should remind everyone with a boat or boat type — particularly catamarans — that has been or is being used in charter programs, that there are more of these boats in the British Virgins than anywhere else. So if you’re scrambling for parts, one of the best places to look is
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LETTERS

Tim Schaff
Jet Stream, Leopard 45
Tortola, British Virgin Islands

Time is money in the charter business, so all kinds of spares and replacement parts are commonly stocked in Chandlerys and other businesses. And the vendors are knowledgeable about them.

One summer I needed a new Lewmar traveler car, a pricey item, for my Leopard 45 catamaran Jet Stream here in the British Virgins. I couldn’t find one in stock anywhere in the United States, so I called Lewmar in the United Kingdom. They told me they could get me one in six weeks. Great.

Just for the heck of it, I called Wickham’s Cay Rigging here on Tortola to ask if they had the part. They had it in stock! I had it on my boat the next day. Things like that have happened several times.

By the way, the aftermarket starters for Yanmar are available here in Tortola, too. The last time I checked, they were selling for about $120, about a third less than in St. Barth.

Tim — Good point. Other islands with an excellent number of parts and replacements parts — for things like engines, stoves, winches, windlasses, ports, etc — are St. Martin and Le Marin in Martinique. One island where you want to not have to buy anything because of high duty is Antigua. The guy who watches our cat in the off-season says they charge $400/gallon for bottom paint.

Sometimes prices in the Caribbean make no sense at all. Our friend Mauricio on the Lagoon 47 Nuage needed a new starter motor for his Volvo diesel. They didn’t stock them on St. Barth, and when he finally found one on Guadeloupe it cost him nearly $800. That’s more than four times as much as the starter motor we found for our Yanmar on expensive St. Barth.

It works for food, too. At Marche U on St. Barth they have rotisserie chickens for just $8. Elsewhere in the store they have uncooked “plein air” natural chickens for $50!

MORE TIPS ON TIPS

Our boat was part of the Baja Ha-Ha Class of 2015. Now that we’ve shipped our boat to Port Everglades, Florida, via Dockwise, we’d like to share a bit of information. If you ship your boat out of Mexico, officials will insist that you cancel your boat’s TIP, no matter where you are shipping her. And they will send you an official notice of cancelation. I don’t know if they also require the cancelation for boats being trucked out of Mexico.

By the way, Mexican officials also conducted a full inspection of our boat before she was allowed to be loaded onto the ship. It was the only inspection we had of our boat in Mexico.

Hartley Gardner and Lesley Johnstone
Atsa, Tayana 48DS
Phoenix, AZ

Hartley and Lesley — Thanks for the information. Although we wonder if that’s a consistent policy throughout all Mexican
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ports. In any event, no big deal, as TIPs for Mexico are — don’t tell anyone — ridiculously inexpensive and easy to get.

You are not the first couple to report having your boat inspected upon departure rather than upon arrival. It makes no sense to us, but gringos and Mexicans often view things from different points of view.

AND THE TIP TIPS JUST KEEP COMING

My wife and I have had a sailboat at Marina Seca near San Carlos, Mexico, for a number of years. We had previously cruised Mexico for two short years. We then put the boat in dry storage and went back to work in the States.

We have always tried to adhere to all of the many changing rules and regulations pertaining to having a boat in Mexico. Our first port of entry was Ensenada, where we acquired a TIP (Temporary Import Permit) for our boat that was good for 10 years.

Fast forward to present time. We knew our TIP was expiring soon, so we researched Latitude 38 letters and articles for info and found the Banjercito website. Since we still had an active TIP, we looked for a ‘renew a TIP button’ on the website, but there was none.

We then emailed Marina San Carlos for assistance. Silvia L. Ramos Vazquez responded by saying that our only course of action would be to let the existing TIP expire, and as soon as possible after that, apply for a new one online. In their experience this was the only way to ‘renew’ a TIP, and had worked in the past.

We waited for our TIP to expire and applied online for a new one. After a few days we received a puzzling email from the Banjercito. My wife is pretty fluent in Spanish, but couldn’t understand the email. We forwarded the email to Silvia. Silvia took the time to go to the Banjercito to ask what the problem was. She called us afterwards to let us know there had been a change in how the Banjercito handles renewals. Since our old TIP was now expired, we could not renew it, nor could we get a new one.

Being the rock star she is, Silvia hired a lawyer on our behalf to untangle the mess. The lawyer was able to cancel our old TIP and acquire a new one for us. Thank you Silvia and Marina San Carlos Seca.

In summary, until the Banjercito website gets a ‘renew option’, there is only one way for boats with expiring TIPs to renew. Bring your unexpired TIP — more than one month prior to expiration — to a Banjercito in Mexico or to a limited number of embassies in the United States, and renew. If, as in our case, the nearest Banjercito or embassy is thousands of miles away, you may be able to hire someone from your marina to renew for you. Do not let your TIP expire.

John and Bridget Wilson
Sailsoon, Sabre 34
San Carlos, Mexico

THE SMALLEST AROUND THE HORN

I liked the April issue piece on Michael Johnson of the schooner Gitana. Johnson was featured in my book Westsail
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Johnson not only made the voyage from the East Coast of the United States around Cape Horn against the wind and current, he did it without engine propulsion — the prop shaft was disconnected and sealed — or electronic navigation aids. He sailed from Rio de Janeiro anchorage to Easter Island anchorage, a distance of 6,730 miles, in 84 days. He then continued on to Tahiti and New Zealand, during which time he was rolled.

In 1990, the Ocean Cruising Club's Barton Cup was awarded to Johnson for a “most meritorious voyage.” While precise records had not been kept, he was thought to have taken the smallest engineless vessel around the Horn, east to west, nonstop, under sail.

Michael continued his circumnavigation, rounding all five southernmost capes east to west. He did this over an extended period of time, not returning to the East Coast of the United States until seven years and seven months after he'd started.

Johnson was awarded the Bluewater Medal for 2016 from the Cruising Club of America for long circumnavigation and for his recent transit of the Northwest Passage.

I'm proud to say that I was at least partially responsible for both his boats. I was Production Manager at Westsail when his Westsail 32 was built, and I designed and built his 44-ft schooner in my custom boatbuilding yard in 1979.

---

ność,

Let's see what you think:

**TOO UGLY TO QUALIFY**

In the April 10 'Lectronic Latitude, the Wanderer addressed the issue of which was now the largest privately owned sailboat in the world, Andrey Melnichenko’s recently launched 465-ft A, or Oceanco’s 347-ft DynaRig Black Pearl. The Wanderer argued that A should be disqualified on two grounds. First, that the builders describe her as being “sail assisted” rather than a sailboat, and because she’s so ugly.

In my opinion, a boat’s ability to move effectively under her own sail area should be an important factor. As such, ships that employ kites to assist in fuel conservation should not be considered sailboats. And when it comes to privately owned vessels, motoryachts such as Grand Banks that have a mast, boom and steadying sail are not sailboats either.

As such, I agree that Black Pearl is the largest privately owned sailboat in the world.

Jeffry Matzdorff
Planet Earth

---

**A FAIR-WEATHER MOTORSAILER**

I don’t know whether A can really sail or not, but at best she should be classified as a motorsailer. The massive amount of freeboard, along with those things that sort of look like masts, relegate her to fair-weather conditions. I am no naval architect or ship’s captain, but I think her design would make
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her a handful, or even dangerous, in Force 10 winds and above. One wonders if she even has a keel, or is she simply a massive motoryacht with some masts designed in to confuse the issue?

I have reached the conclusion that A is clearly in a class of her own, and therefore is not a true sailing vessel. Therefore she does not compete for largest privately owned sailing yacht with the likes of Black Pearl, Maltese Falcon, and Eos. I’ll leave it to you to coin a term to describe her classification.

Stephen Costanzo
St. Petersburg, FL

Stephen — Hideous is the first word that comes to mind.

THE SLAB-SIDED THING STEVE JOBS FATHERED

For me, there is a simple criterion that determines if a yacht is eligible to enter the world’s largest privately-owned sailing yacht competition. It’s whether I would spend more than a day on the thing if somebody gave her to me for free.

A fails this basic test. In the powerboat world, so would Venus, the slab-sided thing that Steve Jobs fathered and his widow is now sporting around the Caribbean. While only 328 feet, Denny Washington’s Attessa IV, in Puerto Vallarta recently, isn’t a vessel that I would kick out of bed.

Richard Elder
Jackson, WY

Richard — Oddly enough, we think that Melnichenko’s first boat, the Philippe Starck-designed 390-ft motoryacht A, was the coolest and most brilliantly innovative motoryacht ever. Which is why his new ‘thing’ is such a disappointment.

LENGTH VS. DISPLACEMENT

I think you are debating which is the longest vessel, not which is the largest. I seem to remember that the Queen Elizabeth II was allowed to retain her title as the ‘world’s largest ocean liner’ even though newer ships were longer. This was because her displacement was greater. It seemed like a sensible rule. Which of these behemoths, A or Black Pearl, has the greater displacement?

Art Watson
East Coast Lurker and Big Fan

Art — A is much longer and displaces much more.

MONEY DOES NOT EQUAL GOOD TASTE

A slightly smaller-scale digression on the question of which is the largest privately owned sailing yacht in the world:

When I first saw the Swan 112 Song of the Sea, and compared it to the Swan 82RS Opus, it became obvious that money does not equal good taste. Mondavi had it with Opus. The boat was understated, elegant and tastefully done. The owners of Song were garish, and did not have it. The master head and shower on that boat belonged in a Nevada brothel. So bad taste doesn’t have to start at 300 feet.

Maltese Falcon was walking the line with the interior decorating, but that was Perkins. At least from outside, Falcon was a stunner and the damn thing could really go uphill.
Letters

Melnichenko’s ‘sailboat’
A would be best served by open sea valves and deep water. That goddamn thing is an eyesore, and his designer should hide his name from Putin.

Nick Salvador
No Strings Attached, Baltic 37
Richmond

Nick — We’re not familiar with Nevada brothels or the master head and shower in Song of the Sea, but based on the rest of the yacht, we think she’s quite lovely. That said, we agree that A is hideous.

Song of the Sea’s master stateroom works fine for us. Elegant, too.

Nick — We’re not familiar with Nevada brothels or the master head and shower in Song of the Sea, but based on the rest of the yacht, we think she’s quite lovely. That said, we agree that A is hideous.

E d u c a t i o n o n t h e w a t e r

WylieCharters.com, run by Jody Watt, is a new addition to our design and construction business. It is exciting to be attracting new and young blood to our Sail4Science Education & Environmental programs. The public, the schools and the corporations have all enjoyed the Bay and ocean aboard the Derek M. Baylis. Latitude 38 has been very supportive of these programs and, as always, kept the sailing community up to date on the fun and the adventures. Many thanks.

Dave, Jody and Tom
Wylie Charters
Richmond

Why doesn’t Latitude cover these incredible achievements?

I’ve always wondered why Latitude hasn’t provided more — any? — coverage of people who row, or as Chris Bertish recently did, paddle, across the Atlantic or Pacific. These are incredible achievements.

Chris Ross
Palo Alto

Chris — We’ve gone over this before, but there are a number of reasons we give little if any coverage to those voyages. Primarily, it’s because Latitude is a sailing magazine, not a rowing or paddling magazine.

The other thing is that while we recognize these crossings as being remarkable, we don’t think they are worthy of the “near impossible” and other superlative accolades that everybody else seems eager to pile onto them.

Take Bertish’s supposedly ‘paddling’ his custom SUP across the Atlantic — Morocco to Antigua — earlier this year. It might be heresy, but the Wanderer questions how much of Bertish’s progress can be attributed to paddling. He covered the 4,050-mile distance in 93 days, an average of just 1.8 miles an hour. This was with a custom SUP that was more than 20 feet long.

Let’s compare Bertish’s speed with the progress Steve Callahan made on much the same route with his liferaft after his boat sank in 1982. Callahan covered 1,800 miles to Antigua in 76 days, an average of about 1 knot. Mind you, a liferaft is designed to stay in one place. In any event, based on Callahan’s experience, more than half of Bertish’s speed can be attributed to drifting.

And how much can be attributed to being blown by the wind? With 15 knots of wind and no sail up, our 45,000-lb Profligate moves to leeward at nearly two knots. If Bertish stands up, his body alone makes for significant sail area. We’d love to know
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how fast his SUP moves downwind in a typical tradewind breeze with him doing no paddling at all. Or with him standing and holding out a big sheet. As such, we don’t think Bertish’s accomplishment is notable for speed.

Nor is his crossing notable for having been done in a particularly small vessel. In 1968 Hugo Vihlen sailed from Casablanca, Africa, to Miami in the six-foot April Fool, which was less than one third as long as Bertish’s SUP. In 1993, Tom McNally sailed the 5.5-ft Vera Hugh from Portugal to Puerto Rico in 134 days. If there were PHRF ratings, McNally would have crushed Bertish on corrected time. And in 1993, the previously mentioned Vihlen sailed the 5-ft 4-in Father’s Day across the Atlantic.

The truth is lots of people have made it across the Atlantic in floating objects shorter and less appropriate for downwind speed than Bertish’s 20-ft-plus custom SUP. We’re talking about inflatable dinghies, inflatable kayaks, beach cats, sailboards, and mooring balls. One guy even claimed to have swum across the Atlantic, although, once again, we think he mainly drifted across in the little boat he slept on at night.

We’re not going to question Bertish’s bravery, courage, skill or any of that, we just want to put what he’s done in context. And when viewed in context, it’s impressive, but not that impressive. If he wants to really impress us, he’ll have to paddle from Antigua to Morocco, something that for obvious reasons he’s never going to attempt.

⇑⇓

ALL IS NOT DOOM AND GLOOM IN PETALUMA

Regarding your article 'Petaluma River Basin Silted In' that appeared in the April 14 'Lectronic Latitude, we just returned from a trip up to Petaluma on our Island Packet 370. We successfully navigated the river and entered the turning basin on a high tide through the D Street bridge without any issues. The currents were as published and we made over 6 knots most of the way. We side-tied to the empty dock and never touched bottom through a 0.4 low tide during our three-day stay. There is significant silting and boats drawing more than 6 feet will have a tough time, but we had a lovely time, enjoying the yacht club and downtown. Boaters, particularly those with a shoal draft or shallow draft like our Island Packet, can still enjoy Petaluma and all that it has to offer.

We planned our departure on a +2.4 tide and navigated around a little hump just off the end of the dock, but otherwise had no issues leaving on an ebb tide through the river and back into San Pablo Bay. I thought the article was a little “doom and gloom” and discouraged people from enjoying this area — which is still accessible to a number of boats like ours.

Erik and Brian Jones
Aventura, Island Packet 370
Alameda

Readers — The Island Packet 370 has a "long keel" with a 4.7-ft draft. You can see a graphic they created of the shoaling during their cruise to Petaluma in the April 24 edition of 'Lectronic Latitude.

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

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

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.
June 10, 2017

The 27th annual Delta Ditch Run starts in the San Francisco Bay, goes up the Delta, and finishes at the Stockton Sailing Club. In the past, this event has attracted over 200 boats with racers from across the country showing up for this generally downwind 65-mile race. Hosted by the Stockton Sailing Club and Richmond Yacht Club.

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LOOSE LIPS

From humble beginnings.

Bay Area software tycoon Larry Ellison once told a story about his first sail aboard a Lido 14, which he naively took out the Gate. “If God lets me back in alive,” he said, “I will never do this again.”

He told this story on the steps of San Francisco City Hall after winning America’s Cup 33. If you know Larry, please tell him that he has a chance to relive his humble beginnings and win more silver by entering the 60th anniversary of the Lido 14 National Class Championship. The goal is to get 60 boats on the line at the Balboa Yacht Club in Newport Beach, August 11-13, 2017. As noted in a recent Schock newsletter: "It’s exciting to see a boat that was designed, built and named after Lido Island still out sailing. It can be said that the Lido 14 class kicked off the era of modern sailing.” Indeed ... just ask Larry.

On April 1, about 40 junior sailing program managers and coaches gathered at the Richmond Yacht Club to talk shop at a US Sailing Regional Symposium. It’s a chance for organizations to “share ideas and concerns about sailing education and programming within the various regions throughout the country,” according to literature on the symposiums.

The meeting was open to yacht clubs, community programs and high school and college sailing organizations. Programs from as far away as Lake Tahoe, Sacramento and Mountain View were in attendance.

“We’re excited by the positive direction,” said Bryce Griffith of Tahoe Community Sailing. “US Sailing is trying to help grow sailing, and working hard to be more customer-driven.”

Dictionary.com Word of the Day, April 20: latitudinarian adjective [lat-i-tood-n-air ee uh n., -tyood-] 1. allowing or characterized by latitude in opinion or conduct, especially in religious views.

noun 1. a person who is latitudinarian in opinion or conduct. 2. Anglican Church. One of the churchmen in the 17th century who maintained the wisdom of the episcopal form of government and ritual but denied its divine origin and authority.

"How inappropriate to call this planet Earth, when it is clearly Ocean.” — Arthur C. Clarke
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why sail around the world alone?

There aren’t many ‘firsts’ left for circumnavigators to accomplish. While speed records will continue to be whittled away by faster and faster boats, most of the various solo, nonstop, around-the-world firsts have been conquered by a select group of legends.

But what about going around the world in a figure 8? The route — conceived and soon to be attempted by San Francisco sailor Randall Reeves — goes south through the Pacific, past Cape Horn, around Antarctica, back past Cape Horn again, up the Atlantic to Greenland, through the Northwest Passage and back to San Francisco. For those counting, that’s five oceans, two circumnavigations and a year alone around the top and bottom of the planet. It’s about 40,000 miles, or almost twice the distance of the Earth at its equator.

Reeves plans to depart in October on his 41-ft aluminum sloop Möl, a storied boat with some serious miles on her.

“I still wrestle with a clear and compelling answer as to why I want to do it,” said Reeves, who is well versed in the prose of adventure writers. “It has a lot to do with wanting that kind of challenge and the privilege of seeing the ocean on its own terms, of being able to witness the wilder parts of the world.”

The son of a merchant mariner, Reeves grew up in the Central Valley, and got his feet wet on his father’s boat. “I still remember that first sail, tacking up the river. I thought, this is what I want to do. It’s where the blue water dream began,” he said.

In the 1980s, Reeves met Bernard Moitessier, one of his heroes, who was staying at Glen Cove in Vallejo on his famed steel ketch Joshua. “Here I was, an inexperienced young river rat interviewing a sailing god. I was in awe,” Reeves said, but added that Moitessier was a little jaded about his circumnavigating credentials, and was instead focused on politics and the non-proliferation of nuclear weapons.

“Moitessier wanted to talk about saving the world; I wanted to talk about the ocean. It was the worst interview ever.” Reeves laughed, but emphasized the influence of Moitessier’s writing. “His descriptions in The Long Way were early inspirations for wanting to see the big bad ocean,” said Reeves of the famed book about the 1968 Golden Globe Race, the first singlehanded, nonstop race around the world.

Reeves did his first singlehanded cruise in 2010 across the Pacific aboard his 31-ft Far East Mariner Murre, sailing some 12,000 miles from Mexico, through French Polynesia and Hawaii, then up to Alaska before returning to San Francisco in 2012. "Those first solo passages were everything I thought they would be,” Reeves said. "I learned to provision, to navigate, to think through a route, and to see that amazing non-human world, the ocean.”

And then there was Matt Rutherford, who in 2011 became the first person to circumnavigate the Americas singlehanded and nonstop — a 27,000-mile, 309-day trip in a 27-ft Albin Vega. Rutherford’s feat again roused a dream.

"I’d always wanted to do a really long trip like that since, forever, since reading about that Golden Globe Race.” Reeves said he hadn’t considered the Arctic, but after hearing about Rutherford’s accomplishment, and delving back into his desire to go around the world along the Southern Ocean, an idea was born.

"I don’t know how it clicked, but it occurred to me that you could put those two voyages together and have a super-long, super-interesting, super-unusual endeavor that might be more interesting to a
to ha-ha?

runs October 29 to November 11.

The official Baja Ha-Ha website (www.baja-haha.com) is now being updated, and online registration will begin there May 9 at noon. Signing up early gives you the best chance for a slip at Cabo.

As always, entry is open to all boats 27-ft or longer (including powerboats) that were designed, built and have been equipped for offshore sailing. No single-handing. The cost to enter remains the same. $375 per boat, or $325 if the length of the boat or age of the owner is under 35. See the website for the complete schedule and additional details — then look in the mirror and ask yourself: ‘Is this my year to Ha-Ha?’

— andy

randall reeves — continued

wider audience than just another guy going around the world via the Southern Ocean.”

Reeves likes to say that his expedition vessel, Möli, already knows the way. She was commissioned as Asma by German photographer Clark Stede, who sailed her around the Americas with his girlfriend in the early ’90s. Years later, Australian-born sailor Tony Gooch sailed her as Taonui nonstop via the Great Capes from the West Coast of North America, becoming the first sailor to take that route.

Reeves said he originally envisioned the figure 8 as nonstop, but plans to arrive at the Northwest Passage, which offers a limited window and challenging conditions, too early in the season. “I’m not opposed to the idea of going nonstop, but we’ll let the Arctic decide.”

In trying to explain why he wants to do a figure 8 around the world, Reeves found a quote from Wally Herbert, the first man to walk to the North Pole: "And of what value was the journey? It is as well for those who ask such a question that there are others who feel the answer and never need to ask.”

— timmy

Randall Reeves onboard his expedition vessel 'Möli' this past summer. Reeves recently launched a Go Fund Me campaign to raise money for satellite equipment that will allow him to transmit video of the adventure while it’s happening at www.gofundme.com/figure8voyage. Also check out www.figure8voyage.com.
save the dates: socal ta-ta

Made your summer sailing plans yet? If you like the idea of putting your boat to use for an out-of-the-ordinary adventure but aren’t ready to pull the plug completely and sail off to Sri Lanka, we’ve got a fun-filled, close-to-home compromise to suggest: Why not join us on the SoCal Ta-Ta?

Slated for September 10-16 this year, the weeklong, one-directional rally takes participants from Santa Barbara to Catalina Island with stops along the way at Santa Cruz Island; Channel Islands Harbor; Paradise Cove; and Two Harbors, Catalina. Entry is limited to 50 boats (with a minimum length of 27 feet).

Not only will you make a boatload of new cruising friends during the rally, but its itinerary will serve as ideal practice for future cruising farther afield. Check out the details at www.socaltata.com.

— andy

tell us about your

Spring has sprung! After getting hammered by one of the wettest winters on record, droves of sailors are about to pull on the coveralls, hit their local chandlers and get their hands dirty workin’ on the old boat.

Are you a do-it-yourselfer? Have you been watching endless YouTube videos on how to install electrical systems? Are you preparing to haul out in the coming weeks? Are you wielding a long list of projects to take on while your boat is high and dry?

