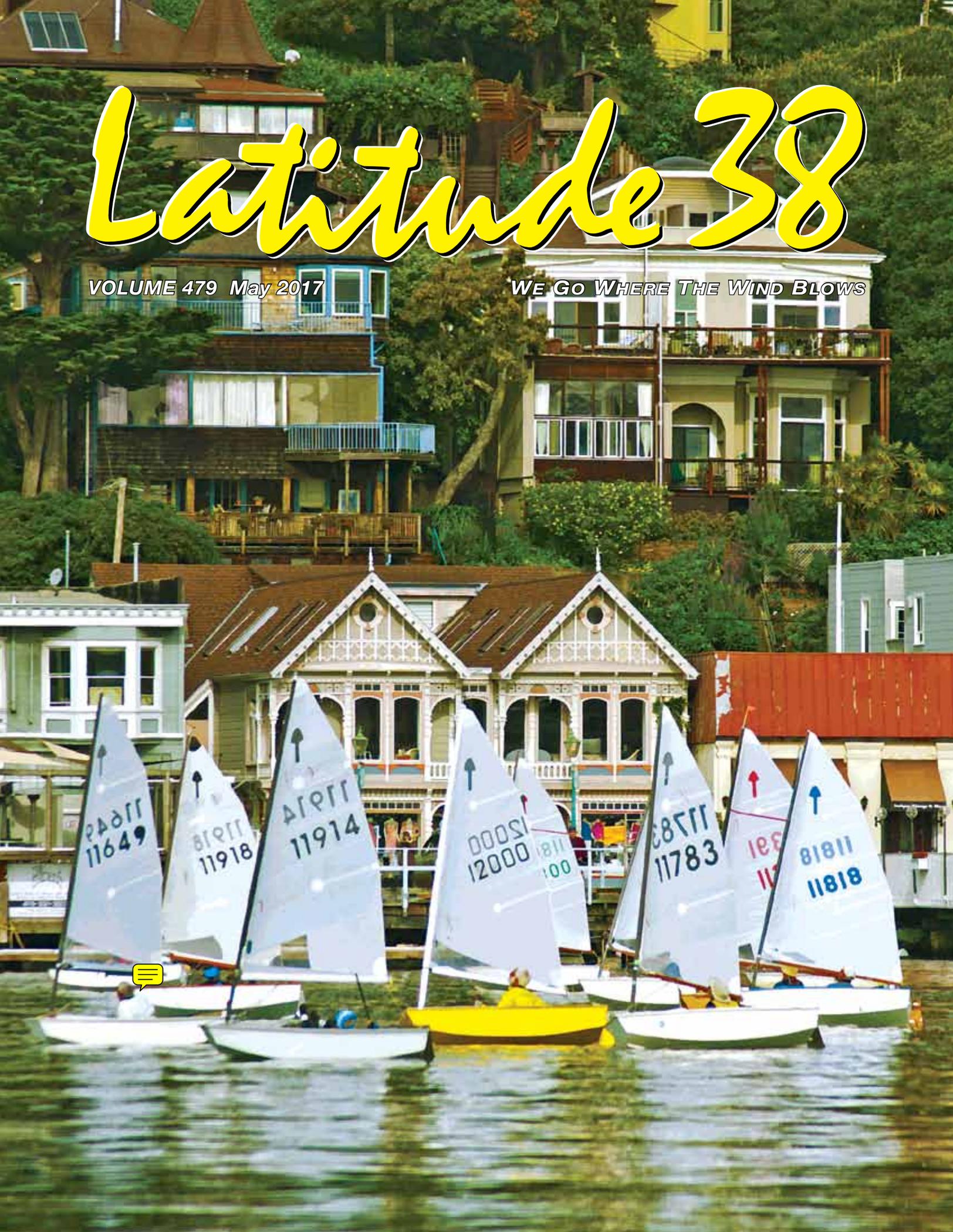
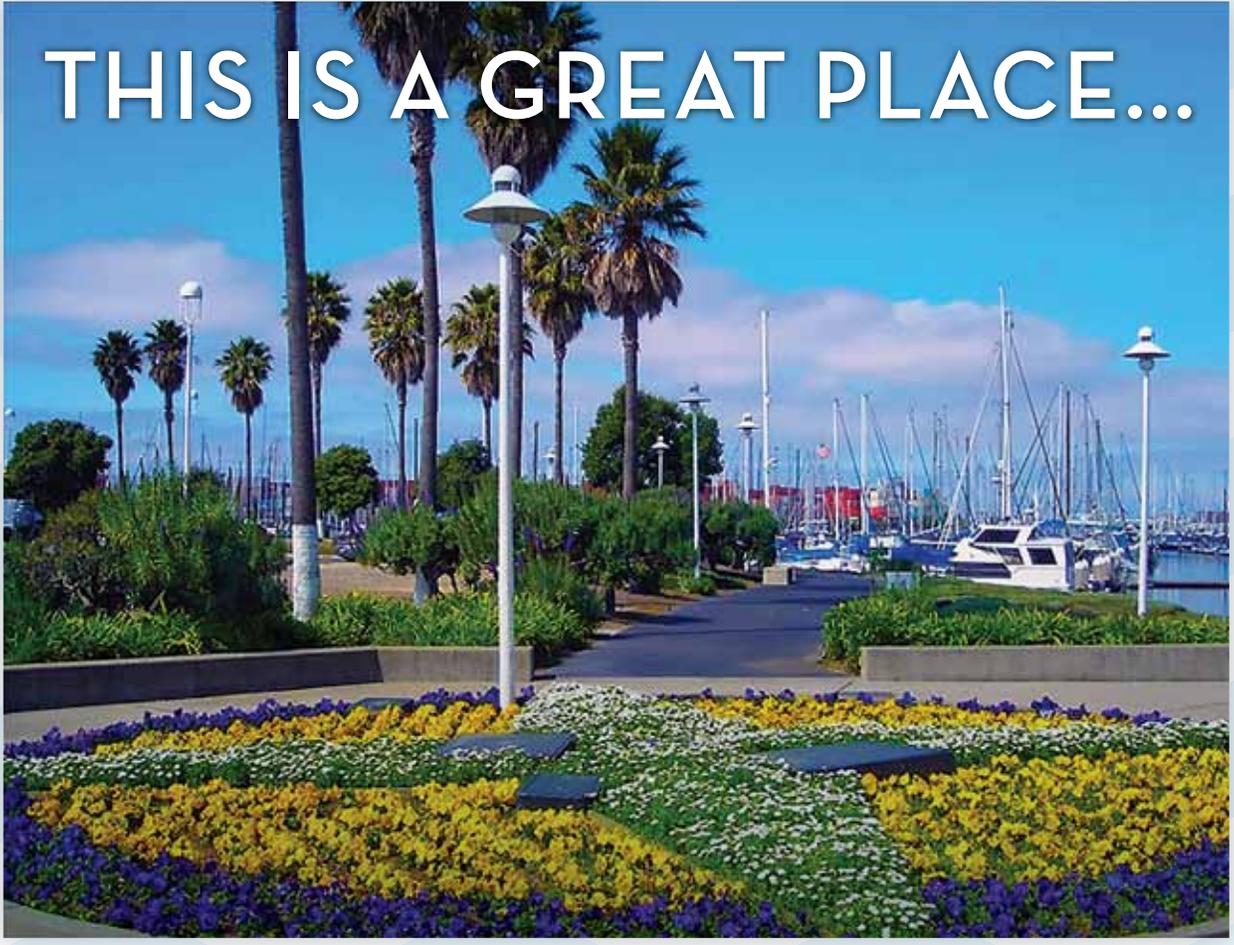


Latitude 38

VOLUME 479 May 2017

WE GO WHERE THE WIND BLOWS





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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!

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OUT WITH THE OLD, IN WITH THE OLD

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.



EXQUISITE CUSTOM SAILS

'Bodacious' started her unique career on San Francisco Bay by winning her sea trials. She did this by demolishing her competition. (She demolished our competition, too.)

Her capricious ways continued with such stories as winning races and being declared lost at sea.