Well we’d love to hear about it!
haulout plans

We’re looking for interesting projects to write about and the interesting people doing them. If you’ve got something that fits the description, we might visit you at the yard and profile your work for an upcoming feature article in Latitude 38.

Yes, this could be your chance for those elusive 15 minutes of Latitude fame. If we don’t visit you, we’re always happy sharing bits of wisdom from those in the know.

If you’re interested, please send an email to editorial@latitude38.com. Thanks in advance for your responses.

if it’s ok, it’s probably all right

Racing sailors who dabble in cruising tend to keep their boats separate. You wouldn’t laze through the South Pacific on your barebones carbon-fiber speed machine any more than you’d enter a boxy Caribbean charter catamaran in the America’s Cup. But imagine if your racing, cruising and liveaboard life revolved seamlessly around one boat, and that you weren’t just participating in races, but winning them, and kind of dominating your class.

After Robin and David Basham inherited a 1973 Bruce King-designed Ericson 35 MkII, the husband and wife team not only learned...
SIGHTINGS

it's all right — continued

to race their boat Cimarron and collect some hardware in the SoCal club racing scene, they figured out how to have fun, make a life and expand their cruising horizons.

"The Ericson 35 is like a classic sports car with the back seat for the kids," said 29-year-old Robin Basham. "It's the best of both worlds. It's our home and our hobby." Cimarron originally belonged to David's parents. "Both David and his sister were brought straight home from the hospital to the boat. They were raised on it," Robin said. The senior Bashams, Tom and Darah, used to do whale-watching charters, and David, now 34, served as deckhand and waiter as a boy.

David had been racing for two years on Shock 35s before he and Robin met. "I'd never sailed before, but I got bit by the racing bug. I moved on board and we made it our racing boat."

Robin works as an officer manager at Rigworks, while David is a marine electrician at Sea Net Electronics — both work in Shelter Island. "Typically, a couple with our income wouldn't be able to keep a race program up," Robin said. "We started racing in 2008 and at that point, our gear was pretty outdated, and we weren't winning any races."

The Cimarron looks as if she's from the 70's, with a faded yellow paint job from the disco era. "Everybody comments that our paint job is the oldest. I call it used-to-be-yellow. But we've always had the motto of function over fashion, and a paint job doesn't equate to boat speed," Robin said.

Despite their deficiencies in gear and aesthetics, the Bashams were having more fun than anyone else on the racecourse. "Whether or not we won races, we always won the party," Robin said, adding that the Cimarron carries a One Love Bob Marley battle flag. "There's always beer spilling and music playing."

David said that instead of looking for rockstar sailors to crew with, he and Robin took out their friends. "We learned the boat together. Everybody learned every position," David said. "And because we were all friends, our crew stayed consistent and we sailed together all the time — fun sails after work, races on the weekends, trips to Catalina."

After racing several days a week for a few years, Cimarron's crew began to gel. "We got to a point where we were comfortable in any situation on the water," Robin said. "We could perform seamless maneuvers, such as peeling spinnakers, while barely having to communicate. We've been through a lot of amazing races together."

Working at a rig shop afforded the Bashams some industry discounts. Once they had a full inventory of sails, they started winning their PHRF fleet, which requires participating in around 35 races a year. Their accomplishments include Class 5 champions three years in a row (2013, 2014, 2015) in all categories: Buoy, offshore and overall.

"It's hard to take a budget like ours and do a PHRF program," Robin said. "But we've been out there beating these A-fleet boats. That was a new experience. The budget doesn't end up being the deciding factor, and we're just out there enjoying each other and having fun."

Robin said because of Cimarron's ideal racer/cruiser balance,
**kicks off in may**

breakout sessions. We’ll give away door prizes, and the RYC bar will be selling drinks (bring cash).

Again this year the Stockton Sailing Club has invited Delta Doo Dah sailors to join the Delta Ditch Run on June 10. This 67-mile usually downwind run from Richmond to Stockton attracts racers from all over the West Coast, but SSC hopes to grow the event’s Cruising Division by reaching out to the Doo Dah. You can register for the Ditch Run at www.stocktonsc.org. For Cruising Division entries, SSC offers the following two weeks

**it’s all right — continued**

offshore races are very cozy. “We’ve done nine years of Newport and San Diego to Ensenada races, and were on the podium for seven of them, three of which were first place!”

The Bashams keep Cimarron on a mooring ball off Shelter Island, offering epic, million-dollar views of downtown San Diego for cheap. “We’re a young couple. We don’t make a lot. But because of our low overhead, we’re able to travel.”

In October, the Bashams are headed for the Sea of Cortez, transforming their full-time liveaboard racer into a full-time liveaboard cruiser. The Bashams said they got enthusiastic approval from their sailor bosses. “We are really lucky to have such a good community around us,” Robin said. The crew wanted to include a few of Cimarron’s mottos, including: “If it’s ok, it’s probably going to be all right,” “Ease Everything,” and most importantly, “One Love.”

— timmy
the rewards of high-tech success

At just 31, Julian Mann is truly living the life. An aerospace engineer and entrepreneur with a passion for sailing, Mann took a break from winter in the Bay Area to campaign his C&C 30 Don't Panic in several top Caribbean regattas. In March, he took second in class at the St. Thomas International Regatta (STIR), then first in class the next week at the BVI Spring Regatta.

These successes are all the more significant given that Mann has owned his C&C 30, an aggressive high-performance racing yacht, for just under a year and hasn’t spent a lot of time getting to know the boat.

Mann, who grew up in Ukiah, CA, made the most of his relatively short business career, which put him in a position today to focus his smarts and energy on ‘angel investing’, while building a serious race program for Don’t Panic. His work in the aerospace industry spanned a broad spectrum, including NASA’s manned space program, where he worked on oversight and risk analysis on the Constellation program. He got his initial exposure to microsatellite technology through his activities at the Stanford Space Systems Development Lab (SSDL) where he conducted both his undergraduate

delta doo dah

free in their harbor. (All Doo Dah’ers can take advantage of up three nights free during the season.)

Whether you stay in Stockton or venture out on your own, we recommend sticking around the Delta for the following week because Owl Harbor Marina will host one of their awesome BBQ parties on Saturday, July 17. The marina will provide free food and drinks for two people per boat; additional guests can purchase meal/drink bands for $10 each. Raffle prizes will include a one-week free stay. Located in Isleton off the San Joaquin River, Owl Harbor is right on your way up- or down-river. Reserve a slip and RSVP for the BBQ at (916) 777-6055.

The Delta Doo Dah mostly follows a DIY format, meaning that ralliers can
— continued

go anywhere during the season and anywhere in the Delta of their choosing. Find details and sign up (it’s free!) at www.deltadoodah.com.

While you’re lolling about in Delta mode, don’t get so relaxed that you forget to take pictures, because, when the season winds down, we’ll be collecting images and anecdotes of Delta cruising adventures for a feature in the October issue of Latitude 38.

So you see, it’s not necessary to travel as far as Mexico to find sunny, laid-back cruising grounds away from the overcrowding and stress of urban life and from San Francisco’s bone-chilling summer fog. For an intro to Delta cruising and tips from our readers, turn to page 84 in this issue.

— chris

julian mann — continued

and graduate research. The young sailor co-founded Skybox Imaging, Inc., where he was VP of Product Development & Research until the business was sold several years ago to Google.

Mann started sailing dinghies when he was a kid during family vacations Back East. While he was in college in the Bay Area, a friend bought a Beneteau First 42 on which Mann began Bay racing, as well as competing in offshore events like Coastal Cup. After he sold his business, Mann began to fulfill his dream of putting together a serious racing program. He wanted a boat that was going to be a challenge to learn.

“It seemed like the C&C 30 was a growing class and an exciting boat that would certainly be a challenge, but one that was going to be achievable and a really good development platform for me as I look to the future — perhaps the TP 52 or something bigger, like high-performance sleds,” Mann enthused.

A quietly confident and playful guy who clearly loves being on the water, Mann took a few cues from his business experience and employed them while developing his team; notably gathering a group of guys around him who knew way more about what he was getting into than he did, he told us with a laugh. With a two-pro class limit, Mann hired Pete McCormick of North Sails in Sausalito as project manager and main trimmer. A familiar face around the Bay Area racing scene, McCormick helped get the program off the ground, including its first charter of a C&C 30 at Key West Race Week 2016, which helped Mann decide it was the boat for him.

Tasked with managing the logistics side of the program Pete McCormick recruited Andy McCormick (a boat ‘bro’, but not actually related) to manage the boat. Andy trailers it across country, finds yards where the boat can be reassembled after arrival, etc. The rest of the team consists mainly of San Francisco guys whom Mann knows from the St. Francis YC, some longtime friends and other new friends he’s met while building the program.

“We’ve had the philosophy from the beginning to be sure that we have the right team first,” Mann explained. “Before we spent any time doing any really intense tuning of the boat, and before Key West this year, we had a three-day practice in Fort Lauderdale that was hugely valuable, but I don’t think it would have been as valuable if we hadn’t focused early on making sure that we had the right team and chemistry between ourselves. I couldn’t be happier with who we have, everybody has a really great attitude and every team member has the skills to help us all to get better and faster.”

Mann says that his future plans for the boat depend on what happens within the class, which, being fairly new, is still in development. “Our plan is to base out of the Bay, but go with the fleet to where the events are, as it’s not only fun but the best way to improve,” Mann says. “The boat will spend several months of the year on the Bay because it’s awesome for big breeze and current. It’s a great practice venue and we have certainly found that having a lot of ‘rough’ time in the boat compared to other teams, our comfort level when the breeze is on is high. Our weak spot is definitely mid- to light air, which we’re working on!”

— michelle slade
The launch of the Matthew Turner on April 1 was a roaring — and suspenseful — success.

The 100-ft Turner, the largest wooden sailing ship to be built in the Bay Area in more than 100 years, is docked on the Army Corps of Engineers Pier, just south of the white tent she was built in. An estimated 2,000 people were in attendance, as the Turner inched back and forth, back and forth for the better part of an hour (launching a 175-ton vessel is harder than it may seem), before finally...
makes a splash

slipping into the water to raucous cheers from the crowd. She was guided to the Army Corp pier by a pair of RIBS.

Shipwrights are continuing work on decking, rigging, systems and interior. We hope to see the Turner in her first Master Mariners on Memorial Day weekend, 2018.

Tours are scheduled to resume soon, and donations will continue to be appreciated by the organization. For more info, go to www.educationaltallship.org, or call (415) 886-4973.

clipper race returns to seattle in 2018

Many of us in the San Francisco Bay Area miss welcoming the Clipper Round the World Race to our waters, but, for the second edition in a row, Seattle will host the only West Coast US stop of the 40,000-mile eastabout circumnavigation.

"I am pleased that we will return to the Emerald City once again," said Sir Robin Knox-Johnston, founder of the Clipper Race, in which professional captains skipper amateur pay-to-play crews. "The support received from the city and its residents as the fleet raced around the world was fantastic. The welcome and hospitality provided by locals and businesses during the race’s visit to Seattle was first-class," he added.

For the 2017-18 edition, which will start from the UK, 15 crew
2018 clipper race — continued

members from the state of Washington, including six from Seattle itself, have signed up to participate. The fleet of 12 Clipper 70 monohulls will berth at the Port of Seattle's Bell Harbor Marina in April 2018 after completing the grueling 5,600-mile Mighty Pacific leg from China. After departing Seattle, they'll sail down the West Coast nonstop to the Panama Canal and on to their next port of call, New York City.

Although crewmembers from North America and places like Australia tend to be experienced sailors, many from Europe and Great Britain are new to the sport. Before joining a crew, all must complete four levels of training — either on the Solent, UK, or in Sydney, Australia. With the start of the first leg coming up in August, time is running out for anyone who wants to apply for a berth. Crew can sign on for one or more legs, or for the entire 11-month circumnavigation. See www.clipperroundtheworld.com.

If any of our readers are planning to race, we'd love to hear from you. Email us at racing@latitude38.com.

— chris

10th time around

We're not sure how Aussie Jon Sanders has managed to sail beneath Latitude 38's radar for all these years, given what he's accomplished. But he has. The 77-year-old former wool shearer, who has had open heart surgery, is currently on his 'farewell sail'. It's not an ordinary sail, but Sanders' 10th solo circumnavigation. Yes, 10th!

To our knowledge, nobody has done more.

Sanders' first major accomplishment was being the first man to circumnavigate Antarctica singlehanded. And he did it twice during 1981 and 1982 with the S&S 34 Perie Banou. He covered 48,000 miles in 479 days.

But he would easily top that feat...
SIGHTINGS

starting in May 1986, when he took off on what has been the world’s only triple, nonstop, singlehanded circumnavigation. Before it was over, he would travel 71,000 miles over a period of 657 days with the 47-ft Phil Curran-designed Perry Endeavour.

Sanders’ motivation has always been simple. He likes being on the ocean.


As of April 26, he was north of Colombia and headed toward Panama. Meanwhile, five-time solo circumnavigator Webb Chiles is poised to finish his sixth lap next spring — aboard a Moore 24!

— richard

get out and sail on summer sailsticce

Is it a tradition yet? Given the number of boats that sit idly in their slips through the month of June the answer would have to be no. However, Summer Sailsticce has now been around for 17 years. Though not as venerable as the Fourth of July, Earth Day or St. Patrick’s Day, for many Summer Sailsticce has become a ritual day to connect with the rest of the sailing world, invite family and friends, hoist the sails and celebrate with sailors everywhere. Founded on the understanding that the non-sailing public doesn’t really understand sailing and most public awareness comes from events (such as the America’s Cup) or tragedies that aren’t representative of the sailing experience, the celebration showcases the diverse world of sailing — and demonstrates how much fun it can be.

Summer Sailsticce activities are scattered up and down the California coast and around the world. You are encouraged to join one, start one, or just go sailing. Bay Area traditions include the festivities at Encinal Yacht Club: Everyone is invited to sail in and enjoy the calm, flat waters of the Oakland Estuary, arriving at Encinal on the Alameda side to enjoy entertainment, food, drinks and activities at the club (come by car if you must). Lake Merritt Sailing Club in Oakland will host races for El Toros and Sunfish in the Mayor’s Cup, Shoreline Lake in Mountain View will host a weeklong celebration of dads and sailing, and the YRA Series Race #2 will blast around on the Berkeley Circle.

In Southern California, Orange Coast College will be hosting its annual Summer Sailsticce Open House, West Coast Multihulls is organizing a multihull rally around the Coronado Islands, and San Diego YC will send out its fleets.

Summer Sailsticce falls just ahead of the peak sailing season, on June 24, close to the solstice, the beginning of summer and the longest sailing day of the year in the Northern Hemisphere. If you’re not using your boat then, when would you be?

Every sailor knows the best way to improve a sail’s shape is to make sure it’s not tightly wrapped around a boom or headstay. Sadly, this is how most sails live their lives. So shake the wrinkles out of yours, register for the prize drawing on the official website at www.summersailsticce.com, justify those monthly berthing fees, and improve your outlook on life. See you out there.

— john

There are Sailstice events all over the planet, and they’re meant to encourage sailing at all levels.

A huge group of sailors gathered at Clipper Cove last year, and they expect to do so again this year.

A huge group of sailors gathered at Clipper Cove last year, and they expect to do so again this year.
Picking up where we left off last month, we continue our celebration of Latitude 38’s 40th anniversary with highlights of memorable reporting during the 1990s.

Jurassic Park. Hubble. Soviet Union breakup. Slick Willie. The Chunnel. Grunge. O.J. eBay. If any of these ring a bell, it’s likely you lived through the 1990s — or at least paid attention in history class. The following are some of the highlights we remember from that decade.

In 1990, the Ultimate 30s came to town for one last hurrah before the class fizzled out, but their radical bow poles and ‘aso’ spinnakers paved the way for the sportboat craze. Nothing new in the February issue, literally — it was a compilation of our ‘greatest hits’ from years past. Most readers didn’t even notice. A special memory was finally getting to meet and interview the Great Dane himself, Paul Elvstrom, who was in town for the Masters Regatta. Who knew then that it would be his last competitive sail?

In 1991 we suggested the Best Boats for Under $50K. And hey, whaddya know — they’re all still around now and a lot cheaper! We also covered the inaugural Plastic Classic, whose South Bay weather mark featured bare breasts and plywood cows. (You had to be there.) And we had a nice chat with Russell Long, who was setting speed records on foiling craft a good 25 years before foilers appeared in America’s Cup com-
petition on the Bay.

Speaking of the America's Cup, it still had grand yachts back in 1992 — the first year that the International America's Cup Class (IACC) yachts raced. Zillionaire Bill Koch and his America3 crew beat the Italians 4-1 in San Diego. But it would be 20 years before an American boat would win again. We celebrated a court decision that anchored boats were not "Bay Fill." Take that, BCDC! And readers sounded off over Manifestly Unsafe Voyage — a protocol that allows the Coast Guard to prevent unseaworthy boats from going to sea.

In 1993 we celebrated some local 'behind the scenes' heroes — sailmakers in one issue and Bay Area designers in another. Sadly, we said goodbye to one of the latter when Gary Mull passed away later in the year. June featured one of the most memorable truth-is-stranger-than-fiction stories ever: the tale of Bill Forrest, a singlehander who fell off his boat nine miles off a remote Costa Rican shoreline, naked and with a fishhook in his hand — and lived to tell us about it.

In 1994 we celebrated Bogie's refurbished Santana, and started putting together our ongoing list of West Coast Circumnavigators. (See www.latitude38.com.) We featured a fun piece about local sailors who had owned and sailed the same boats for decades, including John Entwistle, who built the 19-ft sloop Peggie during the Great Depression; he and wife Mary were still enjoying the same boat 61 years later! The last month of the year, we featured the newest event: the first run-
1995 turned out to be a year heavy on interviews. We talked with Dawn Riley, Jim and Sue Corenman, John Neal, Tom Wylie, Russell Coutts, Hank Easom, Lowell North, Dave Ullman, Gary Jobson, Peter Blake and others.

Out on the big blue, in one of the most exciting Transpac finishes ever, the Andrews 70 *Cheval* dismasted 35 miles from the finish and still finished first under jury rig.

In 1996, 20-year-old Brian Caldwell sailed home to Hawaii, becoming the youngest-ever solo circumnavigator. Another yacht, the Garden 51 *Condor*, arrived off Guam after her own 5,000-mile voyage with no one aboard. She had been abandoned and presumed sunk 13 months before. And we profiled the Bay Area’s own boys of summer: Jeff Madrigali, Jim Barton and Kent Massey, who went on to win Olympic Bronze in the Soling class in Savannah.

1997 was our 20th anniversary — and we literally grew a backbone. The April issue was the first to be perfect bound, which means it had a flat ‘spine’, like a book. Elsewhere in ’97, we noted the first two American women to solo circumnavigate. Pat Henry did it the ‘easy’ way through the Canals, while Karen Thorndike did it the traditional way via the Great Capes. Over at the Whitbread Round the World Race, a bunch of new guys, led by peripatetic Bay Area sailors Paul Cayard (skipper), Mark Rudiger (navigator) and Kimo Worthington (watch captain), won the whole enchilada aboard *EF Language*. 

1992: The Ashby Shoal annual breakfast sail. We’re told these folks did this intentionally.
Having had to scramble at times over the years to find various sailing benchmarks, in 1998 we decided to put together our own list of world sailing records, which we have periodically updated and rerun for your enjoyment. And we explored the truth and fiction of salvage — no, sorry, a boat you find ‘abandoned’ is not automatically yours.

In 1999, we noted the launch of Steve Fossett’s 105-ft catamaran *PlayStation*. Built to go fast — really fast — the boat would famously go on to obliterate just about every sailing record ever set, and for awhile even held all of the Big 3 at the same time: around the world (58d/9h); best 24-hour run (687 miles); and transatlantic (4d/17h). Elsewhere, ailor/adventurer Ken-ichi Horie departed the Bay for Japan in a 32-ft catamaran, whose hulls were made of roughly 500 aluminum beer kegs. He claimed "most of them" were empty.

We ended the decade with a nice sit-down with old friends Lin and Larry Pardey, who told us that they ‘retired’ when they were young — and now it was time to pay the piper. So instead of nine months cruising per year, now they work six months and “only” cruise six. Geez, wish we’d thought of that years ago.

Next month we’ll wrap up this three-part retrospective with highlights from *Latitude 38* in the ‘new millennium’.

—— latitude/jr
Every Memorial Day weekend since 1965, San Francisco Bay has celebrated the Great Age of Sail, as a fleet of classic sailing boats — most of them wooden-hulled — chase each other around the Central Bay in the Master Mariners Regatta. This annual congregation of traditionally rigged sloops, ketches, yawls and schooners is a continuation of a regatta first held in 1867. The race is steeped in San Francisco Bay.

The "benevolent" role of the modern MMBA has also paid for hundreds of young and often underserved people to sail aboard tall ships and classic vessels. "I don't think the Master Mariners will ever die," said Terry Klaus, a former MMBA commodore and owner of the 92-year-old, 65-ft Herreshoff schooner Brigadoon. "Our numbers might go down, but our annual race is still one of the largest wooden-boat regattas in the world."

The regatta is a pursuit, or reverse handicap-style race, where the slowest boats start first, and — in theory — all boats will finish at roughly the same time. Thirteen classes, organized by rig and size, start off St. Francis Yacht Club and sail around fixed marks in the Central Bay. A longstanding concession to some of the bigger boats (adopted for safety considerations) is that they don't have to actually round all the marks, but have to get close enough to hit them with a potato, bags of which are issued before the race. No other vegetables are permitted.

The fleet finishes at Treasure Island, with the spirited post-race party held at Alameda's Encinal Yacht Club. The general public is invited to take a look at the boats, and to join the party. As you might imagine, handicapping this disparate fleet has been contentious over the years. "Some people say that the commodores lock themselves in a closet, throw darts at a board, and decide the handicap that way," said Bob Rogers, another former MMBA commodore and owner of the 76-year-old, 35-ft Ben Seaborn sloop Sunda. Another explanation of the handicapping process is that "three wise-men" congregate each year to concoct the mysterious ratings.

The original Master Mariners races pitted the work boats of the day against each other. "San Francisco was a crude, raw place," reads MMBA history. "Its vessels were not rich play-toys, but were used in the everyday business of commerce." Alma, the 80-ft scow schooner — which currently resides at the San Francisco Maritime National Historical Park and has sailed in every modern Master Mariners race — is among the last examples of a once-vibrant fleet of hundreds of similar workboats that transported everything from farm goods to lumber throughout Bay and Delta waterways and rivers.
According to MMBA history, the regatta was held "each year from 1867 to 1879. With the invention of the steam engine, interest in sailing vessels as a form of recreation waned and only four more regattas were held between 1879 and 1891, when it was abandoned after only 13 vessels showed up."