The latest story is that, under a new owner and name, 'La Buena Vida' won the prestigious Hot Rum race. This is the first time in many years that the hottest yachts from San Diego had been made to bow to a small stranger. (It was also one of the few times that the hottest sails from San Diego had been made to bow to the sails from a strange loft).

What's next, La Buena Vida? It's good to hear from you!

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Rich PINEAPPLE SAILS
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page 3

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Cover: On April 22, 26 El Toro sailors set sail from Sausalito, crossed the Golden Gate, and arrived safely in San Francisco. Led by Nick Nash in the 64th Bullship Race.

Photo: www.norcalssailing.com

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1977-2017 – 40TH ANNIVERSARY

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

SELECT BROKERAGE



HUNTER 450 PASSAGE, 2001



BENETEAU OCEANIS 31, 2017

BENETEAU BROKERAGE

BENETEAU 48, 2016.....	\$475,000
BENETEAU 473, 2005.....	\$199,000
BENETEAU 473, 2002.....	\$199,500
BENETEAU 411, 2002.....	\$119,500
BENETEAU 393, 2002.....	\$119,000
BENETEAU 37, 2008.....	\$145,000
BENETEAU 331, 2003.....	\$69,500
BENETEAU 331, 2001.....	\$64,500
OCEANIS 55, 2016	\$768,000
OCEANIS 37, 2012	\$155,000
OCEANIS 31, 2017	INQUIRE
OCEANIS 31, 2013	\$115,000
OCEANIS 31, 2008	\$84,000
FIRST 35, 2015	\$249,000
FIRST 20, 2017	\$63,000

SAIL BROKERAGE

HUNTER 450 PASSAGE, 2001	\$142,900
WAUQUIEZ CENTURION 47, 1985.....	\$95,000
LAGOON 450, 2016	INQUIRE
WYLIE 39, 1985	\$76,500
HUNTER 380, 2000.....	\$65,000
ERICSON 38-200, 1989.....	\$64,500
HUNTER 36, 2005.....	\$99,500
PEARSON 36, 1985	\$54,000
S2 36, 1979, 11 METER	\$43,500
HUNTER LEGEND 35.5, 1990.....	\$48,000
HUNTER 340, 2000.....	\$64,500
ISLAND PACKET 31, 1988.....	\$54,900

POWER BROKERAGE

OFFSHORE 58 PILOTHOUSE, 1995	\$745,000
CAMARGUE 55, 1995	\$165,000
PHANTOM 46, 2002	\$265,000
GRAN TURISMO 44, 2015	\$448,000
GT 44, 2013	INQUIRE
ISLAND GYPSY 44 MY, 1986.....	\$97,500
SEA RAY 410 SUNDANCER, 2001.....	\$99,000
REGAL 3880, '05	\$156,250
SEA RAY 340 SUNDANCER, '04.....	\$109,000
HAINES SIGNATURE 31, '06	\$85,000
BARRACUDA 9, 2013	\$132,000
BARRACUDA 7, 2015	\$86,241

OCEANIS 45



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- > **The Result: Qualified buyers on your vessel.**
- Up-to-date information on what is happening in the marketplace including price, financing, and condition of competing vessels.
- > **The Result: You are better informed and there are no unexpected surprises.**
- 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.
- > **The Result: More high-quality offers.**
- 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.
- > **The Result: A smooth closing.**

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Latitude 38

"we go where the wind blows"

1977-2017
40TH
ANNIVERSARY

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35' CARROLL MARINE 1D35, '99 \$79,900
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34' CROWN, '76 \$21,400
Boru. Very well equipped for cruising by a couple or as a liveaboard. Design has lived up to its standard as a high performance sailer and comfortable cruiser.



32' ERICSON '72, \$24,500
Querida. 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
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30' CATALINA, '83 \$19,900
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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.)

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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

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• If you read the print version of Latitude 38, how long do you typically save it?

I read and recycle A month or less

I pass it on to sailing friends..... More than a month.....

A week or less A year or longer.....

• If you read Latitude 38 online, where do you read it?

On a computer..... On a tablet or e-reader

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 6-10 Years.....

1-2 Years..... 11-20 Years.....

3-5 Years..... 20+ Years

• You don't sail? Why not?

• How would you describe your sailing ability?

Fake it until I make it..... Advanced.....

Beginner Expert.....

Intermediate..... Professional

• If I weren't a sailor I'd be...?

In rehab..... Retired.....

Married Lonely.....

Lost..... 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' 40' - 49'

20' - 29' 50' or larger.....

30' - 39'

I own multiple sailboats boats (how many?) _____

• Do you own a powerboat? (Please check all that apply)

Under 20' 40' - 49'.....

20' - 29' 50' or larger.....

30' - 39'

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 ____ A new sailboat.....
- Yes ____ A used sailboat
- Yes ____ A new power boat.....
- Yes ____ A used power boat.....
- 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?**

Include print and digital.

- Less than 1 year 6-10 years.....
- 1-2 years..... 11-20 years.....
- 3-5 years..... 21+ Years.....

• **Please rate your favorite *Latitude 38* sections (1 being minimal interest, 10 being awesome)**

- | | |
|----------------------------|---------------------------|
| Articles _____ | Classy Classifieds _____ |
| Calendar _____ | Letters _____ |
| Display Ads _____ | Sailboat Listings _____ |
| Sightings _____ | World of Chartering _____ |
| Loose Lips _____ | Racing Sheet _____ |
| Max Ebb _____ | Brokerage Ads _____ |
| Changes In Latitudes _____ | |

• **What other boating magazines or periodicals do you read on a regular basis (newspapers, comic books, etc.)?**

• **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 ever 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?**

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— Thanks again for taking the time to respond! —

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'00 Silverton 392 \$124,900



'12 J/Boats J/111 \$249,900



'07 J/Boats J/124 \$224,900



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35' J/Boats J/105 '03	\$68K
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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

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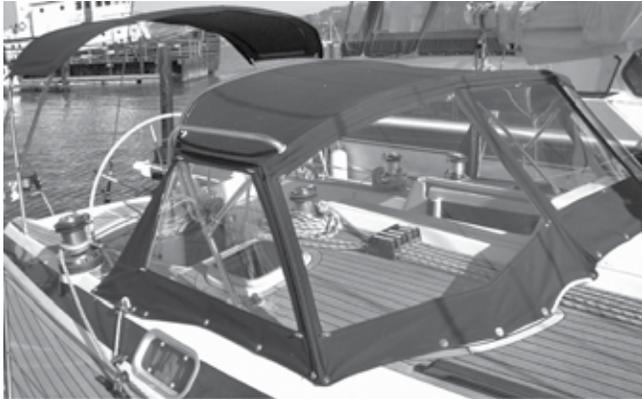
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Non-Race

May 1-June 4 — The tall ships *Hawaiian Chieftain* and *Lady Washington* will be in Eureka through 5/8; Crescent City 5/11-14; 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 5-7 — South Bay Opening Day. Meals and activities at Coyote Point YC, San Mateo; Sequoia YC, Redwood City; Peninsula YC, Redwood City; and South Bay YC, Alviso. Info, www.sequoiayc.org/sbod.

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

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

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

May 6-27 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 7 — Open House, Modern Sailing School, Sausalito, noon-5 p.m. Sailboat rides, food, music. Free admission. Info, (415) 331-8250 or www.modernsailing.com.

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, mbrink1956@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 11, June 8 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

May 13 — Delta Doo Dah Kickoff Party & Cruising Seminar, Richmond YC, 6-9 p.m. Door prizes, no-host bar. Info, www.deltadoodah.com.

May 13 — Sea of Invisible Riches: Asian Americans and the Alaska Salmon Grounds, 1880-1929. Hyde Street Pier, San Francisco, 11 a.m.-noon. \$10 ship admission fee. Info, www.nps.gov/safr.

May 13 — Swap Meet, Marina Bay Yacht Harbor, Richmond. Info, (510) 236-1013 or www.mbyh.com.

May 13 — Safe Boating Expo, Channel Islands Harbor, 9 a.m.-4 p.m. Free. Info, www.safeboatingexpo.com.

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.

May 20 — Open House, Coyote Point YC, San Mateo, 11 a.m.-3 p.m. Club tours, free boat rides, BBQ, water-safety seminar. CPYC, www.cpyc.com or membership@cpyc.com.

May 20-26 — National Safe Boating Week. Info, www.safeboatingcampaign.com.

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2006 Catalina 470 Tall Rig \$295,500



1987 Tayana 52 \$253,900



1983 Nauticat 33 \$92,000



2008 Harbor 25 \$59,000



1975 Rival 32 \$29,500



2007 Catalina 440 \$239,900

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

25' Ranger 25SC Tug, 2017	129,937
23' Ranger 23 Tug, 2017	NEW MODEL 94,937
21' Ranger 21EC Tug, 2017	49,937

Pre-Owned Ranger Tugs

31' Ranger 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

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CALENDAR

May 26-29 — Opening Day at the Lake, Tahoe City/West Shore, Lake Tahoe. Info, www.visittahoeecity.org.

May 28 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

May 28 — Chance and Fair Play: A Dialogue about Maritime Equality and Opportunity. Maritime Park Visitor Center, San Francisco, 1-3 p.m. Info, www.nps.gov/safr.

May 29 — Memorial Day.

May 31 — Urban Oceans: The Remarkable Changing Ecology of the San Francisco Estuary. Maritime Museum, San Francisco, 1 p.m. Free. Info, www.nps.gov/safr.

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 1-4 — Festival of Sail, Coos Bay & North Bend, OR. Info, www.festofsailcoosbay.com.

June 2-4 — Jazz & Wine Festival, Ebony Boat Club, downtown Stockton. Info, www.ebonyboatclub.com.

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.

June 8 — World Oceans Day. Theme: "Our Oceans, Our Future." Info, www.worldoceansday.org.

June 10-11 — Post-Doo Dah Ditch Run activities, Stockton SC. Info, www.deltadoodah.com or www.stocktonsc.org.

June 14-18 — ISA Gorge Laser Performance Clinic, Columbia River, OR. CGRA, www.cgra.org.

June 15-18 — Festival of Sail, Tacoma, WA. Info, www.festofsailtacoma.com.

June 17 — Delta Doo Dah & Tenants BBQ, Owl Harbor, Isleton. Info, www.deltadoodah.com. RSVP, (916) 777-6055.

Racing

May 5-7 — Moore 24 PCCs. SCYC, www.scyc.org.

May 6 — CBRA #1, run by RYC. YRA, www.yra.org.

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

May 6 — Ballentine Pursuit Race. CPYC, www.cpyc.com.

May 6 — Behrens Regatta. TYC, www.tyc.org.

May 6 — Singlehanded Race. SSC, www.stocktonsc.org.

May 6 — Rosenblum Race. SFYC, www.sfyf.org.

May 6 — Championship Series #2. CYC, www.cyc.org.

May 6-7 — Great Vallejo Race. New cruising division added; new Sunday finish line south of the bridge. YRA, www.yra.org.

May 6-7 — Elvstrom/Zellerbach; Laser District 24 Championship. StFYC, www.stfyf.com.

May 6-7 — Cinco de Mayo Regatta in Santa Barbara. SBSC, www.sailsbsc.org.

May 7 — Spring 4-5 PHRF. MPYC, www.mpyc.org.

May 7 — UC Davis Sailing Team Benefit Regatta at Lake Washington. LWSC, www.lwsailing.org.

May 11-14 — Oregon Offshore Race, Astoria, OR, to Victoria, BC. CYC of Portland, www.oregonoffshore.org.



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38' C&C 115 2006
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38' Sabre 386 2006
210,000 Contact: Alameda



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



37' SABRE Spirit
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36' J/Boats J/111 2012
239,000 Contact: San Diego



41' BACK COVE 41 2015 (Held In LLC)
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31' BERTRAM 31 1982
125,000 Contact: Alameda

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1995 56' Bob Perry Custom	449k
2002 51' Bakewell-White 50	350k
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
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2010 17' SEALEGS AMPHIB RIB	



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CALENDAR

- May 13** — OYRA Duxship. YRA, www.yra.org.
May 13 — Flight of the Bulls for El Toros in Foster City. Info, www.eltoroyra.org.
May 13 — CBRA #2, run by SFYC. YRA, www.yra.org.
May 13 — Monterey Laser Fleet Championships. MPYC, www.mpyc.org.
May 13 — North Bay Series #2/Brothers Race. VYC, www.vyc.org.
May 13 — Commodore's Cup. HMBYC, www.hmbyc.org.
May 13 — Summer Series. SeqYC, www.sequoiayc.org.
May 13, 21 — Spring Series, on Scotts Flat Lake near Nevada City. GCYC, www.gyc.net.
May 13, June 3 — NorCal Series for Mercurys at EYC. Info, www.mercury-sail.com or www.encinal.org.
May 13, June 10 — South Bay Interclub #2 & #3. Info, www.jibeset.net.
May 13, June 10 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.
May 13, June 10 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.
May 13-14 — J/Fleet Series Stop. StFYC, www.stfyc.com.
May 13-14 — PSU collegiate regatta in the Columbia River Gorge, OR. CGRA, www.cgra.org.
May 20 — Singlehanded Farallones Race. SSS, www.sfbaysss.org.
May 20 — YRA Series #1, Cityfront. YRA, www.yra.org.
May 20 — Small Boat Races. EYC, www.encinal.org.
May 20 — Single/Doublehanded Race #4. SeqYC, www.sequoiayc.org.
May 20 — Spring One Design #2. SCYC, www.scyc.org.
May 20 — Lady and the Tramp on Folsom Lake. FLYC, www.flyc.org.
May 20 — Otter Cup. Elkhorn YC, www.elkhornyc.org.
May 20-21 — Elite Keel. SFYC, www.sfyc.org.
May 20-21 — US Match Racing Championship Qualifier in J/22s. StFYC, www.stfyc.com.
May 20-21 — Lake Yosemite Regatta, Merced. LYSA, www.lakeyosemitesailing.org.
May 20-21 — The 50th Anniversary Catalina Island Series kicks off with the Long Point Race. LBYC, www.lbyc.org.
May 21 — Fremont Relay for El Toros on Lake Elizabeth. Info, www.eltoroyra.org.
May 21 — Baxter-Judson Series Race #3. Info, www.presidioyachtclub.org.
May 21 — Spring Lake Summer Series. SRSC, www.santarosasailingclub.org.
May 21 — Spring 5-6 One Design. MPYC, www.mpyc.org.
May 21, June 4 — Spring Series Races #6 & #7. SSC, www.stocktonsc.org.
May 25-29 — Swiftsure Race Week, Royal Victoria YC, BC. Info, www.swiftsure.org.
May 27 — Master Mariners Regatta marks the 150th anniversary of the MMBA. Info, www.mastermariners.org.
May 27 — 3 Island Fiasco on Clear Lake. KBSC, www.kbsail.org.
May 27-28 — Spinnaker Cup from San Francisco Bay to Monterey kicks off California Offshore Race Week (CORW). Info, www.offshoreraceweek.com.
May 27-28 — Whiskeytown Regatta, Redding. WSC, www.whiskeytownsailing.org.
May 27-28 — Memorial Day Regatta in Long Beach. ABYC, www.abyc.org.
May 27-28 — Memorial Day Regatta in Junction City, OR. Dean, (541) 912-9999 or www.eugeneyachtclub.org.
May 28 — Spring SCORE #2. SCYC, www.scyc.org.

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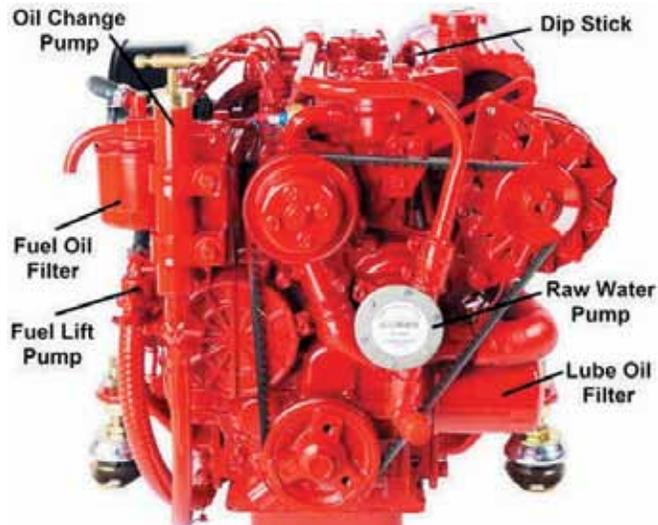
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CALENDAR

May 29 — Laser/Opti Sail-Off. HMBYC, www.hmbyc.org.