The modern Master Mariners Regatta was revitalized by Bill Vaughn, a student at UC Berkeley in the 1960s who would go on to be a maritime lawyer and historian. After researching the history of the original MMBA at Bancroft Library, Vaughn sought permission to revitalize the organization from Ray Bowes, a ship's carpenter who was the MMBA's last surviving member. On Memorial Day weekend in 1965, the Master Mariners Regatta was reborn.

The Future Is Now
Classic boats are not relics of the past. In this age when descriptors such as sustainable, non-toxic and locally sourced materials are applauded, wooden boats may be as relevant as ever. For example, the successful launch last month of the 100-ft (LOD) Matthew Turner, the first wooden ship to be built in the Bay Area in 85 years, shows that the past has a future.

The Master Mariners used to specify that the entrants be built before or immediately after World War II, and be made entirely of wood. But these days the rules have been expanded to include boats designed with classic lines and rigs, yet built using modern technologies. Such boats now have their own "Spirit of Tradition" division in Master Mariners.

"In the Spirit class, it might look like a wooden boat, but it may have aluminum spars," said Klaus. Other upgrades to wooden boats include Dacron sails, stainless-steel rigging and cold-molded construction, a technique that employs multiple laminations of thin wood strips and epoxy. The Spirit of Tradition movement in wooden boatbuilding may also include high-aspect-ratio rigs, fin keels and spade rudders.

"It's the best of the past and future," said Andrew Breece, the publisher of Wooden Boat magazine. "You can have a very classic design using modern techniques or modern rigs like carbon-fiber masts, but the design itself is still rooted in classic boat traditions."

Klaus said that several Bay Area sailors have recently bought big wooden boats, not as museum pieces, but as active racers and cruisers. "There's been a resurgence of wooden boats, and also a resurgence of young people in the wooden boat trade," Klaus said, mentioning Sausalito's Arques School and Port Townsend's Northwest School of Wooden Boat Building.

Master Latitudes
As we've been leafing through old issues of Wooden Boat magazine, 'Briar Rose', a 32-ft Hanna gaff ketch, was built in 1939. She carries a square yard and about 470 square feet of working sail.
sues of *Latitude* for our 40th anniversary, the Master Mariners has been as much a staple as *Letters, Max Ebb*, Baja Ha-Ha’s and Delta Doo Dahs.

In the 1980s, we wrote: “It’s no secret that the annual Master Mariners Regatta for classic sailing yachts is more than just a yacht race. Some say it isn’t a race at all, more of a fast parade, but don’t mention that to those who won trophies. Perhaps more than any other sailing contest in the season, this contest is based on reality, not theory.”

Master Mariners “will flood the Bay with wineglass hulls, full deep keels, acres of varnish, gaff sprits and memories. The event is as much a boat show as a race, a celebration of tradition for those whose pulses quicken at the sight of a bowsprit and whose olfactory organs perk up with the smell of varnish and teak oil. In this era of quick-and-easy fiberglass boats, it takes a special breed to keep up a vintage wood yacht.”

The modern, 1980s iteration of the Master Mariners was also seen as a pragmatic way for old boats to keep up on maintenance. “Many boatyards in the Bay Area had at least one yacht either designed or built prior to 1945 ’on the ways’ getting the bottom cleaned and painted,” we said in June 1985. “The Master Mariners is really good for these old boats,” said Rick Cogswell, tired and happy after his 100-year-old sloop *Adelaide* won class honors. ‘It gives us all a deadline to get things done that we’d otherwise put off."

“All that effort bears fruit, though, when the starting gun goes off. Brightwork glistens, hulls shine and crews can enjoy spreading canvas, sweating halyards and trimming sheets, as it has been done on the Bay for over a century.”

— *latitude/timmy*
Welcome Aboard!

For 37 years and counting, Club Nautique has had the largest, newest fleet of charter yachts available on the Bay. With 50 yachts ranging from 26’ - 54’, our fleet is second to none.

20 boats strong, with half over 34’, check out our pocket cruiser category. After just 8 days of class you can charter boats like SV Dolce a 2014 Beneteau Oceanis 34 and the 2017 Jeanneau Sun Odyssey 349, SV Morrowind.

Jeanneau Sun Odyssey 349

Featuring nine vessels, all less than five years old, our small coastal cruiser selection provides outstanding value.

Beneteau Oceanis 37

Club Nautique has ten (you read that right, ten) boats from 40 to 54 feet, with a new Jeanneau Yachts 54 joining the fleet this summer!

Jeanneau Yachts 54

We also have hard-to-find charter options like the 2016 Bali 4.3 Catamaran, SV Seaduced and power vessels like the 2016 Jeanneau Velasco 37F, Dream Won.

Jeanneau Velasco 37F

Bali 4.3 Catamaran

With a full time staff of vacation charter experts, Club Nautique offers bareboat, crewed and flotilla charters around the world. Destinations like the BVIs, Tahiti, the Balearic Islands, Croatia and even the Seychelles are a phone call away.

Palma de Mallorca

Our members enjoy access to these yachts, discounts on international charter and the best school in the country. Contact one of our membership directors for more info!

To learn about placing a new yacht in our charter fleet and using charter income and tax savings to help pay for it, please contact Don Durant in our Alameda office.

Alameda: 800.343.SAIL
Sausalito: 800.553.CLUB
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A NY SPORTING EVENT IS MORE INTERESTING FOR THE FANS WHO 'HAVE A HORSE IN THE RACE' AS THE EXPRESSION GOES. WHILE LA SOLITAIRE URGO DU FIGARO MIGHT SOUND LIKE AN OBSCURE FRENCH RACE THAT WOULD ONLY INTEREST THE MORE HARDCORE FANS ON THIS SIDE OF THE POND, BAY AREA SAILORS DO INDEED HAVE 'A HORSE IN THE RACE' IN THE JUNE 2017 EDITION OF THE SOLITAIRE.

Nathalie Criou, 42, is a French-American lifelong sailor who lives in San Francisco. When we call her a "lifelong sailor," we really mean it. Her first outing on a sailboat was when she was 15 months old, with her parents on their 420. They were dinghy racers, and, growing up in the south of France, Nat became one as well, progressing through Optis and larger dinghies. When she moved to the Southampton area of England after college, she began racing bigger boats.

"I really liked the offshore part, and the Solent is a great place to sail. They have some races that go across the Channel, so it's really interesting."

Nathalie moved to the Bay Area in 2000, following a career opportunity. "The other options were in Holland and Germany, nowhere near where I could sail. I always live places where I can find interesting work and sail."

A few years after moving here, Nathalie survived two very different challenges. As part of a Pacific Cup return delivery crew, she took to a liferaft when a whale struck and sank Mureadrita's XL. Antony Barran's Las Vegas-flagged ILC 40. Nick Barran, Antony's father and captain of the return trip to the West Coast, commented: "My crew of David Smith, Nathalie Criou and James Clappier were all outstanding. The Coast Guard executed a textbook operation, coordinating with the container ship Maersk Darwin to pick us up." Read more about that adventure in the August 4, 2006, edition of Electronica Latitude.

Late that same year, Nat was diagnosed with sarcoma; she was treated and went into remission in 2007. The ordeal inspired her to found Beat Sarcoma in 2007 and the Sarcoma Cup, a fundraising regatta, in 2008.

With her boat partner Nathan Bossett, she doublehanded the 2008 Pacific Cup on their Express 27 Elise.

In 2014 she raced Elise to Kauai in the Singlehanded Trans-Pacific, finishing second in the 'Surfer' division and earning the Singlehanded Sailing Society's trophy for the overall singlehanded season championship. St. Francis Yacht Club then honored her as Yachtswoman of the Year.

Nat's offshore career took a tryout turn when she crewed on Crescendo, Mark Lazur's Norseman 447, in the 2015 Baja Ha-Ha rally. Last year, as she was transitioning to sailing the Figaro 2, a 33-ft one design from Beneteau, Nat sold Elise to fellow SHIP vet Steve Hodges. The beloved Express is still on the hard at StFYC. "I was very happy that a member of the SSS would have her, because she is set up for singlehanded sailing and he enjoys offshore. So she has good days ahead of her still."

A fellow female singlehanded sailor, Jackie Philpott, wrote on the SSS forum that "The French love sailing like big dogs love tennis balls. Why do the French love this race in particular?" She asked about La Solitaire du Figaro. "Because anybody can play. Although participants this year include Vendee Globe winners, there is also a rookie division for newbie Solitaire sailors. When she told her mother that she plans to qualify for the Solitaire, her mother replied, 'Oh Nathalie, that race is for really good sailors.'"

Nat commented on her blog that "It's like being able to go to the Olympics if they had a 'what the heck' division."

She only had about four months to prepare for the huge endeavor of competing in the Solitaire. "I wanted to do the race this year because it marks the 10-year anniversary of my remission, and I thought this would be a really great way to celebrate. This race receives a lot of media attention in France. It's probably just as known as the Tour de France. I grew up knowing about it, and I knew it was open to amateurs. The Figaro circuit is one of these rare circuits where you can sail as an amateur with all the pros who obviously sail way faster than you do. You can learn a lot from them: you can ask a lot of questions. It's a childhood symbolic race that became a dream, and I'm trying to make it come true. I'm not doing it for the performance of it, but for the adventure of it."

A practical reason that it was important to do the race this year is that in 2019 the circuit will use the next edition of the boat, the Figaro 3, and the project would cost much more.

"It's like being able to go to the Olympics if they had a 'what the heck' division."

Part of her preparation was to learn how to sail a Figaro 2. She raced Crispin Barker's Hot Socks during the winter. Hot Socks has a pedigree; she was previously raced by sailing luminaries Dame Ellen MacArthur and Katie Miller.

Nat bought her own boat from Beneteau and had it shipped over from France. The boat is four years old but in a sense is brand-new, as it was a spare for the class that had never been used.
On April 4-9, Nat sailed her first qualifier on a rented Figaro in France's Bay of Biscay in the Solo Concarneau. She'll be racing the same boat, Tetraktis, in the Solitaire.

The Solitaire requires two qualifiers. "If you're in the Bizuth (the rookie division) you have to prove that you can safely navigate on a Figaro 2 on your own for extended periods of time. Normally you can select any of the races in the same Championsnat France on the same boat. It's similar to the Singlehanded Transpacific where you have to do a qualifier on the boat you'll be racing on. Because of my situation, they agreed that one of the qualifiers could be local here."

"So I did the Concarneau. Most of the difficulty was learning the systems, mostly electronics. The sailing itself was OK once I knew where I was going. There were rocks everywhere, so I was constantly looking at the chart, zooming out — am I going to be ending up on a rock? Everybody else was at higher levels of strategy. They really play in the rocks because they all know the rocks. They have a lot of local knowledge. The race committee was telling me 'Don't follow them. You could be half a boatlength to the right and you will end up on the rock.' Actually one of the boats hit a rock. The guy says, 'It wasn't on the chart.' I'm pretty sure the whole area was marked off as 'rocks.'"

Nat's troubles in the Solo Concarneau began on the first day. She was doing pretty well in the race when she lost electricity. After notifying the race committee of the situation and emphasizing that she was not dropping out, she troubleshooted the system, finding that a connector was short-circuiting. By the time she had everything working again, about 15-20 minutes had passed, and the entire fleet was gone. "I was basically on my own."

That night she confused two marks and went for the wrong one. She had only gotten her navigation software two hours before the start of the race. "I had the correct course on the map initially, but then I saw a light and I assumed (wrongly) that it was the mark and I changed course. It turns out the mark I was going for was the next mark in, a lighthouse, so I ended up rounding the wrong mark."

In the morning she found herself in a rock-free zone, so she decided to try the 10-minute sleep pattern "that the preparateur taught me. It seemed to be more or less OK. I could drink well, eat well, and I was periodically resting."

Although Nat mistook one mark for another and thus sailed extra distance and did not properly finish the Concarneau, it worked as a qualifier. "It does show I can be self-sufficient for extended periods of time with a variety of conditions." She experienced a range of 0 to 27 knots of breeze. "I did spend three nights at sea on a Figaro, saw dolphins and birds, learned all the systems onboard, had a working navigation system..."

"It's a childhood symbolic race that became a dream."
that didn’t require me to pull out paper charts and dividers. Had I not had an electricity problem I probably could have just followed the fleet.”

Nat believes in the mandatory qualifier. “For one thing it tells you, do you enjoy this or not? Do you want to be doing this or not? It’s usually a lot rougher than the actual race. You also get to know the boat. What I found out is that the Figaro is really easy to handle — it’s set up for singlehanded. It’s really difficult to sail fast. It’s quite technical with a lot of controls for all the sails. There’s a gazillion lines, so the cockpit gets very busy very quickly.” Nat installed sheet bags on Envolée to help keep the lines in order, “Everything can be tweaked on this boat so everything has a line, and they all lead back into the cockpit. When I first sailed the boat, I thought I was walking onto a spaghetti plate.”

To compensate for the lack of crew, the Figaro uses water ballast equivalent to the weight of two people on the rail. It takes 10 minutes to fill up the tank.

Shifting the water ballast in a tack takes 60 seconds. The class specifies NKE, a French company, for the primary electronics. The mast and pole are carbon, while the boom is aluminum, for fitting within the cost constraints. “The pole is a lot bigger than Elise’s pole but it’s a lot lighter.” The sails are small with singlehanders in mind. “They try to minimize the number of sail changes you have to make. You can take the genoa up to about 18-20 knots by depowering. It’s a 105%, smaller than a #2. The Solent, with its high clew, is halfway between a #3 and a #4.” And there’s a storm jib. “Between 20 and 25 knots the genoa is too big and the Solent is really small.” With two tracks on the headfoil, you can change jibs using the spinnaker halyard. The jibs are full-batten, so there’s no roller furling.

One qualifier down, one to go. “For the qualifier here, I initially suggested they just give me a distance, and I go out half that distance and come back.” This would be akin to the LongPac, in which SSS racers sail 200 miles offshore to a specified longitude then return to San Francisco. The LongPac serves as a qualifier for the Solo TransPac. “They said, ‘No, no because you have to know how to navigate to marks.’ So I gave them a spreadsheet: I’m going to start from the Bay Bridge, go to Point Bonita buoy and round it to starboard, then I’m going to go to some buoy I didn’t know existed at Drake’s Bay and round that to port and then I’m going to go to the Farallones and round that to port, and so on to Monterey.”

Nat is renting a Yellowbrick tracker. Race organizers told her, “We need to be able to watch you live.” But you need to have an event to rent a tracker. “Yes, I’m doing this event,” Nat told Yellowbrick. “OK, how many do you need?” they asked. “Ah, one. It’s not very popular yet, but I’m confident I’ll get more.” Nat planned to sail her local qualifier on the last weekend of April, after this issue went to press.

She’ll be heading to France on May 20 to make final preparations for the Solitaire, which starts on June 4. “There’s one navigation area there that’s like our Delta: the estuary of the Loire River. It ends up in the Atlantic Ocean and has shallows and heavy currents and it’s upwind. So it’s like an upwind Delta Ditch but only 25 miles.” It’s part of the multi-leg course of the Solitaire.

“I’m going to practice there for a week, but I’m going to be working at the same time.” The company she works for as a product manager, Apteligent, has been very supportive. “It requires support from your employer or a super-flexible schedule of some sort where you can maybe work a little bit remotely. Even that is hard because you are quite busy setting up the boat.”

It’s not hard to get some skin in this game, however, as anyone can help support Nat’s effort (she has no commercial sponsors) by donating to the Richmond YC Foundation and specifying “FBO Criou Solitaire-Urgo de Figaro.” Then follow her progress on her blog at www.envoléeadventures.blogspot.com (it’s in English) and the race (in French only) at www.lasolitaire-urgo.com. We’ll report on Nat’s progress in these pages too.

— latitude/chris
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The Sacramento and San Joaquin River Delta is right around the corner from the Central Bay, but it can feel like sailing into another world. This hot, lazy, inland maze is composed of 1,100 square miles of bending cuts, shallow sloughs and reed-lined inlets that are ideally suited to spring and summer getaways.

Experienced Delta cruisers recommend giving yourself a full day to transit from the Central Bay up to Benicia, Pittsburg or Antioch — the unofficial gateways and staging areas — followed by another full day to make your way deep into the Delta. Sailing conditions can vary dramatically from day to day, and can be challenging when strong headwinds combine with river currents bolstered by an ebb. Dotted with windmills, the Delta is famous for its big, steady summer breezes.

Playing the currents can make a huge difference in the speed of your trip and the amount of fuel you burn en route. Ironically, it's best to return to the Bay on a flood, because bashing into steep ebb chop is no fun — and it's hard on the gas mileage. But you should be able to sail getting to the Delta and up the main rivers.

As the name might suggest, the Sacramento River goes all the way to our state's capitol, and it's the more populated of the two rivers, with towns like Rio Vista, Isleton and Walnut Grove. By contrast, the San Joaquin wanders through state parks and wildlife areas before ending up at Stockton.

Many first-time Delta cruisers worry that it will be too shallow for their sailboats. Not to worry, say the old hands.
The two rivers are major shipping channels, and many of the sloughs have enough water to accommodate a decent-sized draft. But good charts, reliable depth finders and keeping a keen eye on the tides are all required for a drama-free trip. Those in the know say it’s pleasantly easy to get lost in the Delta’s labyrinth of rivers and tributaries. Remember, “if you haven’t run aground, you haven’t been around.” And groundings are usually in soft, forgiving mud.

We’d like to think of the Delta as an excellent training ground for aspiring cruisers. A trip to the Delta requires planning and provisioning, using your VHF and other instruments, and practicing basic, but for most sailors, seldom-used skills like anchoring. Even keeping watch for monotonous hours at the helm while put-putting from point A to a distant point B is a seemingly mundane but important ability to hone.

We asked our ‘Lectronic Latitude readers to share their Delta tips and strategies. Excerpts appear below. (Thanks to everyone out there who took the time to write in.)

"The first time I went to the Delta in 2007 I swore I’d never go back,” wrote Brian Forster. "We went for the Mandeville Fourth of July fireworks (a zoo, but great fireworks), but it took two days to go up there, three days to come back, and my future wife got heatstroke and a ride in an ambulance. Nevertheless, I have been back almost every year since and have done the Delta Doo Dah twice. What’s the difference? I know what to expect now (plus I haven’t gone back in July).

"First of all: It’s a long trip, especially coming back. There’s no getting around it. The hardest, most boring part is Middle Ground from Pittsburg to Benicia. I have learned to work the tides, leaving early from either Pittsburg (short first day, long second) or Benicia (long first day, short second). Many people do it in one long day, but not me.

"The key is to leave before the wind starts, otherwise you’ll be hobby-horsing on the ebb. One of the best bits of advice I got was to motorsail on a reefed main.

The motor will do most of the work, but the sail helps steady the boat through the water. I also use the traveler to hyper-extend the main over to the windward side. That way, I’m ‘motor-tacking’ with very short tacking angles.

"Speaking of the motor, you will be using it a lot. Going up is one thing — doing the Delta Ditch Run last year was a blast, as we flew the spinnaker for miles and miles! But coming back is another thing. Make sure your motor is reliable. And the heat! Yes, that’s part of the reason we go, but be prepared and don’t underestimate it.

"So why do I keep going back? It’s like a week-long camping trip with the relaxation, fun and camaraderie that goes with it. When you’ve spent days at anchor doing nothing but reading, swimming, telling stories with friends, watching wildlife, napping, hanging out in a hammock — I hang a sky chair from a halyard above the foredeck — you’ll unwind like you won’t believe."

"I’ve been going up to the Delta for over 45 years now,” wrote Tim Stapleton. "I remember when it was just a slow backwater (oh, wait a minute, it still is).

"One of my favorite places to tie up is at the east side of Hog Island. Several benefits: It is right off the San Joaquin shipping channel (across from the old Lost Isle). It has deep water and is a 5 mph zone! But you can see the comings and goings on the channel, if you wish, or go deeper. And there are trees there that provide afternoon shade.”

"Pittsburg Marina has a really nice bathroom with great showers,” according to Max Perez. "Very clean; maybe cleaner and nicer than my shower at home. They also have a well-maintained pair of fuel docks. The fuel wharf at Willow Berm
There are 30 bridges spread across the Delta. Some cruising forums caution against putting too much faith in charts when determining bridge heights, relying instead on the scale posted on the bridge itself, or calling the tender to ask what the current vertical clearance is. Each bridge has its own telephone number, or can be reached on VHF channels 9 or 16. See www.deltaboating.com/bridges.htm for information on Delta bridges.

"Most bridges on the Delta’s rivers and sloughs are operational," said Bud Kerner. "They either lift, swing or are the bascule type. The main bridge is the Helen Madere Memorial, also known as the Rio Vista Bridge, which spans the Sacramento River."

"The Three Mile Slough Bridge and the Mokelumne River Bridge are also operational 12 months of the year. The other bridges typically operate from the first of May to the end of October. Their approximate hours are 6 a.m. to 10 p.m., seven days a week.

"The Potter Yachters put on two organized sailing events in the Delta each year: the Delta Sail in May starts at B&W Marina on the Mokelumne River and overnights at the Spindrift Marina on the San Joaquin. The Bridges Sail is in October, and takes the boats through seven bridges on the rivers and sloughs. It starts in Rio Vista and overnights at the Oxbow Marina on Georgiana Slough. It’s approximately 50 miles of sailing and motoring through the Delta."

"Short on time?" asked Al Fricke. "Catch a Friday flood with a downwind/beam reach ride to Suisun Slough (just past the steadily diminishing mothball fleet). Pay attention to the charts, come into the slough at something other than dead low tide, favoring the left (west) shoreline all the way. Anchor somewhere before Goodyear Slough, dropping the hook in good mud in 20 feet of water quite close to the west shore.

"The east side of the slough is very shallow at low tide. Get the dinghy in the water and explore miles and miles of sloughs. Watch for migratory fowl, beavers, river otters and muskrats. Swim in late summer; the water is pretty chilly earlier. Laze around until a not-too-long trip back to the Bay on Sunday, hopefully catching San Pablo Bay in early morning before it kicks up too much. An alternative is to head into Benicia Marina Saturday afternoon to get a jump on San Pablo Bay Sunday morning.”

"We usually head up to the Delta from Alameda around Labor Day, and we’ve learned a few things over the years," wrote Pete Butler and Bethany Smith. "While we can make it up to Potato Slough in a fun day, it takes longer to come back. We usually wind up spending our last night on the hook at China Camp in San Rafael. The Port Chicago Reach and the eastbound entrance to San Pablo Bay can be rough in the afternoons, so if your boat doesn’t go to weather well in chop you might consider spending the previous night somewhere like Pittsburg, Decker Island or Benicia.

"Time between marinas is often limited by ice supply and holding-tank size, so spend some time before you leave figuring out how to solve both of these problems. There are lots of places to resupply...."
and pump out, but we usually wind up hitting Tower Park, Walnut Grove and Pittsburg in the course of a weekend trip. Those are also good places to pick up guests for a night or two aboard.

"Avoiding the bottom isn’t too hard if you generally stay closer to the rocked levees than the weedy ones. If you can find a hole to drop your anchor in and swing safely, do it. The deeper the bottom, the better your anchor will set (fewer weeds down there) and the less water hyacinth you’ll pick up. If you have to do the shore-tie thing, you’re going to spend a lot of time clearing weeds.

"Speaking of weeds, make sure your raw-water strainer lid isn’t frozen shut before you leave — you’ll be checking it daily. There’s also a good chance you’ll be diving on your prop and raw-water intake to clear them as well, so bring a mask and snorkel. And keep an eye on your coolant temp while motoring.

"We used to drag our dinghy up there, but the last few times we haven’t bothered and we don’t miss it. Now we just bring lots of floaty toys.

"The Delta is full of wonderful places, but we’ve had the nicest times at Five Fingers, Potato Slough, tied up to that old barge behind Hog Island, and tied up to a tree in Georgiana Slough. Those are all beautiful spots.” — latitude/timmy
The tenants and guests of Owl Harbor Marina have dubbed us “the best in the Delta,” a “hidden gem,” and a “must-experience.” Tucked away amid the quiet waters of Sevenmile Slough, just off the San Joaquin River, we have 20 acres of park-like setting, an abundance of wildlife, and breathtaking views that feel never-ending.

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Due to the political upheaval, financial uncertainty and myriad social problems that plague the US and many other nations these days, you might assume that the South Pacific-bound cruisers profiled here are simply running away. While that may be partially true, we’re convinced that the greater motivation is to run — that is, sail — toward something fresh and alluring; namely the sun-kissed turquoise lagoons of French Polynesia and beyond.

Just under 200 boats from at least 25 nations registered for this year’s Pacific Puddle Jump. We haven’t met all the crews, but the diverse group profiled here serves as a representative sampling. We got to know them in Panama during our two annual Tahiti Bon Voyage parties, generously cohosted by the Balboa YC on the Pacific side of the Canal, and Shelter Bay Marina on the Caribbean side. What they all seem to share in common is a thirst for new adventures far from the mainstream.

Blå Ellinor — Westerly 49
Dan & Åsa Gerdes, Stockholm, SWE
Swedes Dan and Åsa are also motivated by the fact that life is short — and that the span of time when you can do physically demanding activities such as crossing thousands of miles of open ocean, is even shorter. Åsa’s advice? “Do today whatever you dream of doing; tomorrow may be too late.”

When asked if he had anything to add, Dan — who bears an uncanny resemblance to Sir Richard Branson — scored big points: “I love my wife,” he said with a smile.

Duplicate — Privilege 43
Rick & Amanda Payne, Gosport, GBR
“I crewed for Rick and Amanda on their Atlantic crossing,” says crewman Anthony, ”and when they decided to go into the Pacific I said, ‘count me in!’

“Yeah, he can tie a bowline,” says Captain Rick, “so he’s all right.” Rick’s tongue-in-cheek advice to would-be cruisers: “Don’t keep it simple; go with an icemaker!”

Arc en Ciel — Irwin 52
Gary & Jack Jones, Orange County, CA
Gary and his 13-year-old son Jack are doing “the father-son thing all the way across.” Gary tells us, although they hadn’t ruled out taking on additional crew, as their big Irwin can be a lot to handle.

Young Jack says he’s just as excited about making the passage to Polynesia as his dad is. And recently he’s taken up one of his father’s favorite sports, spearfishing. We predict they’ll consider the lagoons of the Tuamotus to be a spearfisherman’s paradise.

Jonas — Calypso 43
Jakob & Hanny Brederveld
Rotterdam, NED
“We were going to go all the way to New Zealand in one season,” says Hanny, “but after seeing your presentation we think we’ll stay another year in the Pacific and spend lots of time in Tahiti and Fiji.’

Cape D — Island Packet 38
The Swensen family, Ilwaco, WA
Daryl, Janet and their 12-year-old son Julian are clearly ‘water people’: “We’ve worked on the water all of our lives,” says Captain Daryl, “and everything we want to see in the world is somehow connected by water, so that’s why we’re traveling this way.

“We just like to take it slow,” adds Janet. “We’ve spent five years getting from Oregon to here, so we’re obviously not in a rush.”

Allora — Outbound 46
The Stevens family, Bozeman, MT
We don’t meet many Montana-based
sailors, but the entire Stevens family seems to be eager to make the Jump. Marcus and Diana (Dad and Mom) were prepared to doublehand the 4,000-mile distance from Panama, but their three kids — all in their 20s — insisted on making the crossing with them. “It’s going to be a little crowded,” admits Marcus, “so we’re thinking of it as a ‘social experiment’. We’re willing to bet that it all works out fine.

Many sailors only have vague notions about the inspirations that led them into the cruising life, but the Acapella crew know precisely what sparked their dreams of circumnavigating: “More than 10 years ago, we read Tania Aebi’s best-seller Maiden Voyage, and from that moment onward I was hooked on sailing,” says Martin. Not long afterward, the couple’s inspiration to travel the world under sail was bolstered by Dutch sailor Laura Dekker’s record-breaking solo rounding — at age 16 — aboard the 38-ft ketch Guppy in 2011.

Second Summit — N/A
Kraken Kissed Sailing Adventures
Key West, FL
When we first met Alan, Regina and their young daughter Anna, we didn’t know much about them, as they hadn’t gotten around to registering. But Regina was quick to explain, “We’re making documentary films about what it’s like to actually be living your dreams by going out cruising.” Check out Kraken Kissed Sailing Adventures on YouTube (http://bit.ly/KKAYoutube) and you’ll learn about both the highs and lows of their adventures thus far — the lowest was being shipwrecked on Mexico’s Isla Mujeres in 2015 in their previous boat. As they now sail west on “Grandpa’s boat,” we hope such bad luck will fade to a distant memory.

Aloha — Privilege 39
Jack Duplantis & Monique Lutz
Maui, HI
“Monique is more of the driving force behind this cruise than I am,” says Jack, an American who’s spent years enjoying the laid-back island culture of Hawaii. “I got lucky finding her. She’s as good a sailor as I am, if not better.” Monique, who is originally from Germany, explains, “We’ve both been
sailing and working on boats for more than five years, so I think we're ready for this adventure." Their plans are open-ended.

**Embracing the 'Aloha' spirit.**

**Code Zero — Woodward 47**
Christine Goodman & Ken Bryce
Hamilton Island, AUS

Since they're based at one of the premier sailing destinations on the land Down Under, it's not surprising that Christine and Ken have been sailing for decades, and are now beginning the home-ward sprint of a circumnavigation. Along the way, Ken predicts their visit to French Polynesia is "going to be fantastic!"

**Aussies on 'Code Zero'**

**Jadean — Lagoon 450**
The Boswell family, Cape Town, ZAF

"We're operating on a three-year plan," says Barry (aka Dad). "In that time we hope to complete a circumnavigation, ending at Cape Town."

With his wife Kim, daughter Jade, 8, and son Dean, 4, along as crew, Jadean appears to be a very happy boat. "We normally do homeschooling in the morning, then have playtime in the afternoon, explains Mom. Jade, we should note, takes pride in the fact that she recently began standing "inside watches" to help out her mom and dad.

**The 'Jadean' crew is heading home to Africa.**

**Southern Comfort — Nautical 60**
Rob & Lauren Dehaan
St. Thomas, USVI

Rob, an Aussie, describes his American wife Lauren as the 'Queen of Florida' — one of the few sailors we met who'd already experienced French Polynesia. "When I was in Tahiti more than 30 years ago, I promised myself I would come back on my own boat. So I found my captain and now we're going back to those beautiful islands, then back home to Australia."

Rob tells us he didn't learn until long after they met that being a good sailor had been a prerequisite to romance.

**Seeking 'Southern Comfort'.**

**Serengeti — Peterson 46**
Larry & Sue Hamilton
Marathon, FL

We were curious why Larry and Sue choose the name Serengeti. Turned out it was a throwback to Sue's African roots, as she was born in Tanzania. As a child she spent time cruising with her parents, so she had it in her blood long before she met Larry, who hails from North Carolina.

They quit their jobs 10 years ago to pursue their cruising dreams. "We still enjoy roaming around, so we thought it was about time to take it to the next level and go to the South Pacific. Hopefully we'll eventually complete a circumnavigation."

**'Serengeti' sailors.**

**Jandamarra — Beneteau Oceanis 50**
John Pool, Road Harbour, BVI

Although John hails from Australia, his boat proudly bears the name of his former homeport in the British Virgin Islands. We were thrilled to learn that he found his young British crew. Nick and Don-

**'Jandamarra' John (right) and his new crew.**

**Tina of Ponce — Centurion 47**
Guy & Pika Spencer, USA

You often hear cruisers say things like, "We sold the farm to go cruising." Guy, who is English, and his Dutch wife Pika's variation on that theme is that they sold their Porsche 911 to fatten up their cruising kitty. For the past 28 years they've crewed on a 128-ft superyacht. But when the owner suddenly decided to sell, it didn't take them long to concoct a plan to do a South Pacific circuit aboard her parents' Centurion.

"In the early '90s I delivered that boat across the Atlantic for a Dutchman," Guy explains. "Upon arrival, I was invited to the owner's home for..."
the weekend. When I met his daughter [Pika], that was the end of me.”

**Alcyone — Beneteau Oceanis**

**Kenny & Betsy Linn, Marina del Rey, CA**

We first met Kenny and Betsy almost 10 years ago, when we hosted a Baja Ha-Ha seminar at Cal YC.

Kenny says the idea of sailing to Tahiti has been percolating ever since they bought their boat 10 years ago. Betsy adds, “We’ve lived aboard at Marina del Rey for years and have taken trips to Catalina and Mexico, but we won’t feel like we’re really cruising until we get to French Polynesia.”

What do their friends back home think now that the couple are finally on their way? “They’re all following our progress,” says Betsy. “It’s so cool, because we’re living their dreams too.” Their plans are open-ended.

**Corinthian — Craddock 40**

**Thorsten & Laura Bohnke, DEU**

When we met Laura, a Canadian, and her German partner Thorsten at last year’s Bon Voyage party they were preparing to head west with the 2016 fleet. But multiple offers to earn money doing boatwork in the Shelter Bay boatyard caused them to delay for a year while replenishing their cruising kitty.

The young couple are also semi-pro filmmakers who’ve received at least one grant to do a project in Ecuador.

“We just bought our Rocna anchor today,” says Thorsten. “That’s a milestone, so I think we’re just about ready to go west.” No doubt their cameras will be rolling when they make landfall in the Marquesas.

**Shapeshifter — Beneteau 423**

**Colin Hardy, Auckland, NZL**

Even though he hails from the City of Sails, Colin admits, “Although my wife and I have done various types of boating, we hadn’t been on a sailboat in about 30 years when we bought Shapeshifter near Gibraltar. We learned how to sail her during seven years in the Med, and now we’re taking her home.”

Because his wife opted out of making the long haul to Tahiti, Colin found two eager young American crew via the Internet who’ll stay aboard until Fiji. As Shapeshifter works her way home to Auckland, Colin’s wife will fly in occasionally to enjoy interisland cruising.

**Calagorm — Wharram Pahi 52**

**David & Hella Bickle, Castlebay, GRB**

Now in their fifth season of cruising, David and Hella explain that their circumnavigation will be complete when they reach Thailand, where the boat was built.

David explains that one of their standout memories so far is of “beating up the Red Sea in 2008 — right in the middle of all the trouble in the Gulf of Aden.”

“Yeah, we wouldn’t do that again,” adds Hella with a chuckle. “Next time we’ll go ‘round the bottom via Cape Town.”

**Sarayu — Leopard 40**

**Denys & Boz Smith, Mooloolaba, AUS**

“We bought the boat in Turkey in 2012, and we were going to do 18 months coming across the Med, the Caribbean and the Pacific. But after seeing today’s seminar, I think we’ll spend another three years getting home — it all just looks too good.” We were glad to hear that as the SoPac islands are among the last places on earth that you’d want to be in a hurry.

Boz is equally excited, although it usually takes about three days to get her sealegs whenever they head offshore. “It really doesn’t bother me much,” she says. “It’s just that I feel kind of useless.”

**Starlet — Nordhavn 46**

**Mark & Jennifer Ulmann, Jacksonville, FL**

“Ever since I was a kid, I’ve always had a boat,” explains Mark. “In fact, I went off to college with a boat, but no car!” But Jennifer jokes that pursuing this adventure was actually her idea. “We’re lifelong travelers, and we’ve been planning this for a long time,” says Jennifer. “We’ve already been going for six years — covering 35,000 nautical miles — and we...”
want to go through the Pacific just as slowly.”
“"Our dream all along was the South Pacific,” Mark explains. “but we kind of practiced by going over to Europe, the Med and the Red Sea, and got everything ready for the South Pacific.”
This elegant motoryacht is undoubtedly one of the most comfortable vessels in the fleet — a fair consolation for all the diesel she burns.

Salty — Bavaria 46
Geoff Ward, Sydney, AUS
“We’re a motley crew of three guys who’ve only met in the last week, so it should be interesting,” actually, since buying this boat in Greece, he’s picked up a variety of crewmembers during his travels, and had very few problems. We’re happy to say that the Lat 38 Crew List played a role in both young men — one of whom is British and the other American — finding a ride aboard Salty. “They don’t have much experience,” admits Geoff, “but they’re enthusiastic, and that’s important.”
After island-hopping through the prime South Pacific destinations, Geoff will eventually return home to Sydney.

Shang Du — 54-ft Schooner
Francois N/A, Cape Town, ZAF
We didn’t get complete info on South Africans Francois and Karin. But we can tell you that they produce lovely daughters: Marika, 18, Francie, 17, Karin Jr. 14, and Sophia, 13. And their dad tells us they are “no trouble at all.”
“We’re all sailing the world because it was my husband’s dream,” explains Karin. Since leaving Cape Town two years ago, diving and snorkeling have been among the highlights for the kids. Wait until they get to the Tuamotus!

With vessels from all over the world funneling through the Panama Canal daily, it’s no wonder that the Puddle Jump fleet is so diverse.
We’ll learn about the crossing experiences of many of these sailors when we catch up with them at the Tahiti-Moorea Sailing Rendez-vous, June 23-25. Look for our report this summer.

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Passage Report - 32 Days - Namibia to Trinidad
“We were getting slammed by waves on the beam, over and over. It kept blowing at 30-35 knots and ‘James’ just kept on working, 24 hours a day for days on end... Who says windvanes can’t steer a heavy boat even when it’s offset on the stern. Not us!!! Thanks for making a great piece of equipment.”  - SV Zephyr, Liberty 458

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In theory, I should have fit in perfectly. But somehow the room full of blue blazers didn’t exactly look like my kind of crowd. In a moment of weakness I had volunteered to represent my club at the annual delegates’ meeting of the Pacific Interclub Yacht Association.

Among the blue blazers there was one young woman who appeared to be totally out of place. No, it couldn’t be. What on earth would Lee Helm be doing in the room?

It was true. Lee Helm, a young graduate student more likely to be found on a foiling kiteboard than a yacht, was fully rigged in a blue blazer, white duck trousers and a bow tie. There was even a club crest on her blazer, which on close inspection turned out to be just a taped-on paper printout of an over-stylized logo representing her windsurfing club.

"Two questions," I said as I took a seat next to her at the banquet table. "Why did they invite you to an event like this, considering your, like, my club isn’t even a PICYA member club, but the last-gen sailors who run this show seem to think that they can appeal to a younger demographic — that’s me — by letting us mix face-to-face instead of via texts or tweets." Back in ’96 when PICYA was founded…"

"He means 1896," interrupted another commodore. "The original purpose was to standardize racing rules and coordinate racing on the Bay," explained the commodore of our host club, who seemed pleased to interact with a young person instead of via texts or tweets. Back in ’96 when PICYA was founded…"

"Right, back in 1896, there were no standardized racing rules and little coordination among the various clubs that ran races. No season championship series. Basically, PICYA was formed to do what YRA does today. It was all about racing and windsurfing back then."

"Powerboating must not have been very big in 1896," I observed. "But then YRA was formed in 1924," he continued. "And ever since then, PICYA’s primary mission shifted to other areas of advocacy."

"PICYA has done a lot of good work over the years," explained one of the commodores, this one a retired racing sailor. "Remember that it was PICYA members who founded RBOC, Recreational Boaters of California, the lobbying arm of boating interests throughout the state. Where would we be without them?"

"We might have fewer Jet Ski accidents," said Lee, "I wish they wouldn’t cave to the industry when it comes to licensing — er, I mean the mandatory boating education certificate."

"What do you mean?" I challenged. "I attended the stakeholder meetings in Sacto back in ’09," the retired sailor answered for Lee. "That was when RBOC was supporting a mandatory boating education law that would have included canoes and kayaks, but left a gaping exemption for rental Jet Skis. There’s only one way to explain it: Boat sales had plummeted during the financial downturn, and every phase of the boating business was hurting, with the exception of paddlercraft. So if the powerboat business took a regulatory hit, they wanted the kayak, SUP and windsurfer market sectors to suffer with them. Fortunately logic prevailed, and the law that was actually passed a few years later only applies to boats with 10 hp or more, same as in most other states."


"Not really," another commodore pointed out. "The renters still have to get a safety briefing. Although I agree, it’s not quite the same."

"Meanwhile, without RBOC going to bat for us, we might have had SB 65 in its original form. Did you see what that bill was going to do to us?"

"I attended the stakeholder meetings in Sacto back in ’09," the retired sailor answered for Lee. "That was when RBOC was supporting a mandatory boating education law that would have included canoes and kayaks, but left a gaping exemption for rental Jet Skis. There’s only one way to explain it: Boat sales had plummeted during the financial downturn, and every phase of the boating business was hurting, with the exception of paddlercraft. So if the powerboat business took a regulatory hit, they wanted the kayak, SUP and windsurfer market sectors to suffer with them. Fortunately logic prevailed, and the law that was actually passed a few years later only applies to boats with 10 hp or more, same as in most other states."


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destroyed yachting as we know it," the old sailor replied. "Anyway, the legislative analysts said it was a mistake and apologized, although I still suspect that it was an intentional trial balloon to see how much opposition it would provoke."

"So to be clear," I asked, "under current law, only the boat operator has to keep his or her blood alcohol below 0.08%, right?"

"Correct."

"And if I'm a passenger I can get plastered?"

"Right."

"And if the helm is lashed, or the boat is on autopilot, everyone can drink?"

"asked Lee.

"In the Clear Lake accident, when a sailboat was hit by a law enforcement officer driving a fast powerboat at night, it was the guest with his hand on the tiller who was singled out as the 'operator,' even though the boat was becalmed. Now, if no one is on the helm, I imagine it could be a bit of a chore to figure out who was the 'operator' of the boat."

"Back to PICYA," I said. "Now that there's a YRA, and US Sailing, and World Sailing to administer rules and race coordination, and now that RBOC has split off, for good or ill, what function is PICYA left with?"

"Opening Day!" said the club commodore.

"That's when I double up my dock lines and guard the boat with a spear gun," I joked.

"Historically, it's when we all used to go to Hospital Cove for the free-for-all water balloon fight," said the old sailor.

"But now it's 'throw a water balloon, go to jail.' We cleaned up that part of the act pretty quickly as soon as we realized what kind of damage those balloons were causing."

"Don't forget the Wheelchair Regatta, the CHISPA, the Lipton Cup Series and Youth Regatta," added another commodore. "And the foundation to take disabled vets out sailing. Those are the most visible public service events, but a lot gets done behind the scenes, too. We even have a scholarship fund."

"I noticed that not every request for scholarship gets passed," said Lee. "I've been reading your minutes from past meetings."

"This is bad," grumbled another older gentleman at the table. "A starving college student who does her homework."

"What I'm hearing," I said, "is that YRA, US Sailing and World Sailing, which is the old ISAF, seem to be duplicating the original functions of PICYA."

The host commodore summarized for me: "YRA coordinates local racing, US Sailing standardizes the racing rules and administers national championships, and World Sailing is in charge of the Olympics and other international events. Plus, they work with ISO on offshore safety standards."

"That leaves outreach, youth development and community service to the clubs," I observed.

"And hence to PICYA, as the association of clubs," said the host commodore.

"But yacht club members have always been a small minority of the boating public," I noted.

"That's where PICYA has a niche to fill in the outreach department," Lee suggested. "US Sailing is trying to broaden its mission, moving its focus away from just racing, and looking at ways to promote sailing from the grassroots. But, like, I think we can do it better. Were any of you at the USS Regional Symposium a couple of weeks ago?"

"No, I didn't even know about it," said the retired sailor.

"I didn't think so," said Lee. "USS still has a lot to learn about the local infrastructure."

"Yes, we certainly would have been there if it had been on our radar," added the sailor. "We represent over 100 local clubs."

"The most interesting development," Lee reported, "was a proposal to fund local marketing efforts by printing up locally written waterfront info flyers to leave at restaurants, hotels and other public places near sailing venues. You know, sort of a guide to how to find a crew spot in the local beer can races, or telling visitors when the college sailing club is having an open house. Emphasis on free, low-cost and non-commercial, aimed at adults and families, not just youth. This is a tough learning curve for US Sailing, but, like, they're back in Newport. I think PICYA could do it better as the local org."

"My grandson attended that symposium," added one of the other commodores. "He came back with some
interesting thoughts on the design of our club’s junior program.”

“How so?” I asked.

“People have been saying that there’s too much emphasis on racing in junior sailing, but after digging a little deeper, the real complaint was not about the racing emphasis per se, but the level of structure in the programs, and the lack of independent unsupervised sailing. The conclusion was that most junior programs these days have far too much structure.”

“That’s for sure,” said another old commodore. “Why, when I was a kid, I took the Sunfish out in all kinds of weather, going places I wasn’t supposed to go, doing things I wasn’t supposed to do, and I’m still here. Loved every minute of it. I don’t think I would have put up with an organized program with the soccer dads yelling racing tips from the crash boats.”

“On the other hand,” I reminded him, “any time two boats are sailing within sight of each other, they are racing.”

“Yeah, racing will always be part of it,” he continued. “But it doesn’t have to be so structured. Just give them a chance to play with the water toys, with the least possible adult supervision, and they will invent racing all by themselves.”

“I think there’s also, like, an architectural component,” Lee added. “My friends in the Urban Planning Department say it’s always easier to influence human behavior via physical design instead of verbal coercion, and I think they’re right. Take the Laser. No halyard, no good way to reef underway. It’s a dangerous boat if the wind goes above what the kid can handle. And you can’t ride it out by capsizing because the old ones leak around the deck edge.”