May 29-30 — Coastal Cup from Monterey to Santa Barbara continues CORW. Info, www.offshoreraceweek.com.

May 30 — Catalina Regatta. SCYC, www.scyc.org.

May 31 — Santa Barbara In-Port Race, part of CORW. Info, www.offshoreraceweek.com.

June 2-3 — SoCal 300, Santa Barbara to San Diego, concludes CORW. Info, www.offshoreraceweek.com.

June 3 — OYRA Race. YRA, www.yra.org.

June 3 — X-Bay Challenge Regatta. SBYC/CYC, www.southbeachyachtclub.org.

June 3 — Yolles Memorial Race. CPYC, www.cpyc.com.

June 3-4 — SF Bay Challenge. StFYC, www.stfyc.com.

June 3-4 — Junior Match Racing Invitational in Catalina 37s, Long Beach. LBYC, www.lbyc.org.

June 3-4 — Go for the Gold, on Scotts Flat Lake near Nevada City. GCYC, www.gyc.net.

June 4 — Tri-Island #1. BYC, www.berkeleyyc.org.

June 4 — Summer 1-2 One Design. MPYC, www.mpyc.org.

June 8 — Third Race to Alaska, 750 miles from Port Townsend, WA, to Ketchikan, AK. Info, www.r2ak.com.

June 9-11 — One Design Offshore Championship. Newport Harbor YC, www.nhyc.org.

June 9-11 — Laser Pacific Coast Championships. Ventura YC, www.venturayachtclub.org.

June 10 — Delta Ditch Run, 67 miles from Richmond to Stockton, including Doo Dah Ditch Run for Delta Doo Dah entries. RYC/SSC, www.stocktonsc.org.

June 10 — CBRA #3, run by GGYC. YRA, www.yra.org.

June 10 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

June 10 — Ladies Day Race. MPYC, www.mpyc.org.

June 10-11 — US Match Racing Championship Qualifier in J/22s, San Diego. SDYC, www.sdyc.org.

June 10-11 — Invitational Regatta. SFYC, www.sfyc.org.

June 10-11 — BAYS #1 for junior sailors at RYC. Info, www.bayarea-youthsailing.com.

June 10-24 — Van Isle 360 International Yacht Race circumnavigates Vancouver Island counterclockwise with stops, starting in Nanaimo, BC. Info, www.vanisle360.com.

June 11 — Summer 1-2 PHRF. MPYC, www.mpyc.org.

June 11 — Dinghy races. BVBC, www.bvbc.org.

June 16-18 — Opti Heavy Weather. StFYC, www.stfyc.com.

June 17 — OYRA Farallones Race, run by SFYC. YRA, www.yra.org.

June 17 — Great San Francisco Schooner Race & Classic Invitational. SFYC, www.sfyc.org.

June 17-18 — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 5/5, 5/19, 6/2, 6/16, 7/14, 7/28, 8/11, 8/25, 9/8, 9/22. Info, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 5/1, 5/15, 5/29, 6/12, 6/26 (make-up). Info, www.bvbc.org.

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

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

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

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

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

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CALENDAR

ENCINAL YC — Friday nights. Spring Twilight Series: 5/5, 5/19, 6/9. Info, www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/3-8/30. Summer Sunset Series, Friday nights: 5/12, 6/16, 7/21, 8/4. Info, (916) 534-8458, www.flyc.org.

GOLDEN GATE YC — Friday nights. Small Craft Beer Advisory Series: 5/5, 5/19, 6/2, 6/16, 6/30, 7/14, 7/28, 8/11, 8/25. Ray, (510) 926-2441 or www.ggyc.com.

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

HALF MOON BAY YC — Friday nights: 5/5, 5/12, 5/26, 6/9, 6/23, 7/7, 7/14, 7/21, 8/4, 8/18, 9/1, 9/15, 9/29, 10/13, 10/27. Info, www.hmbyc.org.

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

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night 5/17-10/11; World Intergalactic Beer Can Race 7/12; timed races 8/9-30. Info, www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night 5/4-9/28. Steve, (916) 952-4481 or www.lwsailing.org.

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

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

OAKLAND YC — Spring Sweet 16 Series, every Wednesday night through 6/14. Info, www.oaklandyachtclub.net.

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

ST. FRANCIS YC — Wednesday Evening Series: 5/3-6/28 & 8/2-8/23. Thursday Night Kite Series: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7, 9/21. Friday Night Windsurfing: 5/5, 6/2, 6/16, 7/28, 8/11, 9/8, 9/22. Graham, (415) 655-7756, racing@stfyc.com or www.stfyc.com.

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

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

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

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

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

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

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

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

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

VALLEJO YC — Every Wednesday night through 9/27. Dave, (925) 580-1499 or www.vyc.org.

In the Tropics

Apr. 29-May 5 — 50th edition of Antigua Sailing Week. Theme: "Old Traditions, New Ways." Antigua Sailing Association, www.sailingweek.com.



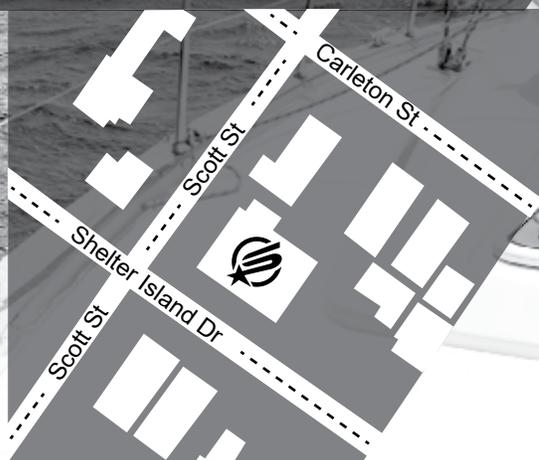
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CALENDAR

May 12 — Antigua to Bermuda Race departs for the America's Cup. www.antiguabermuda.com.

May 23-27 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

May 26-29 — Foxy's Wooden Boat Regatta, Jost Van Dyke. Info, www.foxysbar.com/woodenboatregatta.

June 10-12 — Puerto Rico Heineken International Regatta. Puerto del Rey, www.heinekenregattapr.com.

June 23-25 — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, www.tahiti-moorea-sailing-rdv.com.

July 3-21 — Los Angeles-Honolulu Transpacific Yacht Race. Info, www.transpacyc.com.

September 23 — SF to Ensenada Race. Del. (510) 237-2821 or www.richmondyc.org.