“The conclusion was that most junior programs these days have far too much structure.”

“Just like most of us,” joked the commodore.

“That means you can’t turn kids loose in Lasers without crash-boat support,” Lee continued. “Compare that to your old Sunfish. Let go the halyard and the spars come crashing to the deck, and you can ride out almost anything, no crash boat needed. And, like, that’s why I think a program designed around Sunfish will have much more appeal to kids than a more structured program with Lasers. PICYA has a local role to play here, advocating for a non-racing kind of junior program, in contrast to what USS has been pushing.”

“In any case, I’ll be back at Hospital Cove for Opening Day this year,” said the retired sailor. “That’s my idea of unstructured recreation.”


“Juan Manuel de Ayala must have sailed in on a weekend in 1775,” I said. “That’s why he couldn’t find a mooring ball.”

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On June 29, 1930, 42 yachts lay at anchor at the Royal Bermuda Yacht Club. They had just finished the 660-mile Bermuda Race from New London, CT, to Bermuda. Among them were the schooners Rose of Sharon, Dauntless and Curlew.

Eighty-seven years later, on April 1, these same three schooners crossed the finish line with 10 others in the 29th running of America’s Schooner Cup in San Diego Bay. With a fresh breeze and bright, beautiful sunshine, Rose of Sharon captured the Cup, nosing out second-place finisher Curlew by a mere 48 seconds on corrected time.

These yachts have not only survived but thrived, a testament to the loving care and dedication of their owners. Jerry Newton completed a five-month refit of Maid of Kent with two days to spare — just in time to enter his 25th Schooner Cup. Byron Chamberlain, Bob Harrison and Paul Plotts have continuously campaigned Rose of Sharon, Curlew and Dauntless, among our three oldest surviving schooners, owners for — coincidentally — a total of 87 years. They’ve participated in races in such far-flung destinations as San Francisco, New York, Puerto Vallarta and Hawaii. Paul Plotts founded the Schooner Cup with the Kona Kai International YC and has raced in all but four since.

But dedication to their beautiful boats is not what keeps them coming back. “It’s not who wins, it’s the fun of seeing old friends and the warm welcome we always receive from the members of Silver Gate YC, our hosts. They make it such a joy to race every year,” says Paul Plotts. — brad brown

THE RACING

Racing Sheet this month is as diverse as... well, you’ll see. Featured are the America’s Schooner Cup, the SSS Corinthian and Round the Rocks Races. FLYC’s Camellia Cup, IVYC’s Doubleheaded Lightship. BYC’s Wheeler Regatta, and a hefty set of Race Notes. Box Scores includes more spring classics and concludes midwinter series results.

from zero knots to 20 (parking lots and restarts are often the norm). Diverse are the currents on an 18-mile Bay tour (it’s a long day, so chances are you’ll sail through a change of tide). If it were any more diverse it would live in the Bay Area (oh, wait, it does).

The race starts and finishes off Corinthian YC in Tiburon, where the highlands of Belvedere and its multimillion-dollar homes block the breeze in a notorious wind hole right at the start-finish line. From there you round Little Harding buoy, crack off to Blossom Rock on what’s usually a beam reach, then head up to Blackaller Buoy, usually a beat up the Cityfront. The next mark is the Southampton Shoal platform. Most years this is a fun run down the middle of the Central Bay. From Southampton you head back to Little Harding, making a final right turn back to the finish and glory or doom off the club.

Last year the SSS set up a slow-boats-first starting sequence that may have contributed to some collisions at Blossom Rock, so this year the start on March 25 was a "fast boats first, slow boats last and keep your fingers crossed things will spread out" sequence. Everything went off well except for light breeze and some tricky moves to get out of the cove. While the multihulls, which started first, got stuck just outside Belvedere and some tricky moves to get out of the cove. The run to Blossom saw a breeze ramped up on a bright, sunny spring day. The run to Blossom saw a few spinnakers pop, but the majority of boats opted for white sails instead for a short run. They needed the extra horsepower the spinnies provide to fight the chute on a tight reach. The majority took the down-the-middle route. The choice: Head straight down the chute on a tight reach. The choice: Head straight down the middle fighting the ebb or look for relief at Angel Island. With plenty of wind, the majority took the down-the-middle route. Once at Alcatraz boats were able to set for a short run. They needed the extra horsepower the spinnies provide to fight the building ebb at the buoy.

The usual short-tacking wasn’t needed on the Cityfront, and boats had a leisurely beat to Blackaller. Rounding Blackaller was a breeze because there was some, unlike most years.

Next up was the run to Southampton. The choice: Head straight down the middle fighting the ebb or look for relief at Angel Island. With plenty of wind, the majority took the down-the-middle route. Once at Southampton the hard choice was whether to head south around Angel
Island’s Point Blunt or up Raccoon Strait to Little Harding. Most boats took the Raccoon way, but some went with the flow and took off downstream around Angel Island. (If you look at a chart you’ll see that the distance is actually the same either way.)

The real fun began back near the finish line in that dreaded wind hole. Just like the start, the finish was against the current and with little or no wind. Place your bets on the best way in: Skim by Belvedere to the west or hug Angel Island to the east — both strategies worked or didn’t.

At the awards meeting the winners told their tales. Scott Owens on the Schumacher 1/4-Ton Summertime Dream: “I headed for Angel Island at the finish and actually ended up parallel to Ayala Cove before cutting across toward the line. I saw all the poor boats stuck in that hole and just beat the tide to get around.”

Al Germain on the Wyliecat 30 Bandicoot: “There are at least three times on the course when you can go around something a different way. I did something that worked but was risky: I went straight down the Cityfront to stay out of the ebb once past Blackaller. Then I turned toward Southampton after Alcatraz with the ebb pushing me north. I think I saved 5-10 minutes by doing that.”

Gordie Nash on the modified Mull 27 Arcadia: “Every time I do one of these races I think there’s nothing wrong with the SSS. The courses are fabulous. They are smartly set up so that you have to do some thinking. It’s so much more fun to do point-to-point-to-point racing.”

Hank Eason on the Sabre Spirit Serenade: “I second Gordie’s comments. This is a great deal. It brings out a lot of people, and it’s just a wonderful thing.”

In 2012 the SSS created the Round the Rocks Race from the ashes of the East Bay Estuary Race that had to be abandoned because of ship traffic. The RTR course is laid out as a multi-point Bay tour that starts off the ghost of the Olympic Circle and uses Bay ‘rocks’ as turning marks. From the start take Alcatraz (the Rock) to starboard, Harding Rock to starboard, Red Rock to port and finish off Richmond YC.

The race on April 15 started out weird and got weirder as it progressed. First, the starting buoy, ‘Oly G’, was missing, so the race committee made a quick change to the RYC buoy ‘Bob Klein’ just north of the Southampton platform. With the remnants of an ebb pushing the boats south, the majority of the 117 starters succeeded in getting across cleanly and headed off to Alcatraz in a light northerly.

A parking lot formed at Alcatraz during the wait for the breeze to fill. As the boats spread out along the Central Bay in a light westerly and building flood, a game of Frogger started with ships and ferries. This is when a lot of boats dropped out as they cranked up their engines to escape.

The adequate westerly made rounding Harding Rock easier than expected, but the downwind run to the Brothers turned into a beat because the northerly never died.

A decent 8-knot breeze made the fast boats happy that they were fast and the speed-challenged worried about the looming 6:30 p.m. deadline. With the

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April’s racing stories included:
• Bullship Race • Adams Cup Reunion • First Nacra 15 on S.F. Bay
• The littlest schooner in the America’s Schooner Cup • Les Voiles de St. Barth
• Corinthian Friday Night Races • Previews of Beer Can Season, the Race to Alaska, Legends of Sailing, 60th Lido 15 Nationals, May races, and more.
clock ticking, 45 boats were able to finish before the wind completely stopped and the deadline came crashing down.

— RCS

SINGLEHANDED OVERALL — 1) Michael Jarzabkowski. (5 boats)

SINGLEHANDED <109 — 1) Wyliecat 30, Don Martin. (6 boats)

SINGLEHANDED SPORTBOAT — 1) Irish Blessing

Top row: SSS Corinthian Race on March 25. Left to right: Chad Peddy dances a jig in order to set the spinnaker singlehanded on ‘Irish Blessing’, a J/24; a riptide in Belvedere Cove trapped the fin-isher; 3) Wylie Wabbit, Colin Moore/Alex Hanford; 2) Byte Size, Santana 22, Anna Alderkamp/Sallie Lang; 3) Green Dragon, Cal 20, Marcus Choy/ Caesar Bosono. (12 boats)

DOUBLEHANDED SPORTBOAT — 1) Acey Deucy, J/92s, Todd Olsen. (4 boats)

DOUBLEHANDED NON-SPINNAKER — 1) Bad Hare Day

DOUBLEHANDED >161 — 1) Can O’Whoop-ass, Cal 20, Richard vonEhrenkrook/Fred Paxton; 2) Byte Size, Santana 22, Anna Alderkamp/Sallie Lang; 3) Green Dragon, Cal 20, Marcus Choy/ Caesar Bosono. (12 boats)

DOUBLEHANDED SPORTBOAT — 1) Wyliecat 30, Dan & Darren Doud; 3) Wylie Wabbit, Merrick Cheney/Jon Stewart; 3) White Wabbit, Wylie Wabbit, Brad Lawson/Bill Erkelens; 4) Bad Hare Day, Wylie Wabbit, Erik Menzel/Marky Mark. (17 boats)

DOUBLEHANDED NON-SPINNAKER — 1) Basic Instinct, Elliott 1050, Memo & Mary Gidley; 2) Acey Deucy, J/44, Richard Leude/Ken Grayson; 3) Redhawk, Hawkfarm, Jerry McNulty/Dave Smith. (13 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) Kwazy; 2) Lepus; 3) White Wabbit; 4) Bad Hare Day; 5) Max, Ultimate 24, Bryan Wade/Mike Holden; 6) For Pete’s Sake, Ultimate 24, Peter Cook/Kerry Sheehan; 7) Andale; 8) Current Affair; 9) Moonlight; 10) Abigail Morgan, Express 27, Ron & Oliver Kell. (78 boats)

DOUBLEHANDED MULTIHULL — 1) Ma’s Rover, F-31, Mark Eastham/Keith Dunlop; 2) Trident, F-31, Damien Campbell/John Donovan; 3) Raven, F-27, Truls Myklebust/Steve Petersen. (28 boats)

SINGLEHANDED OVERALL — 1) Flying Tiger 10, John Lymberg. (9 boats)


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SINGLEHANDED OVERALL — 1) Flying Tiger 10, John Lymberg. (9 boats)


DOUBLEHANDED >161 — 1) Can O’Whoop-ass, Cal 20, Richard von Ehrenkrook/Fred Paxton; 2) Byte Size, Santana 22, Anna Alderkamp/Sallie Lang; 3) Green Dragon, Cal 20, Marcus Choy/ Caesar Bosono. (12 boats)

DOUBLEHANDED SPORTBOAT — 1) Dos Rosas, Cal 20, Richard von Ehrenkrook/Fred Paxton; 2) Byte Size, Santana 22, Anna Alderkamp/Sallie Lang; 3) Green Dragon, Cal 20, Marcus Choy/ Caesar Bosono. (12 boats)

DOUBLEHANDED NON-SPINNAKER — 1) Basic Instinct, Elliott 1050, Memo & Mary Gidley; 2) Acey Deucy, J/44, Richard Leude/Ken Grayson; 3) Redhawk, Hawkfarm, Jerry McNulty/Dave Smith. (13 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) Kwazy; 2) Lepus; 3) White Wabbit; 4) Bad Hare Day; 5) Max, Ultimate 24, Bryan Wade/Mike Holden; 6) For Pete’s Sake, Ultimate 24, Peter Cook/Kerry Sheehan; 7) Andale; 8) Current Affair; 9) Moonlight; 10) Abigail Morgan, Express 27, Ron & Oliver Kell. (78 boats)

DOUBLEHANDED MULTIHULL — 1) Ma’s Rover, F-31, Mark Eastham/Keith Dunlop; 2) Trident, F-31, Damien Campbell/John Donovan; 3) Raven, F-27, Truls Myklebust/Steve Petersen. (28 boats)
Doublehanded Express 27 — 1) Salty Hotel, John Kearney/Mike Bruzzone; 2) Current Affair; 3) Motorcycle Irene, Will Paxton. (13 boats)

Doublehanded Non-Spinnaker — 1) Saetta, J/120, Ludovic & Delphine Milin; 2) Nadja Delphine, X-41, Rainer Genschel/Jorg Ludwigsen. (12 boats)

Doublehanded Multihull — 1) Cumbia, F-27, Juan Tellez/Kostantandin Ilov; 2) Wingit, F-27, Amy Wells/David Wilhite; 3) Lookin’ Good, Corsair Sprint, Rafi Yahalom/Ben Ostroff. (13 boats)

Full results at www.jibeset.net

Breeze, Driftwood at Camellia Cup
"Sailor’s log" was given new meaning on Folsom Lake, April 1-2, when 46 sailboats evaded logs and driftwood to compete in the 51st annual Camellia Cup Regatta, conducted by Folsom Lake YC. Craig Lee, 63, of El Dorado Hills won the Camellia Cup and top honors as the regatta’s best overall sailor.

Sailing his 13-ft Banshee In n Out, Lee finished first twice and second twice in four qualifying races to win the 11-boat Banshee fleet and Open Centerboard class. This was Lee’s second Camellia Cup championship and his third Open Centerboard class perpetual trophy win.

Winds were so strong on Friday — a training day — that FLYC was forced to cancel planned practice races. Then, breezy conditions that had been predicted for Saturday — the first day of racing — never materialized, with winds reaching only 4 knots, allowing just two races to be sailed. However, the wind strengthened on Sunday to 8 knots, allowing three more races to be run.

FLYC commodore Suna Kneisley expressed the elation shared by fellow competitors that balmy and breezy conditions had arrived to make the regatta’s final races “exhilarating and competitive” with boats bunched together across offset trapezoidal courses called by the regatta’s race committee’s principal race officer, Mark Erdrich.

However, the stronger breezes also forced skippers to steer erratically to avoid logs that had been washed down the American River into Folsom Lake following recent storms, causing race committee boats to patrol the start and finish areas, where boats congested, to clear them of driftwood.

The driftwood turned out to be less an obstacle than a distraction for the sailors, who told sea stories about avoiding the flotam following racing.

Doug Brennan of Chico dominated the four-boat Catalina 22 fleet with four first-place finishes on Colonel Mustard II. Brennan shared Keelboat Class Perpetual Trophy honors with Sacramento’s Rob Koch, sailing Poco a Poco, a J/22 that won the four-boat Open Keel fleet with four first-place finishes (Koch’s second consecutive Open Keel fleet win).

Camellia Cup, the largest and oldest regatta in the Sacramento Valley, traditionally marks the start of the boating season. Sailors expressed optimism that deep snowpacks in the Sierra Nevada will help sustain high water levels and a long sailing season on Folsom Lake.

— John Poinirro
THE RACING

Left: Banshee sailor Craig Lee won the Camellia Cup. Right: Banshee start on Folsom Lake.

FLYC CAMELLIA CUP, 4/1-2 (5r, 1t)
- CATALINA 22 — 1) Colonel Mustard II, Doug Brennan, 4 points; 2) Sirius, Mike Rayfuse, 9; 3) Shark Bait, Dave Hewitt, 10. (4 boats)
- SANTANA 20 — 1) Z-Step, Mark Werder, 6 points; 2) Gusto, John Tyer, 7; 3) Diana, Jarian Westfall, 11. (5 boats)
- THISTLE — 1) Harley Quinn, Hans Williams, 4 points; 2) Bubba, Mike Gillum, 8; 3) Irie, Dan Clark, 10. (4 boats)
- DAY SAILER — 1) Vieja, Dave Keran, 6 points; 2) Long Gone, Dean Iwahashi, 7; 3) Thanks Dad, Greg Adams, 8. (5 boats)

BANSHEE — 1) In n Out, Craig Lee, 6 points; 2) Ghost, Charles Witcher, 8; 3) Spitfire, Kerry Johnson, 12. (11 boats)
- LASER — 1) Marcel Sloane, 7 points; 2) Greased Lightning, Richard Leland, 7; 3) Dave Rumbaugh, 14. (8 boats)
- OPEN KEEL — 1) Poco a Poco, J/22, Rob Koch, 4 points; 2) Popeye, Capri 22, Roger Taylor, 10; 3) Pura Vida, Hunter 23.5, Steve Young, 11. (4 boats)
- OPEN CENTERBOARD — 1) Longshot, Flying Dutchman, Douglas McWilliams, 6 points. (2 boats)
- SPORTSBOAT — 1) J/70, Tim Sisson, 4 points. (1 boat)
- MULTIHULL — 1) Wings, F-24 MkI, William Cook, 4 points. (1 boat)

Full results at www.flyc.org

ICY Doublehanded Lightship
The 32nd Island YC Doublehanded Lightship Race attracted a light fleet of 10 boats in three divisions. Five additional boats were registered but elected to sit out the race.

Against a fairly strong flood current and under stormy skies, the race got off on time from the Golden Gate YC. The one mark, the ‘SF’ buoy, aka ‘Lightship’, was 12.5 miles away, making for a 25-mile race. The finish was back at GGYC.

Several heavy weather cells passed over the racers as they headed for the Golden Gate Bridge and beyond. No lightning was reported, but large, cold raindrops driven by 20-knot-plus winds pelted crews on their way to Lands End.

Between the start line and beyond the Golden Gate Bridge five ships and a tug towing an oil barge helped create even more excitement. Floating debris, including numerous planks and logs, added to things.

At the South Tower, a few boats elected to sail southeast toward Mile Rock, but the majority crossed to the Marin side and short-tacked out toward Point Bonita.

The Marin side was lumpy and confused for the first few miles, then became flatter as boats approached the deep-water navigation channel buoys. Wind from the WNW allowed the Marin-side boats to come close to fetching the Lightship with only a few short tacks, while boats sailing the southerly course ended up with a long tack back up to the mark.

After rounding the Lightship, most boats elected to stay with white sails, except for the Moore 24s whose white spinakers blossomed against the dark sky. Closer to Lands End, other
colorful chutes began to appear. The predicted 12-foot swells also made their appearance, allowing boats to surf as the windspeed picked up and the sun peeked out from behind the clouds. It was a great run back to the Bay.

Arriving at Lands End close to max ebb, most boats again chose the Marin side, attempting to stay out of the worst current before jibing and crossing to the South Tower. Once past the South Tower, boats sought relief from the ebb by diving into the bight between Fort Point and Anita Rock before the final stretch to GGYC’s ‘X’ buoy, the finish mark.

First to finish were Rufus Sjoberg and Dylan Benjamin on the Melges 32 *Rufless* at 13:32:08 for an elapsed time of 4:47:08, which corrected out to 4:34:36. That wasn’t enough to hold off Jack Peurach and Mike Ayer on the Express 37 *Ekon*, who took top handicap honors with 4:18:35 corrected.

— pat broderick

**BYC Rollo Wheeler Regatta**

For Berkeley YC’s 45th Rollo Wheeler Regatta there were fantastic sailing conditions. The sun was shining, the wind was reasonably steady in direction and almost perfect in quantity at 10-18 knots, and the water was flat. Positively lovely!

The Wheeler Regatta features two groups with two buoy races on Saturday and a separate pursuit race on Sunday. Each Saturday group has a perpetual trophy — the original Wheeler and the ‘newer’ (1985) City of Berkeley. Both trophies feature a scrimshawed depiction of Rollo Wheeler’s brigantine *Rendezvous*.

On *Saturday’s* Wheeler course, the three deep-water divisions started on time at noon in 10-15 knots. The 7.2-mile course was from the start near F on the Olympic Circle to Harding Rock and return. Even though the starts were about two and a half hours prior to the scheduled max flood, there was a huge brown river flowing from the north to the south. We watched the fleet appear to go due south sideways — an awesome sight. For the second race, Alcatraz was chosen as the weather mark. The wind abated a bit and this shorter course actually took as long to complete as the first race. The last finisher crossed by 3:37 p.m. and all were able to return to the club in plenty of time for the margaritas and oysters.

Topping the five-boat Express 37 fleet was Bill Bridge’s crew on *Golden Moon*, which also got the overall Wheeler Trophy.

The City of Berkeley group consisted of five Wabbits (PHRF 126), seven Santanas 22s (PHRF 237) and a division of PHRF boats rating between these two one designs. The first race was dominated overall by Tunas (first four corrected finishers) and Race 2 was headed up by Karl Robrock and Steve McCarthy surf home from the Doublehanded Lightship on the winning Moore 24, ‘Snafu’.

**THE BOX SCORES**

<table>
<thead>
<tr>
<th>Class</th>
<th>Boats</th>
<th>First</th>
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<th>Third</th>
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| PHRF <100 | 1 | Elan, Express 37, Jack Peurach/Mike Ayer | Smokin’/Martin 32, Max Crittenden/Romain Clement | S/V Iniscaw, Wyliecat 30, Noah Tostenson | (*4 boats*)
| PHRF <150 | 2 | Vitesse Too, Catalina 34, Jim Brady | Escapade, Express 37, Nick Schmidt/Coline Gaillard | Blue Passion, Unicorn 34, Gary Helms | (*5 boats*)
| PHRF <200 | 3 | Horizon Too, Catalina 30, Skipper Knut | White Trash, Catalina 34, Jim Brady | Flash, Sprint 750 MkII, Rafi Yahalom | (*6 boats*)
| PHRF <250 | 4 | Force, Melges 32, Mat Lighthall | Lifeguard, Melges 32, Peter Schoen/Ron Tostenson | Misty, Melges 32, Nick Raff | (*7 boats*)
| PHRF <300 | 5 | Commodore, Melges 32, Karl Robrock | Tonopah Low, Trailer Hawk, Wally Collins | Thomas, Melges 32, Kip Collins | (*8 boats*)
| PHRF <350 | 6 | Belize, Melges 32, Karl Robrock | Titania, Melges 32, Ron Tostenson | S/V Grey, Melges 32, Kip Collins | (*9 boats*)
| PHRF <400 | 7 | Spirit, Melges 32, Karl Robrock | S/V Green, Melges 32, Ron Tostenson | S/V Blue, Melges 32, George Gug | (*10 boats*)
| PHRF <450 | 8 | S/V Black, Melges 32, Karl Robrock | S/V Red, Melges 32, Ron Tostenson | S/V White, Melges 32, George Gug | (*11 boats*)
| PHRF <500 | 9 | S/V Yellow, Melges 32, Karl Robrock | S/V Orange, Melges 32, Ron Tostenson | S/V Pink, Melges 32, George Gug | (*12 boats*)

**OYCY SUNDAY BRUNCH SERIES (7r, 2t)**

3) Day Sailer, Steve Lowry; 4) Day Sailer, Todd Hansen; 5) Byte, Deirdre Collins; 6) Day Sailer, Keiran Hansen. (*27 boats*)

**JIBES SET**

www.jibeset.net
A race committee volunteer rescues a capsized 420 during Richmond YC’s Big Dinghy Regatta on April 8. The sailors who "went swimming" had already been pulled aboard a crash boat.