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

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
5/06Sat	0328/1.1	0929/4.5	1518/0.6	2206/5.6
5/07Sun	0414/0.6	1027/4.5	1600/1.0	2239/5.7
	HIGH	LOW	HIGH	LOW
5/13Sat	0103/5.5	0745/-0.4	1502/4.4	1938/2.8
5/14Sun	0136/5.4	0822/-0.4	1548/4.3	2021/2.9
	LOW	HIGH	LOW	HIGH
5/20Sat	0147/2.0	0721/4.2	1327/0.5	2032/5.2
5/21Sun	0237/1.4	0835/4.2	1418/0.7	2109/5.6
	HIGH	LOW	HIGH	LOW
5/27Sat	0035/6.7	0719/-1.7	1433/5.1	1915/2.3
5/28Sun	0124/6.5	0810/-1.6	1530/5.1	2015/2.5
5/29Mon	0216/6.2	0903/-1.3	1627/5.1	2123/2.6

May Weekend Currents

date/day	slack	max	slack	max
5/06Sat		0136/2.0E	0518	0748/2.4F
	1054	1336/1.5E	1648	2000/3.4F
	2318			
5/07Sun		0218/2.2E	0612	0842/2.7F
	1154	1424/1.4E	1736	2042/3.5F
	2354			
5/13Sat		0000/2.6F	0236	0530/2.3E
	1000	1306/2.9F	1654	1900/0.9E
	2106			
5/14Sun		0036/2.3F	0306	0554/2.2E
	1024	1348/2.7F	1742	1948/0.8E
	2142			
5/20Sat		0012/1.3E	0306	0606/1.5F
	0848	1200/1.3E	1448	1842/3.0F
	2206			
5/21Sun		0100/1.8E	0418	0706/1.9F
	1000	1254/1.4E	1536	1930/3.2F
	2242			
5/27Sat		0442/3.3E	0918	1218/3.8F
	1542	1806/1.2E	2036	
5/28Sun		0006/3.4F	0236	0530/3.2E
	1000	1306/3.8F	1636	1900/1.2E
	2136			
5/29Mon		0100/3.1F	0330	0618/2.9E
	1042	1354/3.7F	1730	2006/1.1E
	2236			



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LETTERS

↑↓ 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



JOHN WILEY

Anacapa. In a stroke of good luck, these are also the closest to San Francisco Bay.

San Miguel is the most northwesterly of the Channel Islands. The roughest, too.

After a two-year closure to search for unexploded ordnance, 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 25 miles long, the weather at the western end of the island, closest to



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LETTERS

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.



DINO DIPASQUALE

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.

A couple of SoCal Ta-Ta boats on the hook off beautiful Santa Cruz Island. The much smaller Anacapa Island lurks on the horizon. Fall is the best time of year at the islands.

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 *Latitude*



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LETTERS

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



LATITUDE / CHRIS

This year's SSS Three Bridge Fiasco on January 28 was as tricky as ever.

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 Montclair 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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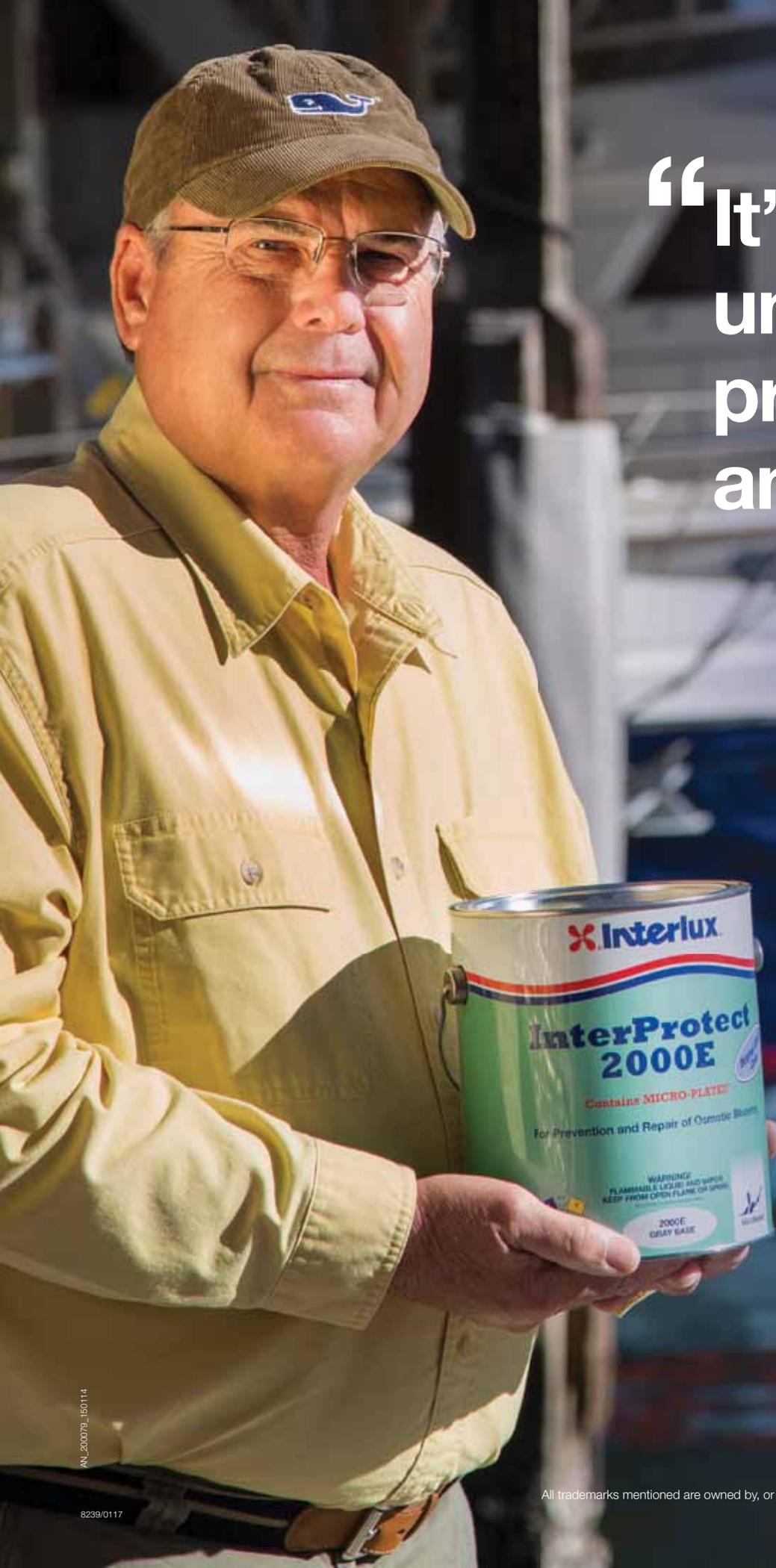
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LETTERS

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 Freeport 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



LATITUDE / RICHARD

'Grace' was one of the beached boats that was saved and later circumnavigated.

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 lull, he quickly worked his way forward, took about five to ten strokes and — PING!



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LETTERS

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



CRUISER FORUM

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 were there when the great Moitessier sold his legendary Joshua to a Swiss fellow named Rado. We even helped bail out some of the sand that had almost completely filled the interior. Rado got the Joshua sailing again, and she was a great hit at subsequent Sea of Cortez Sailing Weeks.

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.

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.

Coming Soon: Mandatory Boater Safety Education

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LETTERS

(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 \$7 US — per gigabyte, which is what the three of us use in a typical day.



LATITUDE/RICHARD

Many cruisers in Mexico think that Telcel is at least part of the data/phone solution.

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



TERRY OF TRUCK BAY

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.

No telecom company will give you unlimited data — even at 2G — out here.

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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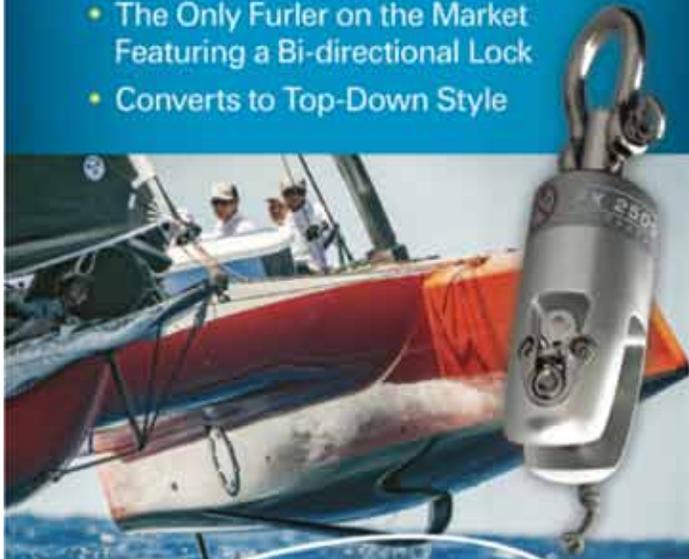


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LETTERS

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.