— bobbi toss

BYC WHEELER REGATTA, 4/1 (2r, 0t)  
DIV A — 1) Phantom, J/44, Jack Clapper, 4 points; 2) Jeannette, Frers 40, Bob Novy, 5; 3) Mintaka 4, Farr 38, Gerry Brown, 5 (5 boats)
DIV C — 1) Heart of Gold, Olson 911S, Joan Byrne, 3 points; 2) Insolent Minx, Melges 24, Zhenya Kirueshkin-Stepanoff, 4; 3) Ah, Santana 35, Andy Newell, 5 (5 boats)
EXPRESS 37 — 1) Golden Moon, Bill Bridge, 3 points; 2) Expeditious, Bartz Schneider, 5; 3) Stewball, Bob Harford, 5 (5 boats)
DIV E — 1) Slignt Disorder, Moore 24, Carmen Maio, 3 points; 2) Alchemy, Olson 25, Nicholas Ancel, 3; 3) Gypsy Lady, Cal 34 Mk1, Val Clayton, 6 (4 boats)
WYLIE WABBIT — 1) Barbaloot, Joey Hulse, 3 points; 2) Mr. McGregor, Kim Desenberg, 4; 3) Weckless, Tim Russell, 5 (4 boats)
SANTANA 22 — 1) Meliki, Deb Fehr, 5 points; 2) Alegre, Chris Klein, 6; 3) Zingaro, Jennifer McKenna, 6 (7 boats)
BYC WHEELER PURSUIT RACE, 4/2  
1) Kwazy, Wylie Wabbit, Colin Moore; 2) Barbaloot; 3) Boomer, Melges 20, Jennifer Car-estra. (15 boats)

Race Notes

At the end of March US Sailing announced the roster of the 2017 US Sailing Team. The team is made up of the top sailors competing in the events selected for the Tokyo 2020 Olympic Games.

Sailors qualified based on results at World Cup Series Miami 2017. Additional team members were selected by the chief of U.S. Olympic Sailing, Malcolm Page.

Among team members from the West Coast is Laser sailor Charlie Buckingham of Newport Beach, a Rio 2016 Olympian, 2014 North American Champion and two-time ICSA College Sailor of the Year.

49er sailors include Judge Ryan, San Diego, and Hans Henken, Coronado, who finished second in the Rio Olympic selection series early last year.

David Liebenberg, Livermore, helmed the top US 49er in World Cup Series Miami, competing in the medal race.

Nacra 17 Rio Olympians Bora Gulari and Louisa Chafee decided to split, and both have found new partners from the West Coast. Gulari will sail with a former 49erFX-er: 2015 Pan American Games bronze medalist and 2016 Olympian Helena Scutt of Kirkland, WA. Chafee will team up with 2014 Youth Worlds silver medalist Riley Gibbs, from Long Beach.

Newcomers from Palo Alto, sisters Atlantic and Nora Brugman qualified for the team in the 420, but elected not to join the roster this year as their plans are still coalescing. They may do some training with the team.

Learn more at www.ussailing.org.

Marin’s Liz Baylis, 2002 US Sailing Yachtswoman of the Year, has been ap-pointed to lead that organization’s new Women’s Match Racing working group. “We have been tasked with ‘promoting women in match racing and creating and inspiring programs to increase the number of women participating in match racing in the U.S. and raising the level of all women who match race.’ We are brainstorming and gathering ideas on how best to accomplish this.”

As part of the effort, St. Francis YC will host a women’s match-racing ‘Clinegatta’ on July 7-9, coached by Nicole Breault, Molly Carapet, Karen Loutzenheiser and Hannah Burroughs in J/22s.

The America’s Cup Hall of Fame will induct three new honorees on October 5 in San Diego: John K. Marshall, Doug Peterson and Syd Fischer.

Marshall played a major role in nine Cup campaigns, including Freedom’s successful defense in 1980 as a mainsail trimmer, and as design coordinator for Stars & Stripes’ successful 1987 challenge in Australia. In 1988, he earned his third Cup victory as the design coordinator for the Stars & Stripes catamaran.

Yacht designer Doug Peterson was a member of the design teams for America3 (1992 winner), Team New Zealand (1995 winner) and Prada Challenge (2000 and 2003).

BYC WHEELEN RLY. 4/1A, 4/1 (20, U1)

Wabbits (also first four corrected finishers, Barbaloot. Joey Hulse’s Wabbit, won the City of Berkeley Trophy.

The handicap division needed the tie-breaker rules to determine the winner. Both Slight Disorder, Carmen Maio’s Moore 24, and Alchemy, Nicholas Ancel’s Olson 25, finished with a first and a second for a total of three points. Since the Moore got his first in the second race, he got the first.

The Sunday pursuit race course starts near FOC, followed by Hardrock, then a reach to Blossom Rock. After the hairy reach-to-reach jibe at Blossom, it’s down to a temporary buoy a half mile leeward of the finish and then to the finish at the same place as the start. Add flat water, decent wind and all those reaches, and you have a course that is pure joy for Wabbits. (I’ve been informed that “Wabbits wuv weaches.”) Two Wabbits started with Colin Moore on Kwazy taking the gun. In fact, Sunday turned out to be a mostly planing small-boat day. The first ‘big’ boat had to be content with a fifth.

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Bareboat in the Aegean

Things don’t always work out exactly the way you assumed they would; sometimes better, sometimes worse, sometimes a bit of both. Such was the case last August when four friends and I stood on the dock of Alimos Marina in Athens, Greece, looking at Hellenic Sky, a Bavaria 44 that had been our home for the previous six weeks.

We had just completed a rough circle around the Cyclades and Dodecanese Islands of the Aegean in search of fair winds and tall limestone walls to climb. It had been a whirlwind of a charter, sometimes filled with moments that passed by agonizingly slowly, yet on the whole, it flew by much too fast.

Reflecting back on that moment, aside from feeling sad that it was all over, I think we were also feeling surprised that we had successfully pulled off this six-week bareboat charter in the first place.

Two years ago, in the fall of 2014, the idea of doing a long complicated sailing and rock-climbing expedition in the Aegean was first conceived. The five of us, close friends and future close friends, jointly daydreamed about what it would be like to spread our sails and cruise jointly daydreamed about what it would be like to spread our sails and cruise under the power of the wind, anchor in remote coves, enjoy the stillness of a sunset while in harbor, climb until our hands could take no more, and dance the sunset while in harbor, climb until our hands could take no more, and dance the sunset while in harbor, climb until our hands could take no more, and dance the sunset while in harbor, climb until we could climb no more, and climb until we could climb no more, and climb until we could climb no more, and climb until we could climb no more, and climb until we could climb no more.

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Racing in the British Virgin Islands.

This month we report on Expeditionary Chartering in Greece with a boatload of first-time charterers, and Big Time Bareboat Racing in the British Virgin Islands.

While Med-moored to a seawall in typical Greek harbors like this, dining, shopping and nightlife were all a few steps away.

to find the time to provide ASA 101, 103 and 104 certifications to two members of our group, the minimum certifications necessary for a bareboat charter in Greece.

We contacted more than 20 Greek charter companies and received a wide range of quotes, but we eventually settled on a small, family-operated company named Sail Ways. As more of the pieces of our plan were put into place, the daydream came to feel more and more feasible, until it moved solidly into the realm of the inevitable. All that was left was to hop onto the plane and find out what was in store for us.

Perhaps it is impossible to know how a first-time experience will turn out, or perhaps we got carried away in our daydreams, but the expedition had more in store for us than we had originally anticipated. Our route took us from Athens to Cape Sounion, Kythnos, Rhinia, Mykonos, Ti-

cos, Patmos, Archangelos and Kalymnos — the main climbing destination of the trip.

The second half took us to Kos, Astypalaia, Santorini, lOs, Cape Sounion again and back to Athens. All in all, we saw much less than our originally planned voyage (which had included Crete and the Peloponnese), but we still covered a fair arc. We spent nights in remote anchorages in Cape Sounion, Rhinia, Archangelos and Santorini, with nothing but ourselves, our dinner, and the stars.

We ate our fill of Greek food everywhere we went, enjoying the unique twists each island put on the customary dishes. On Kalymnos, we wiped around on scooters exploring the amazing limestone crags the island is famous for, climbing until we could climb no more, and still only visiting a tiny fraction of what the island has to offer. And yes, on Mykonos and lOs we danced the night away, finally returning to the safety of our boat with the rising sun.

Our daydreams were fulfilled. But we had anticipated only part of the trip, in reality. We didn’t picture the seasickness that came from two-meter, short-period waves hitting our port hull for 13 hours.
as we crossed from Tinos to Patmos in 30- to 40-knot winds. Nor did we anticipate the feelings that come from a stalled engine coinciding with no wind; spending hours belowdecks in cramped quarters, sweating and fighting nausea, hands wet with diesel as we bobbed slowly past our destination. The stress of Med-mooring in a busy harbor with a strong cross-wind was challenging, as was waking up sweating in bed on a particularly hot day, or failing to fall asleep while the boat was on an exposed and windy side tie. These are not things one daydreams about in anticipation and are definitely not enjoyed in the moment, but nonetheless serve to make the trip a more rich and full experience. In retrospect, we even came to regard some of these challenges in a positive light. Such is the nature of certain things: not all fun at the time, but later you are glad you did them.

Committing to such an ambitious expedition as beginners presented a challenge, but also provided us a unique opportunity to learn how to sail based largely on trial and error and critical thought instead of instruction. The ASA 101, 103 and 104 courses provided our team with just enough skill to reasonably attempt the charter, but each new day at sea was filled with teaching moments. A conversation would ensue each time we pulled up to a harbor or anchorage, sometimes lasting 20 or 30 minutes as we did circles, buying time as we figured out the best way to address the problem at hand.

While sometimes stressed and uncertain, I’m happy to say that we didn’t make any drastically wrong decisions, as all five of us and the boat came back in one piece, which is more than we can say for some yachts we saw along the way. As the trip wore on and we internalized more and more lessons, living on a boat became more and more enjoyable. One of the biggest lessons we learned — an unanticipated one — is the importance of getting off the boat and away from each other every once in awhile to recharge our own batteries, so to speak.

Another big lesson, learned on our Tinos-to-Patmos crossing, is the importance of choosing our sailing days according to the whims of nature, as opposed to our plans for where we wanted to be on any particular day. While it may have been easier to learn all of this through instruction from a knowledgeable sailor, there was also something very poignant about learning these lessons by ourselves. Knowing the ‘why’ behind each action or decision is an important part of the learning process, and with the world as your teacher, the ‘why’ is a central component of every lesson.

Standing on the dock in Alimos at the end of our charter, we were much more...
boats, mostly from the Tortola-based fleets of Sunsail and Moorings, raced in three divisions: Bareboat 1, 2 and 3. As Sausalito-based sailor Warwick Dunnett will tell you, chartering for regattas in far-flung destinations is totally doable, and offers a mix of cruising and racing fun. Dunnett keeps a Beneteau Oceanis 50 in the Conch Charters fleet, based in Tortola. He purchased JogFund from Moorings seven-plus years ago. When it “aged out” of that company’s program he moved it to Conch, where it’s available for charter year-round. Conch takes responsibility for all maintenance, eliminating the potential headache of absentee ownership. Dunnett makes it down to the Caribbean annually to take the boat cruising and racing.

This year, he sailed with friends in his second BVI Spring Regatta & Sailing Festival. Local Bay Area racing regulars Amy Henry and Anthony Murphy raced on JogFund with Dunnett and friend Ed Jerbic. Henry ultimately got used to the creature comforts on board — like electric winches — and enjoyed the camaraderie within the fleet. “There’s something exciting about racing in a place you’re not completely familiar with, deciphering the course and agreeing where the marks are!” she laughed. “Not being familiar with the courses, we were always on the lookout for locals in order to follow their lead.” The crew is already discussing its 2018 Caribbean racing charter.

— michelle slade

Readers — In addition to the BVI Spring Regatta, the large annual events that are most receptive to bareboat entries are St. Maarten’s Heineken Regatta and Antigua Race Week.
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Quark — Farallon 29
David Case and J.C. Neale

Sailing and Snow?

(Portland)

In the late 1970s I finished a Chuck Burns-designed Farallon 29 from a hull and deck. Starting in 1979, my wife Vicki and I circumnavigated the Pacific with this hell-for-stout pocket cruiser.

I later sold the boat to Dave Symonds, who sailed her to New Zealand and back. He then sold her to another guy named Dave who, it’s my understanding, sailed her to Tahiti and back.

That was all before 2005. I recently got a letter from Quark’s current owner, J.C. Neale, who wrote us about a recent sail he made with his old boat. It proves yet again what a hell-for-stout boat she still is.

I recently sailed Quark from Seattle to Portland,” wrote J.C. “We went through some of the roughest seas I’ve ever sailed in, yet Quark remained vigilant and still. Like you once told me, the boat usually does better than the crew.

The roughest leg was from Cape Flattery to La Push, Washington. We’d set out from Neah Bay riding a 25+ knot easterly. Flying just a small staysail and a little bit of the furling jib, we were averaging about 6.5 knots. It was a blue sky winter day.

“As the day turned to night, the wind steadily began rising, as did the swell. We rolled in the headsail and went with the staysail alone, and were thus only making three knots. But we were getting hit by an easterly gale with 35-knot winds and gusts to 50 knots.

“It was surreal that the swell was coming from shore. We stayed as close to shore as our nerves could stand in order to limit the fetch, but still wanted be in 60 feet of water. Even so, the swell was seven feet and it was wet.

“I thought about raising the main in the triple-reef configuration, but fearing a knockdown, blown-out sail, or worse, I decided against it. But it made me wish that I’d put the third reef much higher on the sail when I had it built. I also wished I had a staysail on a separate track.

“We finally turned on the engine and made for the nearest harbor, which was 10 miles away. Our average speed was three knots in a very uncomfortable seaway, with tons of weather helm. I had to keep angling the boat to the oncoming waves to keep the prop from cavitating too much.

“Due to the waves and rolling motion, the raw water thru-hull for the engine, located beneath the sink, kept coming out of the water. So there was a danger the engine would overheat. As if things couldn’t get any worse, the laptop chart plotter power cable kept malfunctioning, so we had to jury rig it with tape. After it finally quit for good, we fired up the radar. Fortunately, that still worked.

“Af the bunch of being battered and slammed, we approached the entrance to La Push, a very small harbor that can be challenging to enter. Cruising guides warn not to enter at night unless you have local knowledge, which I fortunately had. I knew that you have to hug the channel markers up along a mammoth rock; then turn to port, avoiding the surf break; then shoot the gap between the rock and the jetty. Entering La Push was perhaps the most challenging sailing experience of my life.

“The next day the sky was blue and there was no wind. We ended up motoring the entire day and into the evening before crossing the Columbia River Bar. We got hit with a 15-knot easterly wind upon entering the river, which created a swell and sprayed water on the deck. But it was nothing compared to the day before.

“That was all before 2005. I recently got a letter from Quark’s current owner, J.C. Neale, who wrote us about a recent sail he made with his old boat. It proves yet again what a hell-for-stout pocket cruiser.

As crew boss for Hotel California, Too in mid-April’s Voiles de St. Barth, the Wanderer had to like the boat’s odds. Sure, the competition in the ‘Champagne Regatta of the Caribbean’ were all top-of-the-line. They ranged from three Melges 24s to the Farr 115 Sojana. It also included 15 maxis, among them Rambler 88, one of the two most technically

Hotel California, Too — SC70
Steve Schmidt

Racing the Voiles de St. Barth (Caribbean)

As crew boss for Hotel California, Too in mid-April’s Voiles de St. Barth, the Wanderer had to like the boat’s odds. Sure, the competition in the ‘Champagne Regatta of the Caribbean’ were all top-of-the-line. They ranged from three Melges 24s to the Farr 115 Sojana. It also included 15 maxis, among them Rambler 88, one of the two most technically competitive boats.
What the Hotel did have was a unity of purpose — ‘Let’s have fun!’ — and joie de vivre. Since the regatta was held in France, the joie was the secret weapon.

Hotel California came to the Caribbean 24 years ago when high-ranking Silicon Valley executive Steve Schmidt decided to take an early retirement and go cruising.

Unlike other Caribbean regattas, the Voiles fleet isn’t fattened-up with charter boats from The Moorings or Sunsail.

What Hotel had going for her was that she was, at 26 years, the oldest boat in the fleet; she had the oldest sails, nine-year-old Dacron, no less; she had broken primary winches; she had one fully functional winch handle; she had the lowest budget in the 65-boat fleet; and her crew of cruising sailors was slapped together two days before the start.

Hotel was also one of only two boats in the fleet not to have a downwind sail, and the only boat to not even have a spinnaker pole for sailing DDW.

Sophisticated racing boats in the world, the 92-ft R/P Highland Fling, three Volvo 70s, and the 72-ft Bella Mente, which had kicked ass and taken names all over the Med last summer. Naturally all the boats had the latest in carbon sails and all-professional crews.

Between races, Schmidt has cruised his boat up and down the Eastern Caribbean and to the ABC Islands, frequently singlehanded. This is impressive, because the boat has never had a windlass and he mostly anchors out. Furthermore, when Hotel’s transmission was out for a couple of years, Schmidt continued to race and cruise the boat, again often singlehanded.

Think about that. Singlehanding your 70-ft boat off and onto the hook in the Caribbean trades without a windlass.

The Wanderer had done the Voiles on Hotel a few years ago, during which time she’d hit her all-time top speed of 22 knots — despite having only white sails. Schmidt contacted the Wanderer about a week before this year’s Voiles, and said if the weather forecast was for less than 18 knots, and if the Wanderer could find five or six decent sailors, he would enter Hotel. But Schmidt insisted that all potential crew had to understand that Hotel California wasn’t in top condition and certainly would not be competitive.

Despite those provisos, the Wanderer had no trouble finding a crew of about 18, not all of whom sailed every day. Most of the core crew were California.

If your life has to be a grind, wouldn’t it be best if it were on a boat and in the sunny Caribbean? ‘Latitude’ thinks so.
owners of cruising catamarans that had never been to California. The one thing most cat sailors recognize is that it’s almost always more fun to race a monohull, particularly a long and light one, rather than a cruising catamaran.

Among this cat group were Annie Gardner and Eric Witt of the Pt. Loma, San Diego-based *El Gato*, a Catana 47 they’d bought in France a couple of years ago and have cruised in the Med, across the Atlantic, in the Caribbean, and up to New England and back down to the Caribbean. Annie has a long history of notable sailing accomplishments with everything from sailboards to America’s Cup boats. Eric has long been in the sailing industry, had a part in designing the Hobie 33, and is an excellent beach-cat sailor. Annie would be Hotel’s tactician-plus in the Voiles, while Eric would be half of the mainsheet team.

Matt and Christine Mitchell of Austin bought their Catana 47 sistership *Sugar Shack* in France in 2010, and then sailed her to the Caribbean. After just six weeks a year of cruising since then, they have just started full-time cruising. Their California connection is that Christine grew up in Glendale. Matt helped Eric with the main, while Christine was quick on the preventer and vang — and looked smashing in her bikini.

Steve Tull of Perth bought his Lagoon 421 *La Mischief* in France in 2013. Women stood tall at the Voiles, no matter if they were jousting off Nikki Beach for Champagne, or grinding on some of the bigger boats.

and not long after that hooked up with DeAnne Trigg of Huntington Beach in Turkey. They’ve been a great team for three years now. Steve was part of the bow crew on Hotel, while after one race DeAnne abandoned competition for the pleasures of St. Barth boutiques and beachfront restaurants.

Bill Lilly, whose Newport Beach-based Lagoon 470 *Moontide* has actually been to California — although he’s now cruising her in the Caribbean — was great at sorting things out on the bow and calling sail trim.

The Wanderer and Doña de Mallorca, who live aboard the Leopard 45 ‘*à Profiture*’ three months a year in St. Barth during the spring, rounded out Hotel’s cat crew. They were keepers of the vibe. Hotel did have some non-catamaran crew, including young Anna and JJ, who did a great job handling the genoa during tacks. There were others, who mostly served as all-important rail meat.

While the 26-year-old Hotel wasn’t going to be sailing against the best of the big boats, she still had plenty of competition: two Volvo 60s, a Cookson 60, a Swan 65 with a $300,000 taller custom carbon rig, and two almost-new boats. Furthermore, only Hotel and Spirit wouldn’t be flying downwind sails, and only Hotel wouldn’t even use a spinnaker pole for getting DDW. Realistically, nobody on Hotel thought she had a chance.

Thanks to Gardner’s calm but authoritative demeanor next to Schmidt at the helm, Steve could relax and drive, and Hotel quickly became a happy boat. The wind was never over 17 knots in the first race, or 12 in the second race, which suited everyone on Hotel line. Yes, the boat was badly underpowered off the wind, but after two races everyone was shocked to find Hotel in third place.

After an ultra-light eight-hour third race, Hotel was in second place. In all honesty, it wasn’t that Hotel was sailing that fast, but that three of the other boats in the seven-boat division foolishly penalized themselves out of contention.

When the last race was canceled for lack of wind, Hotel finished second in class, a result not much less surprising than the US amateur hockey team’s beating the Russian pros at the Olympics in 1980. Since Hotel couldn’t be first, it was
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One of the reasons is that Jack and Sherri both had decades of outdoor experience.

“I was mining gold in Alaska when I met Sherri in 1976,” says Jack. “After a year of teaching high school, I was a bush pilot for 40 years, and then Sherri and I built a wilderness lodge and ran it for 23 years. I’ve operated every kind of heavy equipment, and by necessity became a mechanic.”

After the 1999 Ha-Ha, the couple kept the Morgan in the Sea of Cortez for 10 years, mostly basing her out of Puerto Escondido. “We’d spend three months a year cruising her,” says Sherri, “and then leave her on a mooring.”

After selling their lodge in 2003, the couple went to work for her father’s construction company. It proved to be a lucrative move, and after about five years allowed them to start dreaming about retirement and a larger boat. Jack did most of their research, focusing on catamarans.

Almost comically, they’d only spent a day or two looking at cats at the dock, and never sailing one, before pulling the trigger on a 1997 Catana 44. “What really got our attention was how big she was,” remembers Jack.

Despite the cat’s massive size compared to their former boat, the couple made an offer so low that the broker only forwarded it to the owner because he was obligated to. On their way home to Alaska, Jack and Sherri learned that the owner had countered with an offer that was fine with them.