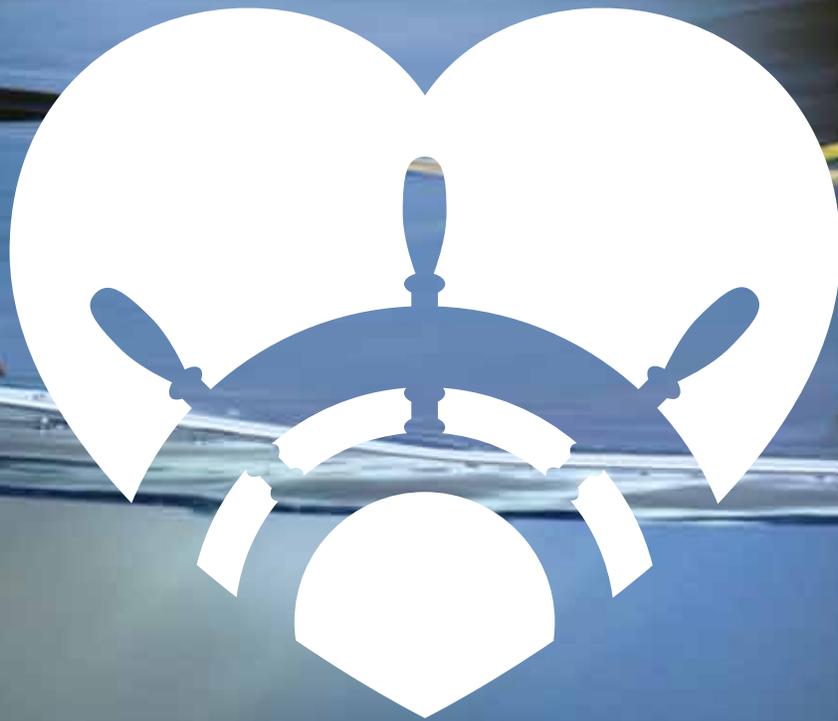
Coincidentally, the Master Mariners Benevolent Association (MMBA) celebrates their 150th year this year. Their mission is

"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



LATITUDE / ANDY

The lovely 'Freda', as seen in Sausalito at her relaunching in 2014.



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— A MEMBER OF —



LETTERS

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

Shelly — This is really Alan Olson's moment to bask in the reflection of the Matthew Turner. About a year before the 34th America's Cup on San Francisco Bay, the Wanderer had dinner with Alan at his and his wife Angie's home, at which time Alan unveiled his plans for getting the Matthew Turner built.



VIKAS KAPUR

The 'Matthew Turner' was launched on April 1. Work on her rig is underway.

"There will be all kinds of rich guys in the area for the Cup," he told the Wanderer, "what do you think of my idea?"

"I'm sorry to say I honestly don't think there's any chance you'll be able to make this happen," we told Alan. Fortunately, he ignored our 'expertise' and, along with all the

volunteers, made something really great happen. We salute Alan, the big players, and all the little players, too.

We're also glad that you mentioned the Spaulding Center, the Wooden Boat Show at CYC and the WoodenBoat School. All are terrific.

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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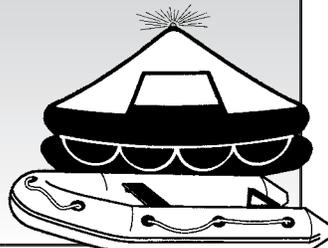
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LETTERS

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.



BAZ FROM TAZ

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

Live on dirt or aboard on the Hobart waterfront? The answer is obvious.

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 SAILEDIVES?

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.

They learned about it from a guy named Brett Chapman, who got it from a fellow named Gerry Groves, who has a Lagoon 440 with saildrives in Portugal.

"The 'Rework Kit' was developed after supposedly identifying the cause of the slipping cone clutch on Yanmar saildrives. In short, it's claimed there is too much up/down play on the center shaft. This play, combined with the limited travel of the selector, causes the selector to retract before the cones have made firm contact, allowing slipping.

"The Rework Kit replaces the Yanmar thrust washers on the vertical shaft with thrust bearings — similar to those on Volvo saildrives. The thrust bearings allow a much closer set-up tolerance, and have reduced wear.

"The selector washer/shims are also replaced with an adjustable set screw and locknut, allowing accurate setting up, and easy adjustment without removing/disassembly of the selector assembly.

"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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"The Rework Kit consists of: a new larger-diameter top nut; a new larger-diameter lower collar; two thrust bearings; three o-rings; lapping paste; Loctite; a selector set screw and locknut; a vent barb fitting; 1.2m vent rubber tubing; and a vent end filter.

"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 cone clutch was the topic of a feature in the May 2015 issue.

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 Profligate, 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

the Caribbean.

Time is money in the charter business, so all kinds of spares and replacement parts are commonly stocked in chandleries 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 Schaff
Jet Stream, Leopard 45
 Tortola, British Virgin Islands

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



LATITUDE / RICHARD

Hartley and Lesley had to get their boat's TIP canceled before it was shipped out.

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 cancellation. 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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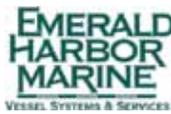
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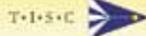


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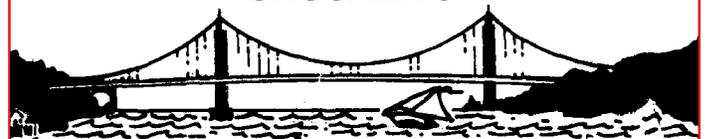
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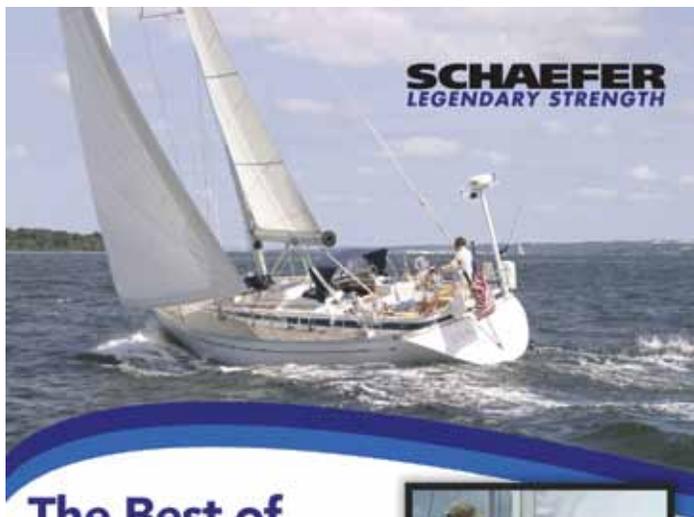


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LETTERS

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

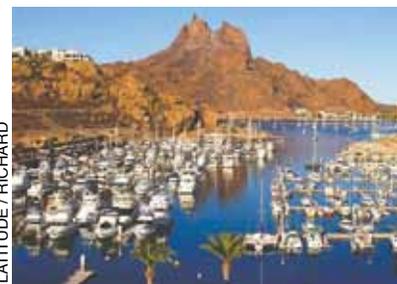
My wife and I have had a sailboat at Marina Seca near San Carlos, Mexico, for a number of years. We had previously cruised Mexico for two short years. We then put the boat in dry storage and went back to work in the States.

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



LATITUDE / RICHARD

Don't get tripped by a TIP at Marina San Carlos, seen here, or anywhere in Mexico.

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 *West sail*



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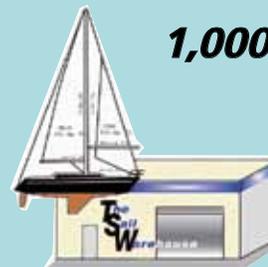
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LETTERS

the World because of his wrong-way voyage around Cape Horn with his Westsail 32 Aissa in 1990. What follows is the footnote to that story.

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.

Bud Taplin
Westsail Parts Co., Worldcruiser Yacht Co.
Newport Beach

↑↓ 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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Mike Johnson was honored by the Cruising Club of America in March.