Despite something less than due diligence in searching for the new-to-them Taiga, the couple — who have now been married for 40 years — are almost deliriously happy with their cat.

“She’s just the boat we wanted, and

Clockwise from above: ‘Sojana’ about to roll a smaller boat. Ka-boom! Former West Coast sledman Reggie Cole runs the Maxi 72 ‘Proteus’, which took top honors for the second year in a row. Some of the gals on the ‘Hotel’ crew. ‘The’ island to sail around. Inset: Cat cruisers Annie and Christine.

was the great evening Crew Party at Shell Beach and the Lay Day fun and games at Nikki Beach. To summarize, we hardly slept all week.

If you like your sailing fun warm and wild, and enjoy sizzling social life, the Wanderer believes you’d have to be a fool to miss next year’s Voiles de St. Barth, which will feature one more day of racing. You could do like Vee Hoff of Santa Cruz, who was part of a women’s team on a charter boat. Or Paul Never Got His Last Name from the Bay Area, who snagged a crew position on the Bordeaux 60 Nina on his way to try to find the Wanderer for a spot on Hotel.

When the Voiles was over, the many cruising-cat sailors who’d raced on her were of one opinion — cruise the cat and race the monohull. But with only one proviso. Be careful when racing on a monohull, because those boats are so
darn tippy!

Visit the Voiles website for a video review of the week.
— latitude/rs 04/20/2017

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

Jack and Sherri, a very enthusiastic cruising couple, explain that it all started with the 1999 Baja Ha-Ha. They did the event with Taiga, the Morgan 38-2 they had bought only one month before, and with only Sherri seeing the boat before the purchase. Their only real sailing experience had been with a Lido 14 on a lake in Alaska.

Despite their lack of sailing experience, the Ha-Ha proved to be no problem for the couple.

No way! The Wanderer couldn’t believe Sherri when she said she was celebrating her 60th birthday.
Initially the Haydens were intimidated by the size of their Catana 44. It didn’t take them long to get over it, and they quickly came to love her.

we love her!” says Jack. “She’s fast, she sails upwind — she’s just great.”

Having never been out of the harbor or operated anything like the Catana 44, in the beginning the two were intimidated by the cat’s size. Plus, the only lock on the Intracoastal Waterway is right outside Norfolk, and it only had two feet of clearance on each side of their boat.

“But I grew up working heavy equipment, and like all bush pilots can walk on water, so I quickly learned how to handle the boat,” says Jack. “With two engines 25 feet apart, you can make her do anything. And when it comes to sailing a cat, it’s exactly like flying a float plane — you have to know your shit.”

But the ICW bridge heights were an issue. “Taiga’s mast is 64 feet tall,” says Sherri, “and while the ICW authority guarantees 65 feet clearance, you don’t always get it. On the advice of our broker, we took the light off the top of our mast — and it was a good thing we did.”

“It was the worst in Florida,” continues Jack. “The bridge tide boards in Florida show that you have a foot more of clearance than you actually do. As a result, we had our VHF antenna bent back a number of times.”

As the couple were still working nine months a year in Alaska, they would cruise the Bahamas for three months each winter for the next three years. They kept the cat in Charleston in the off season.

“We loved the Bahamas,” says Sherri. “I thought we would just breeze through them on the way to the Eastern Caribbean, but we loved them so much that we just kept going back.”

“The reefs in the Bahamas haven’t been destroyed, so they have the best snorkeling and diving of anywhere we’ve been,” says Jack. “The diving was so good that we installed a compressor on the boat to refill our tanks.”

The only downside, admits Sherri, is that the cyclical weather in the Bahamas isn’t as user-friendly as the weather is in the Eastern Caribbean.

“The prevailing wind is from the northeast, but every week or so a low works its way east from Texas and across Florida,” explains Jack. “At that point the wind begins to clock and everything changes in the anchorages. But you get used to dealing with it.”

After the last of their three seasons in the Bahamas, Jack, the couple’s daughter Katie, and Katie’s boyfriend visited Cuba. Sherri’s mother was ill, so Sherri had to miss this part of the trip.

As you might expect of a free-thinking, independent sort, Jack didn’t ask permission from the US or Cuban governments before visiting for two weeks. “We just went,” he said.

They got to Cuba shortly after Hurricane Sandy, and were shocked at the destruction. “The sea wall at Baracoa was destroyed, and we went up in the hills and saw that 100-year-old trees had been uprooted,” says Jack, who is the son of a Humboldt County logger. “Some older Cubans told us they’d never experienced a storm like that in their lives.”

The three stopped at the nice Puerto de Vita Marina, where the friendly female marina manager told them she makes $25 a month. Just like her husband, who officially makes $25 a month as the DJ at a tourist hotel. The woman’s brother is a doctor who makes $25 a month — not counting the couple of hundred more he makes per month driving a taxi.

In Santiago, the group stayed at a casa particular, which they soon discovered was booked almost exclusively by Italian males on sex tours. It’s unclear how much the owner of the hotel or the girls made, but surely more than $25 a month.

The trade-off for not being able to talk freely, travel freely, or even leave Cuba, is free medical care, free education, and subsidized food and clothing — such as the latter two are. When the Wanderer visited Cuba 20 years ago, it struck him as being a modern-day slave plantation. Jack got the same impression, which doesn’t stop him — or the Wanderer — from highly recommending a trip to Cuba. It would make any American develop a greater appreciation for the States, as imperfect as they are.

After retiring, in late 2013 Jack and Sherri left Georgetown, aka ‘Chicken-town’, in the Bahamas and sailed down through the Turks & Caicos to Luperon in the Dominican Republic.

“What a shithole!” says Jack of Luperon. This is a significant comment, as he and Sherri have really enjoyed almost everywhere they’ve been. They continued on, following the method outlined in Bruce van Sant’s The Thornless Path cruising guide.

“His method really works,” says Jack. “I say that even though Bruce — I didn’t know who he was — threatened to bloody my nose one time after he completely misunderstood a comment I made about something he took to be political.”
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their way to St. Martin, and ultimately their end-of-season haulout destination of Trinidad, far to the south.

Before ending Part One for this month, the couple were nice enough to share their cruising budget with Latitude.

"Sherri looked up our total boat expenses since we bought Taiga," says Jack. Including full-coverage insurance, haulout and storage, all maintenance and parts, fuel, shore excursions, food, booze, a new $13,000 Dave Calvert Spectra weave main, and an $8,000 Spectra weave genoa, it came to $36,000 a year. This is based on cruising four to six months a year since 2010. The only thing not included was flights home."

[Part Two next month.]

— latitude/rs 03/15/2017

Snowflake — Island Packet 440
Kipp and Mari Hammon
Boat Size Matters for Charters
(Eugene, Oregon)

"The concept back in 2007," says Kipp, "was to buy a boat in the Caribbean and put her in a yacht management program for income and some personal use. So when I retired from being an oral surgeon 10 years later, this year, we would have a great boat that we still wanted and I would know how to sail her well."

The couple bought an Island Packet 440 and put her in charter at Island Yacht Charters based out of Red Hook, St. Thomas, in the US Virgins. Kipp and Mari have been very happy with their boat, the management, and the way the boat has been maintained. But there have been two problems.

"Thanks to the financial crash of 2008," says Kipp, "we bought our boat After crossing the Mona Passage to Puerto Rico, the couple anchored at little Bahia Puerto Real on the southwest coast instead of the much more popular Boqueron. They continued on to Ponce and Salinas in the south of Puerto Rico.

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

"The Puerto Ricans are really friendly, and ask you to join them in everything," says Jack. "But one thing we noticed about Puerto Rico is that everyone has some big-ass dog protecting their property."

"We used to run 85 dogs in Alaska," says Sherri, "so we know dogs, and we know how to control them. But not in Puerto Rico, where the dogs are very aggressive. Some even went after our 18-lb Bichon Frise that I was holding in my arms."

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

The couple breezed through Culebra, another part of the Spanish Virgins, and both the US and British Virgins, on
at the perfect time not to get charters.”

The second problem was that the mid-sized 440 seemed to be the wrong size. Kipp says that the smaller and less expensive Island Packet 370s are in such great demand that the owners can hardly get time to use their own boats. And the Island Packet 480s, at the other end of the size spectrum, are also very busy.

“The 440 is in the somewhat-neglected middle range,” says Kipp. “Of course there is a downside of the constant use of the 370s, which is that they get beat up more. Our boat doesn’t look anywhere near nine years old.”

One nice feature of the Island Yachts program is that the couple have been able to use the boat whenever they want, even in the high season. “We just have to give the management enough notice,” says Kipp.

Late last year Kipp got in three weeks of sailing in November with some guy friends, and two months again this spring, part of it with male friends and a month of it with Mari.

A retired nurse who became an administrator in Kipp’s oral surgery practice, Mari prefers to go upwind in a jet.

Up until the early months of this year, Kipp and Mari, and Kipp and friends, had done most of the their cruising in either the Spanish Virgins or the British Virgins. The advantage and disadvantage of the Spanish Virgins — which are between the US Virgins and Puerto Rico — is that there is nobody there and therefore no services. “There isn’t even a place to get water,” says Kipp.

One of Kipp and Mari’s big thrills in the British Virgins was being at Virgin Gorda during last year’s Superyacht Regatta. “We watched the megayachts racing, thinking, ‘They’re not that big,’” remembers Kipp. “It wasn’t until we saw them at the docks that we realized how massive they really are. I couldn’t lift one of the fenders!”

This is the first year that Kipp, joined by male friends, has sailed south of the British Virgins, visiting St. Martin, Nevis and St. Kitts. It was open-water sailing, and the seas on the reach from Nevis to St. Barth were a little larger than Kipp and Mari were used to or prefer.

Kipp and Mari are both big on exercise back in Eugene, and try to get in as much exercise as possible in the Caribbean, too. “We live to get off the boat and exercise,” says Mari, “be it running, walking or swimming.”

“Hopefully before 6 a.m.,” says Kipp, “because later on it gets too hot.”

It’s not always easy to find safe and convenient places to run/walk in the Eastern Caribbean, as the roads are often in poor condition and some drivers are crazy.

“In St. Barth, for example, we’d hike up the big hill from the Columbie anchorage, then continue up and down other hills into Gustavia, and then back,” says Kipp. “But compared to St. Kitts, Nevis and St. Martin, St. Barth has the most maniacal drivers!”

He’s right about the drivers on St. Barth. Nobody driving cars obeys the island’s maximum speed limit of 30 mph, and those with motor scooters and motorcycles use the island’s 30 or so miles of road as a race course. As a result, more motorists and pedestrians get killed or maimed on the island than on St. Martin, which has a population that’s 10 times greater.

“St. Martin is perhaps the best island for running,” says Kipp.

“The causeway is one of the best places because it has a slight hill and sidewalks, so you won’t get run over,” says Mari. “We also rode bikes around Nevis. The cars weren’t a danger, but the cement trucks were.”

The one thing Kipp and Mari don’t miss when they’re in the Caribbean is the weather back in Eugene. “It’s beautiful here in the Columbie anchorage today,” says Kipp, “while it’s snowing back home.”

— latitude/rs 03/17/2017

**Cruise Notes:**

Three weeks?! According to Greg Slyngstad of the Seattle-based Bieker 53 catamaran *Fujin*, his agent in Panama is telling him that as of mid-April there was a three-week wait for recreational boats to get through the Panama Canal. Other boat owners have confirmed this. The delay is of great concern to Slyngstad, because after a couple of great years cruising and racing in the Caribbean, his goal is to do July’s Transpac from Los Angeles to Honolulu. If there is a three-week wait to get through the Canal, *Fujin* will have to ‘race’ to get to the starting line of the Transpac.

For what it’s worth, when the Wanderer ‘had’ to get *Profligate* through the Canal immediately in 2005, he was able to pay an extra $2,000 to go through the next day. We don’t know if that’s still an option.

“We found our new boat!” exclaim Justin Jenkins and Anna Wiley of San Diego. “She’s a 1970 Cheoy Lee Luders Offshore 36 that’s in San Francisco. She’s in beautiful shape and has all the goodies. By the time you read this, we’ll be driving across country from Florida, where I’ve been driving nails, to take ownership of her. It’s a big step for us,
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sailors he's seen this winter in St. Barth with cats they bought in Europe. As you've read earlier in Changes, many of the Hotel California, Too crew were Californians from cats they'd bought in Europe and sailed to the Caribbean. With the euro hovering at 1.07 to the dollar, the exchange rate isn't bad for buying in Europe. If you do, the Wanderer, along with others who have bought cats in the Med, highly recommends you spend at least one full summer in the Med. Although two would be better.

Light at the end of the tunnel? Perhaps. During last year's Baja Ha-Ha, a number of skippers discovered that when they turned on their Lunasea running light, or running light with a Lunasea 'bulb', about half of the targets on their AIS units disappeared. Naturally, this is a very serious problem.

Our current understanding is that Lunasea has finally accepted that it's a legitimate problem and have come up with what they believe is a solution. A couple of prototypes are currently being tested. We'll keep you up to date.

For many 'six and six' cruisers in the Caribbean, early May is when they put their boats away for the season. The irony is that May and June are perhaps the two best weather months of the year for pleasure sailing, with more moderate winds and seas. Similarly, a lot of folks are putting their boats away in the Sea of Cortez, just when the weather is getting great.

A number of readers were curious to read that Jim Fair and Linda Powers of the Berkeley-based Outbound 46 Chesapeake, after completing a nearly nine-year circumnavigation, opted to ship their boat from Costa Rica to Ensenada. "It's a long bash — over 3,000 miles — to weather that's hard on the boat and skipper," explained Jim. "And I'm not getting any younger. We also did the trip down that coast, so we have seen it and we are very happy."

Some readers will remember Justin as the guy who paid $2,000 for the Columbia 34 MkII Ichi Ban, fixed her up, and cruised to and through French Polynesia with his gal Anna.

The Wanderer doesn't mind when his petit dejuner and Internet news search at Patisserie Choisy in St. Barth — February through the end of April — is interrupted by cruisers. Among the most recent to say hello were John and Elizabeth Freeman of the Seattle-based, but hasn't been there, Outremer 45 Pelican.

"We purchased Pelican in Cannes, France, taking possession of her in May 2013, during the wettest Cannes Film Festival ever," Elizabeth reports. "We then stopped at the Outremer factory in La Grande-Motte to have a little work done, and sailed down the east coast of Spain. Tying up at the old port in the center of Barcelona — always pronounced with a lisp — was a highlight for me. Our next stop, Gibraltar, was not a highlight. I don't like monkeys."

From there, Pelican continued out into the Atlantic and down to Tenerife in the Canary Islands. In November 2013, John and three others sailed Pelican across the Atlantic to St. Martin, taking 18 days.

"Since January 2014, we have sailed the Eastern Caribbean chain from Trinidad to Puerto Rico," continues Elizabeth. "We love the French islands for food and the anchorages. We love how we can get everything fixed in St. Martin, where I also enjoy the the Ladies' Luncheons. John and I spend at least six months a year cruising our cat, and feel very lucky because we get to live in Seattle during the off season."

The Wanderer can't believe the number of West Coast
before. We also want to spend some time in Southern California, especially cruising the Channel Islands, before getting back to Berkeley.”

“We’re pretty sure the fact that the Eastern Pacific hurricane season starts on May 15 was also a consideration. In any event, Chesapeake made it safety to Ensenada, and was unloaded and taken to Marina Coral. Then, after a 13-hour motor trip, was back in San Diego, where the couple checked in with Customs by phone. “It was good to be back,” said Jim.

“You can take the girl out of the island, but you can’t take the island out of the girl,” is the observation of David Addleman of the Monterey-based Santa Cruz 50 X. This after seeing Nehcterg Shayne De Loreto, his Filipina wife, scramble up a tree to get a coconut.

David bought his SC50 in Johor Bahru, Malaysia, near Singapore, and later met Nehcterg during an extended stay in the Philippines on his way back to Monterey. Addleman did the Ha-Ha with X last year, although Nehcterg wasn’t able to make it. David says X will be doing the Ha-Ha again this year, so hopefully his wife will be along.

Who else will be doing the Ha-Ha for a second year in a row? The ones who have let us know so far are Kenny and Donna Knoll of the Irwin 65 Jersey Girl — he proposed to her during last year’s awards ceremony — Jim and Jeanette Drake on the Bavaria 42 Boo’s Blue 2, Patsy La Reina del Mar Verhoeven of the La Paz-based Gulfstar 50 Tallon, Robert Day of the Newport Beach-based J/122 Day Dream, and a boat representing Ullman Sails of Puerto Vallarta. There certainly will be others.

The Ha-Ha — like the SoCal Ta-Ta — will begin accepting entries at noon on May 9. If you hope to be assured of getting a berth in Cabo, sign up on the first day. Details can be found at www.bajaha-ha.com.

Charlie and Cathy Simon of the Spokane- and Nuevo Vallarta-based Taswell 56 Celebration are continuing preparations for an attempt at a Northwest Passage this summer. The latest addition made by the circumnavigators is a Phantom 4 drone. They showed some video of their first landing, on the solar panels on the back of their boat.

Having had five drones, it’s the Wanderer’s opinion that drone landings are most dangerous to drones. Which is why he always catches his with his hands rather than landing it. It’s more dangerous to the operator, but less dangerous to the drone. Proceed with caution.

PHOTO COURTESY X

Now that’s love! How many of you wives out there would, like Nehcterg, scramble up a coconut tree to get a nut for your husband?
IN LATITUDES

The bad and good news out of St. Barth is that Don Antonio des Mortes and D Randy West, two Caribbean sailing legends, suffered strokes within weeks of each other. Don Antonio, who was often the captain of the Wanderer’s Ocean 71 Big O, was well enough to be dancing his brains out a few weeks later at the final Voiles de St. Barth party. D Randy Man, who had just released his second book, *A Sunny Place for Shady Characters; Tales from St. Barth’s Le Select Bar*, was still in a hospital in Halifax, Nova Scotia. What do you do there, Randy? But he was eating solid food again and his prognosis was good.

Let the strokes of the Caribbean sailing legends be wake-up calls to all us sailors of a certain age, who need to eat more plants and eschew more of the bad stuff.

By the way, D Randy’s *Sunny Place for Shady People* is pretty damn good, with tales told only as D Randy could tell them of a more freewheeling time.

The problem with sticking a fork in it. *Pressure cookers* are one of the great tools on cruising boats because they:

1) Reduce the use of propane, 2) Are great for one-pot meals, and 3) Cook things a lot faster than conventional pots, meaning the boat interior doesn’t get as hot for as long. But like all tools, pressure cookers must be used properly to prevent problems, and it’s not good to lose critical parts.

While cruising in Mexico with his kids last month, Brian Charette of the Jackson, Wyoming-based 40-ft *Cat 2 Fold* misused his pressure cooker with explosive results.

“I decided to cook three chicken breasts and a bunch of potatoes in the pressure cooker,” he writes. “Since the weighted thing that goes on the top of the pressure hole got lost, I’d been solving the problem by shoving a prong of a wooken fork into the hole. This is not recommended by the manufacturer, but I did it anyway.

“I got distracted teaching my kids how to play cribbage until . . . BOOM!!! I’m not sure how, but about half the potatoes, already mashed, and the chicken, already shredded, managed to be blasted out of that tiny relief valve hole. The pot ended up on the floor, but the entire hull

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The old pressure cooker on ‘Cat 2 Fold’ looked — and was — innocent enough, until Brian stuck a fork in the relief valve.

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BRIAN CHARETTE

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Changes

Our family sabbatical year in the Caribbean ended while he’s still sailing there. We loved St. Barth, too. I really miss my Olson 30. The Wanderer is living well!"

"Living well," George Herbert famously said, "is the best revenge." But having been born to loving parents in California, and having two wonderful offspring, the Wanderer has absolutely nothing to seek revenge for. So he just tries to help others have a little fun in life.

By the way, having the Olson 30 in St. Barth was not only a lot of fun, it was inexpensive, too. The Wanderer’s share of expenses for last year came to less than $1,500.

Thanks to the announcement that Dorothy is having an art opening for her paintings, Latitude learned that former Tiburon residents Steve and Dorothy Darden are still out cruising in the Southern Hemisphere on their M&M-designed 52-ft catamaran Adagio. They cruised their New Zealand-built boat in the Southern Hemisphere for a number of years, then sailed her up to Alaska and around the Pacific Northwest for a few years. Having returned to the Southern Hemisphere, they spend most of their time in Hobart, Tasmania. Dorothy’s show will be at the Derwent Sailing Squad, but her work is also available online.

The most shocking thing to the Wan-

Zen sunset sailing with ‘La Gamelle’ off St. Barth. Cruising cats are great for cruising. Little monohulls are great for Zen sailing.

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derer is that the couple, now in their 70s, have been out cruising for 17 years now. Time really does fly when you're having fun.

The Queensland coast of northeast Australia was hit by Tropical Cyclone Debbie, a Category 4 and the strongest to his Australia in 40 years, on March 29-30. There was tremendous destruction to boats and marine interests. Unfortunately, Debbie smashed its way through the Whitsunday Islands, Queensland’s famous sailing and tourist destination, with winds exceeding 140 miles per hour. She left a trail of destruction on Hamilton Island and the mainland towns of Airlie Beach, Shute Harbour and Proserpine. Boaters from the famed sailing destination — which may be familiar to Pacific Puddle Jumpers — are now facing the daunting task of salvaging vessels from damaged marinas and harbors.

Let Debbie be a warning to all cruisers about to leave their boats in Northern Hemisphere tropical zones that boats need to be put away with the assumption that they will be hit by a tropical storm.

We’re pleased to report that while Jack van Ommen of the Gig Harbor, Washington-based Nadja 30 Fleetwood made it ‘around the world in 80 years’. Originally he planned to make it around in less than 80 years, but what’s a month? Jack didn’t start cruising until after he was 60, but he’s now visited 60 countries with his boat. One of the countries he visited recently, and will soon return to, is Cuba. We’ll have more from Jack in the next issue.

For a change of pace, Jason and Vicki Hite of the Long Beach-based Caribbean 50 Volare, now completely repainted and looking beautiful, go to the movies in La Paz. “We just got back from seeing Rapido y Furioso 8,” reports Jason. “What a great movie! I wouldn’t pay US prices to see it in a crowded theater, but at the Cinemex Platino here in La Paz, with the Barcoloungers, it’s just $3.25 a person. I’d probably spend all summer in the theater if I wasn’t on a boat! The Rock is a great action star, probably my favorite since Arnold Schwarzenegger.”

You know how you’re always supposed to run your diesel under load to ensure its long life? Especially if it has a turbocharger. Well, Steve Schmidt of the SC70 Hotel California, Too tells us that in the last 20+ years, he’s almost always used his Yanmar 75, with a turbocharger, for nothing but charging batteries. Almost never for propulsion.
That diesel now has close to 19,000 hours, and other than burning a little oil, is still running fine.