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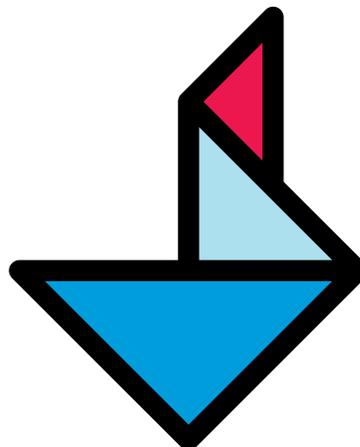
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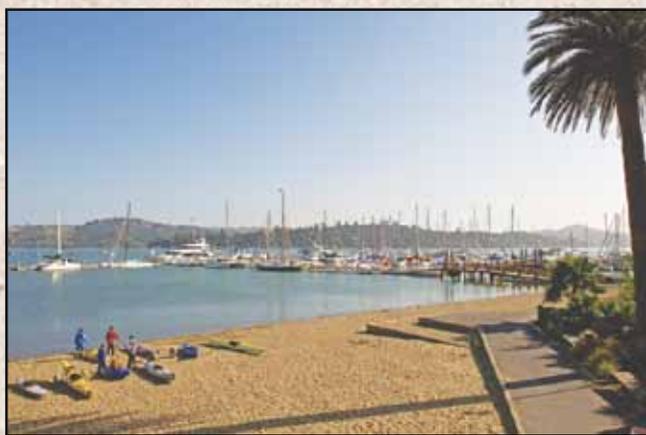
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LETTERS

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 *Atessa IV*, in Puerto Vallarta recently, isn't a vessel that I would kick out of bed.

Richard Elder
Jackson, WY



The brilliantly innovative 390-ft 'A' was Melnichenko's first big boat.

Richard — Oddly enough, we think that Melnischecho'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.



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LETTERS

NAUTOR'S SWAN YACHTS



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

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.

↑↓ EDUCATION ON THE WATER

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 boat alone makes for significant sail area. We'd love to know

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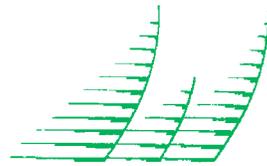
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LETTERS

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 too "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.



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Delta Ditch Run 2017



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.

Available Classes: PHRF Mono-hull, Short Handed, BAMA Multi-hull, Cruising (motor allowance)

Registration & Information: www.stocktonsc.org



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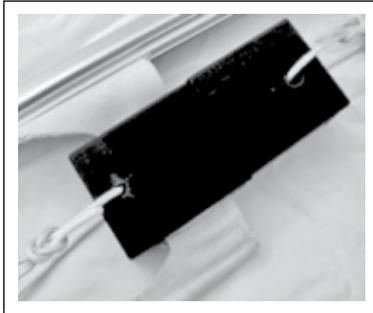
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LOOSE LIPS

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-]

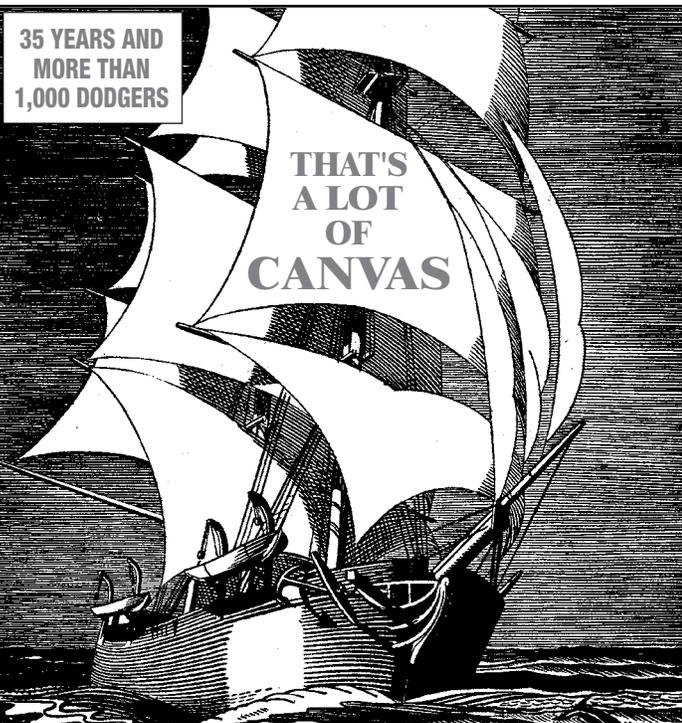
1. allowing or characterized by latitude in opinion or conduct, especially in religious views.

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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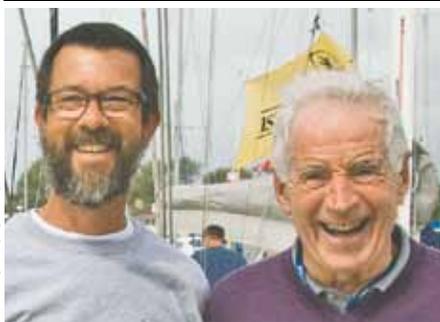
why sail around the world alone?

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 aluminium sloop *Mōli*, a storied boat with some serious miles on her.



LATITUDE / CHRIS

Randall Reeves, left, and Tony Gooch, who has a circumnavigating first under his belt. Reeves hopes to claim a first, starting this fall.

"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

continued on outside column of next sightings page

is this your year

Every fall, the chill of autumn weather signals the imminent arrival of winter — and serves as a reminder to West Coast sailors that the Mexico cruising season is about to begin. To our way of thinking the best way to kick off a winter cruise to sunny southern latitudes is to join the annual Baja Ha-Ha cruisers rally, a 750-mile jaunt from San Diego to Cabo San Lucas, with rest stops along the way at Bahia Tortugas and Bahia Santa Maria.

As regular readers know, the Ha-Ha has launched more than 10,000 sailors into the cruising lifestyle since its inception in 1994.

Just six months from now, a diverse collection of boats will gather in San Diego for the 24th edition, Baja Ha-Ha, which



KIM KIRCH / WWW.KIMKIRCH.COM

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, *Mōli*, 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 'Mōli' 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.

SIGHTINGS

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 chandleries 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!

Spread: During the Pacific Sail & Power Boat Show in Richmond last month, this 14-ft Weta was spotted sailing past two much bigger trimarans, the 97-ft 'Qingdao China' (ex-IDEC) and Giovanni Soldini's MOD70 'Maserati'. **Inset:** 'Maserati' went to KKMI's Richmond yard to get prepped for July's Transpac Race from L.A. to Honolulu.



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.



america's cup 35 begins this month

Planning to head to Bermuda for the big to-do, which is hurtling toward us faster than a foiling ACC catamaran? Better get your ducks in a row — grandstand seating is selling fast and is already sold out for June 17-18 and June 24-25. "The unrivaled views of the racecourse finish line are proving hugely popular with America's Cup fans," asserts a recent press release. Ticketing is also available for spots on spectator boats and admission to the Gosling's Dark 'n'



AUSTIN WONG / ACEA

America's Cup defender Oracle Team USA, sailing for Golden Gate YC, goes up against SoftBank Team Japan on Bermuda's Great Sound during practice racing in April. The real action will begin on May 26.

Stormy Island Bar or VIP Longtail Lounge. Unlike in San Francisco in 2013, you'll even need tickets to get into the America's Cup Village. See www.americascup.com/tickets. Spectators will be encouraged to take the ferry or bus to the AC Village. There'll be free parking for motorbikes, which are popular with the locals. The Moorings has cruising cats available for charter by the boat or the berth.

For those of us back in the States, NBC Sports will provide live coverage for the Louis Vuitton America's Cup Qualifiers, May 26-June 3. The America's Cup Facebook page (www.facebook.com/americascup) and the official mobile app (for Android or iOS) will provide live coverage of the Louis Vuitton America's Cup Challenger Playoffs, June 6-8. NBC Sports will cover the LVAC Challenger Playoffs Final live, June 10-11. NBC will cover the America's Cup Match live, June 17-18 and 24-25. Exact broadcast schedules are TBA.

Official racing will begin on May 26, when Oracle Team USA takes on Groupama Team France. Various other matchups will follow. The Opening Ceremony will round out the day at 8:30 p.m. on the main stage in the AC Village, concluding with fireworks.

For much more info, see www.americascup.com.