Most marine diesels crap out after about 4,000 hours from a lack of use. The Wanderer’s Leopard 45 ‘ti Profligate’, which saw 10 years in a charter fleet, with three hours a day of running the engine mostly for the batteries and refrigeration, has two Yanmar 56-hp diesel engines. Knock on wood, but they both have over 10,000 hours and don’t burn oil. Based on this limited information, we think the key to diesel longevity is using the diesel as often as possible.

"I’m in Singapore researching some business," reports Giles Finlayson of the Encinitas-based Newport 41 Petrel. "I will be leaving for Phuket later on. I’m sailing around the border of Myanmar and Northern Thailand discovering a lot of different things. I’m flying home to Encinitas in April to purchase some new rod rigging and to rent my house on the beach.

Some Latitude readers will remember that in 2009, the then 59-year-old Finlayson, four years into a sailing/surfing safari, was run down by a fishing boat and left for dead at Langkawi, Malaysia. His arms remained attached to the rest of his body by little more than skin.

"My arms are 70% now and my life changed radically," says Finlayson, "but I charge ahead as much as I can through the ongoing pain."

Most of us, the Wanderer included, need to be reminded constantly how lucky we are and how grateful we should be.

You can change your life for the much better. In the middle of their second circumnavigation aboard their Green Cove Springs, Florida-based CSY44 Tiger Lilly, Tom and Lilly Service are taking time out to “be grateful” for Tom’s 35 years of sobriety.

Now 70, 35 years ago Tom made the decision to follow the AA path to sobriety, a decision that has had a tremendously positive impact on his life and that of fellow family members.

"We have made so many extraordi- nary friends in the rooms of AA all over the world," write the couple, "and it has been such a blessing to us both as we explore the Blue Planet together aboard Tiger Lilly. The Fellowship of Alcoholics Anonymous is a wonderful gift from God.

"We are currently hauled-out at the PSS Shipyard in Chebilang, Thailand, where we are working very hard in the tropical heat of Southeast Asia to get Tiger Lilly ready for her Indian Ocean crossing.

Also cruising around in beautiful Southeast Asia are Gene and Sheri Seybold on the Honolulu/Stockton-based Esprit 37 Reflections. In the middle of April they set sail from Langkawi, Malaysia, for 266-mile-distant Sabang in the Aceh Province of Sabang on the island of Sumatra in Indonesia.

"I’m looking forward to clear water," said Sheri. "As it turned out, it was a light-air trip — except for a squall that came through with 42 knots of wind. But everything worked fine, so we’re now off on tours."

With all the bad news we hear constantly, sometimes we forget what a wonderful world it is, and how many great people are in it. “Get out and enjoy it!” is the Wanderer’s advice.
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27-FT CAL 2-27 YPSO, 1975. Richmond Yacht Club, $8,950. Inboard electric motor (zero maintenance), Martec prop, lines led aft, 6’ headroom, galley, head, sleeps 4, Harken winches and headfoil, #1-2 North S3L, #3, 3/4 spinnaker. Contact tmillinnovativeprintsolutions.com or (415) 302-8705.

27-FT CATALINA, 1981. Alameda, CA. $3,500. Fiberglass, fixed keel, roller furler, many extras, lots of gear, extra sail. 8hp Yamaha outboard. Safe, dry boat located in Alameda. Great slip steps from parking. Contact paulmretty@qsl.net or (928) 856-1653.


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27-FT CAL 2-27, 1975. Stockton Sailing Club. $7,200. Well maintained, sleeps 6, Atomic 4, jib, main, symmetrical and asymmetrical spinakers, new Garmin echoMAP, rigging in very good condition. Photos upon request. (209) 981-2449 or kittygtz@comcast.net.

27-FT TRITON, 1963. Vallejo Yacht Club. $5,000. Good ole boat, working jib, 135 and 155. Two spinakers with pole, needs a little TLC. Roller furling. Call Jim to view or email. Contact (707) 249-2128 or paradise@sbcglobal.net.

26-FT MAGGREGOR 26X, 2001. Tollhouse. $11,500. 50hp Mercury Big Foot, water ballast motorsailer. Fresh water only, annually covered storage 9 mos./water 3 mos. Trailer, mast-raising system, cockpit cushions, sundeck, dual batteries w/switch, cockpit table, bottom paint, 2 gal. fuel tanks, instrument package. Original owner. MUST SELL. (559) 312-5550 or (559) 855-8277.

26-FT NORDIC FOLKBOAT, 1979. Stockton, CA. $6,000. Svensdien’s fiberglass #104. Motor, two suits of new Doyle sails, boom tent, nice boat. See more at http://tfc.net/akH5THduKU or jared.i24@gmail.com.


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25-FT CATALINA 250 WB, 1995. La Honda. $10,000. Miracle Max, Catalina 250 water ballasted, great Bay or lake boat. Has a Honda 9.9 kicker. Has biminis, cockpit enclosure, enclosed engine with holding tank, fresh water, shore power, windlass, solar panels, bimini, cockpit, mainsail, mainsheet, davits, steering wheel of control. (562) 747-0337 or bob@baltimore.com.

29 TO 31 FEET


30-FT CATALINA 30 MK I, 1984. Benicia, CA. $18,000. Probably one of the nicest Catalina 30 MK I’s you will find! Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (562) 410-5918 or ngolifeart@gmail.com.


30-FT CATALINA, 1978. Marina Bay. $12,000. Atomic 4 engine, whisker pole, gimbale stove, VHF marine radio, GPS, Tmin GPS, 20hp Universal diesel< 500 hrs, windlass, autopilot, roller furling jib, Garmin GPS, new bottom paint July 2016. Wheel steering, electric head, electric refrigerator, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or barbendBruce@att.net.

30-FT YANKEE, 1972. Moss Landing, CA. $10,500/oobo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel< 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or barbendBruce@att.net.


30-FT YANKEE, 1972. Moss Landing, CA. $10,500/oobo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel< 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or barbendBruce@att.net.

30-FT IRWIN SLOOP, 1978. Pillar Point. $7,000. Cruised Caribbean, Panama, Mexico and Alaska. 10 sails, Winslow liferaft, depthfinders, Lofrans windlass, an-chor, autopilots, fiberglass, documented vessel, Atomic 4, direction finder, dinghy, Ham/VHF. Needs work, as-is. (408) 291-1529 or vikavwanny@gmail.com.


CATALINA 30 MK I, 1984. Benica Marina. $18,000. Probably one of the nicest Catalina 30 MK I’s you will find! New furler, a nice Universal 25 diesel, well teaked interior. Only two owners in its lifetime. Email covey@stlcsnnotes.com.


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32-FT GULF PILOTHOUSE, 1989. San Francisco. $30,000. Clean with 1300 hours on Universal M40 diesel engine. VHS, Autohelm, radar, plotter, inside steering station. Extra sails, anchors, 4-burner CN3 stew and oven, refrigeration. Recent upgrades: new standing rigging and lifelines, all thru-hulls replaced, new bottom paint, no blisters. (408) 891-2851.


35-FT CUSTOM LESTER STONE. Sloop, 1958, Berkeley Marina. $29,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-tending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or calkirk8@gmail.com.


36-FT FARR/MUMM, 1994. Vallejo, $47,750. New Saildrive, new lower rudder bearing, rarely flown North main, everything well maintained as owned by boatyard employee. Folding prop, tiller, 18hp Yanmar diesel, Great Bang-for-the-Buck boat that is still very competitive. Email sailingsonthebay4@gmail.com.

36-FT ISLANDER, 1977. Marina Bay Richmond. $35,000. Islander 36 well maintained, rebuilt 108 Perkins - less then 300 hrs. Newer dodger, Autohelm, chartplotter, etc. Must see to appreciate. (707) 684-9488 or Brianusilton@gmail.com.


38-FT SAMSON, 1976. San Diego. $15,000. Beautiful gaff-rig ketch, professionally built. Delia has stood the test of time, proven safe, passagemaking, live-aboard cruiser, built with highest quality materials. Good condition, Ferrocement. (619) 709-6318 or gocmsi@yahoo.com.


36-TO 39 FEET


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38-FT MORGAN 382, 1980. La Paz, BCS, MX. $49,500/obo. Best 382 on market. Everything replaced since 2010 (many in last several years); Windlass, 300' G4 chain, 55lb Rocna, standing and running rigging, lifelines, Port Townsend (Hasse) sails, C120/20 plotter with AIS (receiving and transmitting), Raymarine belowdeck autopilot with spare hydraulic arm, 2015 engine rebuild with many spares, asymmetrical spinnaker, hard dodger (2016: new canvas), biminis, cover for all teak, unused inner forestay with Harken furler and Hasse-designed staysail, reliable 4-stroke 10hp OB with inflatable tank, three 145-watt Kyocera solar panels - beautiful condition. Dec. 2016 survey (for insurance). More information at http://forsalemorgan382.weebly.com. Contact greg.avenutra1@gmail.com or (503) 910-3578.

37-FT O’DAY CENTER COCKPIT, 1979. Emery Cove, Emeryville, $24,000. This boat has been from Alaska to Baja, and been completely overhauled. Electric/A-acht motor conversion, new Raymarine electronics (radar, MFD, wind, depth, speed), dual battery banks (48V 930Ah, 12V 370AH), with generator and solar. New sails, upholstery, top paint, port-holes, holding plate, composting head. New running rigging, dodger, cockpit and bed cushions, and much more. Amazing value for a Bay boat, live aboard or beyond. Includes 8-ft tender. (206) 227-3133 or randrondin@ucdavis.edu.

37-FT YORKTOWN, 2006. Moss Landing, $39,000. Yorktown 39, 2006 launch, 1976 model. Price reduced, ocean-cruise ready or great live aboard, custom, center cockpit, classic sloop beauty a must-see. $39,000. Yorktown 39, 2006 launch, 1976 model. Price reduced, ocean-cruise ready or great live aboard, custom, center cockpit, classic sloop beauty a must-see. Barely used, everything overdesigned, too many extras to list. Some are: two auto steering, two refrigeration, 150 gallons water tanks, two alcohol and one diesel room heaters, two heads, 3 anchors, 5 sails, spinnaker never hoisted, 3 props (one variable pitch), spare diesel parts, 4 solar panels, wind generator, radar, GPS, 2 alternators, amazing woodwork, upholstery, electrical and plumbing. 250 hours on 70hp diesel, 50 gal fuel tank. Hard dodger, sails like a dream. Contact (408) 288-4573, (831) 234-9778 or paulsz@comcast.net.


41-FT CHEOY LEE, 1977. Long Beach, $30,000. Offshore 41-ft ketch. Ray Richards design. Perkins 4-108. 10 sails. She’s been around the world, are you next? All 12v. Owner’s plans have changed, come take a look. Michael. (818) 802-3592.

39-FT CAVAILER, 1980. South San Francisco, $69,000. Prepped for last year’s Ha-Ha but wife decided she wanted a bigger boat! Many new upgrades for offshore cruising. This boat has seen local use only since being shipped new from New Zealand by the previous owner. All upgrades professionally done. Recent haulout. Sails and cockpit new. (650) 283-3801 or (503) 588-3015 or jim@drakemarine.com.

41-FT ERICSON, 1969. Marina Bay, Richmond. $64,500. New headsail, newer main, newer rigging and lifelines, set up for blue water. Strong Universal engine. Lots of extras. (916) 997-4541 or (916) 824-5503 or celtica11@yahoo.com.

39-FT FREYA, 1985. Morro Bay, CA. $85,000. Laughter for sale. Strong, fast, powerful and dependable. Our journey has ended, yours is about to begin. Contact Patrick and visit “Sailing with Laughter on Facebook”. (831) 238-5697 or svslaughter@aol.com.

40 TO 50 FEET

41-FT CHEOY LEE, 1977. Long Beach. $30,000. Offshore 41-ft ketch. Ray Rich-ard’s design. Perkins 4-108. 10 sails. She’s been around the world, are you next? All 12v. Owner’s plans have changed, come take a look. Michael. (818) 802-3592.

44-FT GLEN-L, 1992. Vacaville, $10,000. Starpath ketch with cradle. Fiberglass, 2 cabins, 1 head, LPG stove, water heater, refrigerator, aluminum main, mizzen mast/booms, standing/running rigging, deck hardware, diesel engine, anchor with chain. Interior 80% complete. Email rpmanz50@gmail.com.


44-FT KELLY PETERSON, 1980. Marina Palmita, La Paz, Mexico. $95,000. Great cruising/liveboard, ready for you to explore the Sea of Cortez and beyond. High-gloss varnish interior, nonskid deck, sails like a dream. Currently moored in La Paz, Mexico. See www.ahoyswab.com. Contact ahoylola@yahoo.com or (925) 127-0492.

41-FT ERICSON, 1969. Newport Beach, $55,000. Custom Classic Bruce King design. Family-owned since 1980. A real head turner that has been very well maintained. Wearerbeke 44hp diesel engine with 890 hours. Fresh LP done a year ago, and brightwork is always meticulously maintained. (949) 285-5874.
50-FT SANTA CRUZ, 1979. Kaneohe, Hawaii. $160,000. Ready for Transpac. Santa Cruz 50 #1. 1 tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! $165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario at wazzario1@icloud.com, (808) 367-8185 or (415) 999-2270 or sjr90@comcast.net. 


55-FT TAYANA, 1985. San Diego. $260,000. Well-known on the West Coast, and a veteran of both oceans, Long Taff Saly sailed to the Med with her previous owners and for the past twenty years has explored the West Coast, Mexico, the South Pacific, and Asia with her current owners. She has had several major upgrades: new teak decks, Awlgrip paint, and a complete high-end refrigerator and freezer. Her interior teakwork has been restored and varnished, and she has two large staterooms with ample under-bed and closet storage. There are two heads with ensuite showers. Unable to continue for medical reasons, we hope to find her new owners who will enjoy and appreciate her. (702) 832-7889 or svlongtallsally@gmail.com. 

56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. $159,000 CDN. Built as a charter boat by Camper & Nicholsons, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968 or (604) 535-5090 or westbynorth@gmail.com. 


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


48-FT HARDIN VOYAGER, 1977. San Diego Yacht Club. $129,000. Going cruising? Why pay more? She has it all Spectra watermaker, solar panels, 8-man canister raft, radar, AC, 2 depthsounders, BS&J wind speed, direction, depth, 400' 3/8" chain, 300' 5/8" nylon, 3 anchors, heavy-duty windlass, autopilot, 3 polished fuel tanks, 130 gal, radar, Ham-VHF-hailer and sound system, 60hp Isuzu Pisces, Ritchie compass, 10-ft dinghy w/15hp, 3kw generator, sails in excellent condition, 2 refrigerators, microwave, washer/dryer, vacuum system, new beautiful interior, spare parts and more. Just hauled, new bottom paint, rebuilt rudder, new cutlass bearing, stuffing box and new Awlgrip hull finish. Before buying any Hardin, talk to us about the rudder. (619) 517-7577 or alvincox@hotmail.com. 


44-FT CATALINA, 2006. La Paz, Baja California. $179,000. Perfect Baja/California cruiser and quick, too, 3-cabin, fully outfitted, all electronics (radar, chartplotter, Evolution autopilot, AIS, SSb), in-mast furling so you can singlehand, 5 sails, storage for liveaboard or cruising. Full galley, fridge, freeze/er, TV, microwave, 56hp Yanmar. Newer AGM batteries, 400W solar panels, inverter, power winch, watermaker, ShadeTree cover. All in great shape. Many spares. (916) 801-9151 or taughertigt@gmail.com. 


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34-FT ATKIN ERIC, 1964. West Sacramento, CA. $42,000/obo. Double-ended Marconi ketch. A modified Eric w/pilot-house, 34’ x 11’6” x 6’6”, 43’ overall, 12 tons, oak and Western red cedar over oak, Sitka spruce spars, monel fastened, strong rebuilt Unimite four, near new in excellent condition, and ready to go NOW. Everything needed on board, right down to our big dinghy’s anchor. FAST? Often mid-teens, 19.4 best so far, which is plenty! We have loved sailing and cruising her, and you will too; do you hear the South Seas calling? You could be in Mexico in 2 weeks! Why wait another year? Not your typical Tupperware tub. Call Wayne. (832) 332-8448 or rowdy93042@sbcglobal.net.

45-FT KURT-HUGHES, 1995. Brisbane, CA. $280,000. Capricorn Cat. Fun, fast agile, and a blast to sail. High bridge-deck and daggerboards – great windward work. Big galley-up, big fridge, big freezer. 4-cabin, 2-heads. Continually sailed and cruised. Upgraded with the best equipment money can buy, B&G, Flexoflots, spares, etc. Current survey reflects excellent condition, and ready to go NOW. Everything needed on board, right down to our big dinghy’s anchor. FAST? Often mid-teens, 19.4 best so far, which is plenty! We have loved sailing and cruising her, and you will too; do you hear the South Seas calling? You could be in Mexico in 2 weeks! Why wait another year? Not your typical Tupperware tub. Call Wayne. (832) 332-8448 or rowdy93042@sbcglobal.net.


28-FT CROWNLINE, 2001. Reno, NV. $33,500. The boat was used exclusively on Lake Tahoe. The engine is a 6.2 Mercury Cruiser dual-prop outdrive. It has a V-berth/forward bed and rear bedroom/storage area. Dining in the aft area on a custom-made teak table allows the V-berth bed to stay made. Extras included are an electric windlass anchor, double biminis, complete salon enclosure, Lowrance color GPS w/fishfinder/chartplotter, engine fire suppression system, snap in/out marine carpet, electric refrigerator/freezer, and custom-made Sunbrella winter storage cover. Includes a tandem axle trailer w/ four new tires. Too many extras to list. Additional information and pictures available. (775) 856-1765, (775) 240-3503 or rowdy93042@sbcglobal.net.

MULTIHULLS

32-FT GRAND BANKS, 1972. Alameda. $26,500. Little Ship is a “woody” in excellent condition. Owner—Greg and Michelle, both are former sailors and now have a new mission. Will consider trade for center console or saltwater fishing boat. All rebedded (no leaks). Interior wood is in excellent condition. 120hp Lehman has been replaced with 150hp Cummins. All new head exchange, oil and transmission coolers. New 2000-watt inverter/charger. All batteries (5) replaced in 2016. Upgraded electrical panel. Autopilot at upper and lower stations.

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BOAT SERVICE TECHNICIAN. Point Richmond. We are America’s oldest Beneteau dealer and we are seeking an experienced technician to help commission new boats, perform annual maintenance service, assist with diagnostic and repair. Good working environment and steady hours. This is a full-time position. Please submit a resume to Robert@PassageNautical.com.

20-FOOT END TIE DOCK FOR SALE. Pier 39, $100,000/oio. HOA fees are around $700. Dock B. Draws deepest water in the SF Bay. (415) 804-6076.


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PREMIER SAUSALITO BERTH. Spring/Summer. Richardson Bay Marina, Sausalito. Best berth in marina - upwind, double fingers, up to 40’ LOA, dock box. Available May 19 to August 12. Water and electricity included. No liveboard, but overnight stays up to 3 consecutive nights OK. Shoreline bathroom and showers plus free parking. $1,600 flat charge, payable in advance. (415) 601-9457 or kirk@denoebeim.com.

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard Mahina Tia III, their Hallberg-Rassy 46, drawing on their combined 658,000 miles and 13 years on sea. See more at www.maahina.com or (360) 378-6131.

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VALLEJO BOAT WORKS HIRING. Vallejo, CA. Needed: yard manager, experienced electrical mechanical tech, candy clerk or manager, fiberglass and paint. Please email resume or Info to: vallejobootworks@yahoo.com.

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BOAT SERVICE TECHNICIAN. Point Richmond. We are America’s oldest Beneteau dealer and we are seeking an experienced technician to help commission new boats, perform annual maintenance service, assist with diagnostic and repair. Good working environment and steady hours. This is a full-time position. Please submit a resume to Robert@PassageNautical.com.

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TECHNICAL SALES. Huntington Beach. Technical sales openings to expand sailing and marine hardware business. Sailing experience/knowledge required. Sailmaking and/or rigging experience preferred. Up to 30% travel required. Competitive salary, commissions paid monthly, full benefits, and company-related travel expenses. Responsibilities include: servicing existing customers with visits, calls, and emails, prospecting and cultivating new customers. Attending boat shows and regattas. BAINGRIDGE INTERNATIONAL is a leading worldwide manufacturer and distributor of marine and industrial fabric and hardware products since 1917. We are the exclusive United States distributors of Plastimo safety products, Yale cordage and rope, Karver sailing equipment, W.W. Marine windlasses and Italwinch windlasses. See www.bainbridgeusa.com or contact brtitbainbridgeusa.com.

TOUR BOAT CAPTAIN. 100-TON Moss Landing, CA. Popular whale watching tour boat based in Moss Landing is searching for a responsible 100-ton Captain to operate a 70-ft 93-passenger vessel in Monterey Bay. Our reputation is critical to our success and must be adhered to by all employees. You must have experience in maintaining engine and other mechanical parts. Current in First Aid, CPR, MROP and medical card preferred. See http://seagoddesswhalewatch.com. Please email with your interest and resume to davidshakel@gmail.com. (831) 760-2500.

COMPOSITES TECHNICIAN. Tahoe Vista. $18.00 - $30.00 DOE. Fiberglass Specialties of Tahoe Vista is accepting applications for repair technicians skilled in cosmetic and structural composite repairs; hand layup, fairing, gel coat color matching and refinishing. You should have two years experience in marine composite repairs, a good understanding of scarf ratios, resin systems, have working knowledge of air and power tools, able to lift 60 lbs, and keep an organized clean work area. Benefits include: hourly base with a bonus structure, holidays, and PTO time. More at http://fiberglasscharlie.com, (530) 546-2424 or fibglass@toltom.com.


SF BOATWORKS IS HIRING. San Francisco. Spinnaker yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please send your resume to: info@sfboatworks.com.

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

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

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

65' CT SCORPIO, 1985 Beautiful Robert Perry-designed cruising ketch that’s gorgeously traditional topsides and below. Lying in a PRIMO Sausalito YH slip that’s potentially transferable. $425,000

35' HINCKLEY PILOT 35, 1975 Hull #125; the LAST Pilot 35 to be built & has been TOTALLY restored (incl. new Yanmar dsl) & shows Bristol. Possibly transferable Sausalito YH slip. $95,000

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

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

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

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

NEW LISTING

41' C&C, 1987 More than $125k spent since ’07, incl. being Awlgripped. Real clean example of one of the most popular race/cruisers ever built. Potentially transferable Sausalito YH slip. $74,500

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

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

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

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

35' MAXI 105, 1983 Hull #125; the LAST Pilot 35 to be built & has been TOTALLY restored (incl. new Yanmar dsl) & shows Bristol. Possibly transferable Sausalito YH slip. $95,000

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

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