— chris

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 bare-bones 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 liveboard 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

continued on outside column of next sightings page

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,

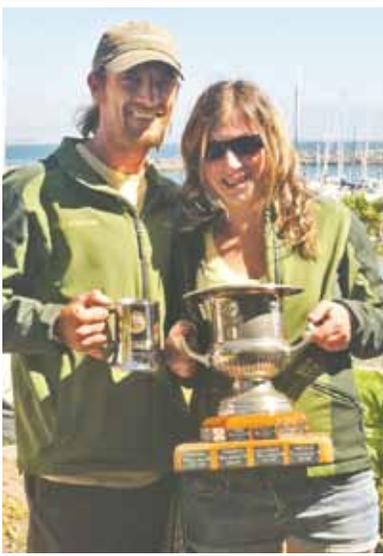
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delta doo dah 9

For the past month, sailors have been registering their boats to sail in this summer's Delta Doo Dah rally from the cold waters of San Francisco Bay and environs to the warm California Delta. When we say "warm" we mean that both literally and figuratively. Since we've been cruising the Delta, we've found the people to be as warm and welcoming as the air temperature. Later in the season, even the water will be warm.

We'll kick off the 2017 Delta Doo Dah on Saturday, May 13, at Richmond Yacht Club from 6 to 9 p.m. with a Delta Cruising Seminar, this year including

ALL PHOTOS COURTESY ROBIN BASHAM



After cleaning up in the SoCal club racing scene, David and Robin Basham are headed for Mexico in the fall.



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

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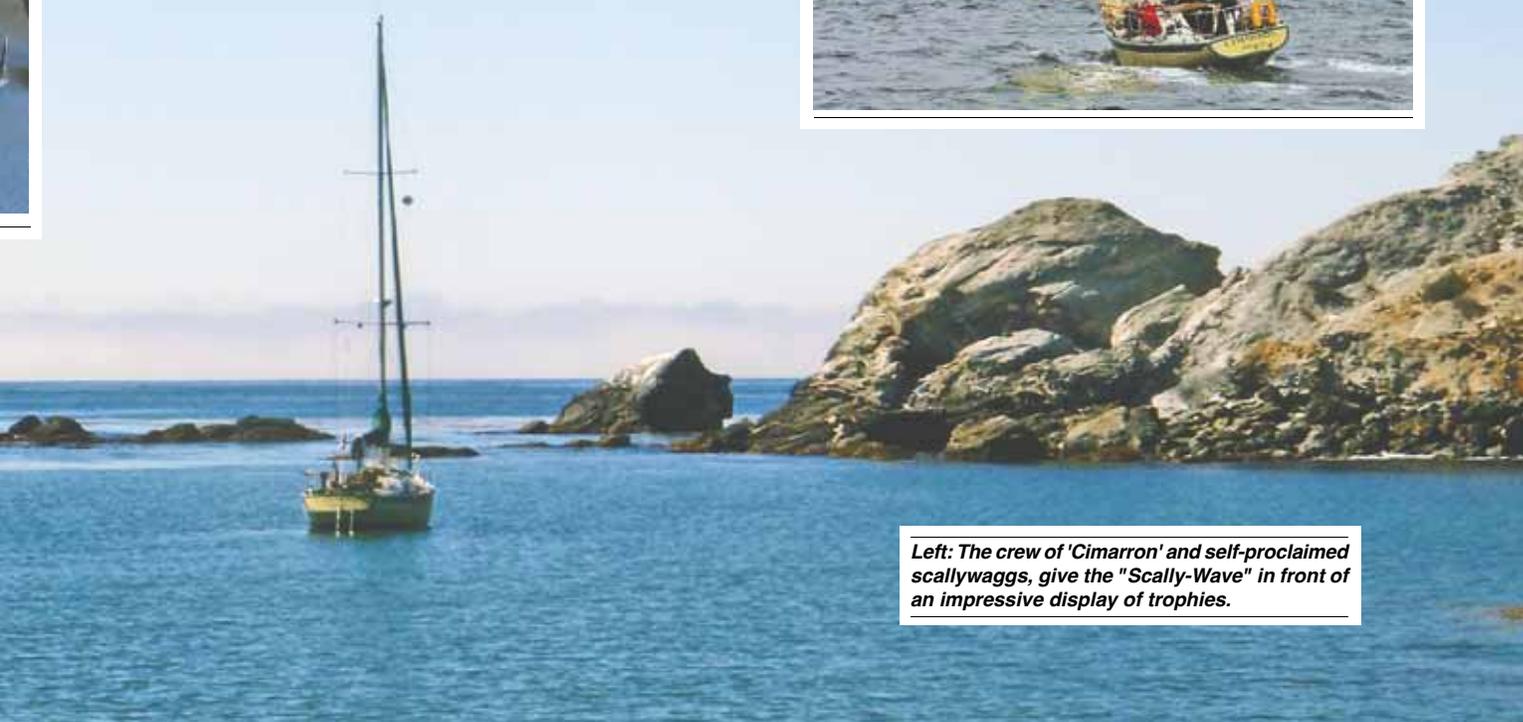
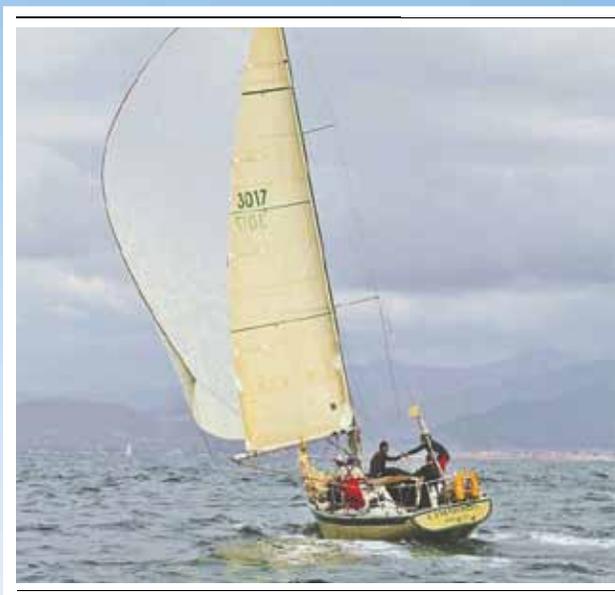
it's all right — continued

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



Left: The crew of 'Cimarron' and self-proclaimed scallywaggs, give the "Scally-Wave" in front of an impressive display of trophies.

SIGHTINGS

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

continued on outside column of next sightings page

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

BVI SPRING REGATTA & FESTIVAL



— continued

go anytime 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's 'Don't Panic', looking good against the competition in the Caribbean in March.



DEAN BARNES/STRIP 2017

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



MICHELLE SLADE

Julian Mann at the helm of his new C&C 30 'Don't Panic', with North Sails' Pete McCormick trimming the main.

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

move over andy, hello timmy

We don't often have job openings at *Latitude 38*, especially for editorial positions. But this month longtime Managing Editor Andy Turpin is hanging up his editorial spurs in order to act on some of his own advice. That is, to cast off the shackles of the workaday world, cut his docklines and go cruising — before he gets too ancient to hoist his sails, dive on his anchor, and trade shots of tequila with new cruising friends.

Plan A is for Andy and his lovely wife Julie to load up their cold-molded Cross 42 trimaran *Little Wing*, do a few Bay and Delta shakedown cruises, then point their bows south this fall. Thanks to the magic of Wi-Fi, however, Andy will regularly contribute to the magazine's editorial content as an 'editor-at-large', a title he has always coveted, as by his definition, it means he is affiliated with the mag, but on Monday morning the in-house staff will have no idea where to find him!

Hired in the heyday of the dot-com bubble, when some issues of *Latitude* swelled beyond 300 pages, Andy spent more than 20 years in the magazine's 'editorial dungeon', banging out stories of all sorts, initially alongside *Latitude* founder Richard Spindler, and the editorial/comedy team of John 'JR' Riise and the late Rob Moore (aka the Pros from Dover).

Andy learned to sail while at UC Santa Cruz, then developed his chops as a 'yachting journalist' during a 10-year stint in the US and British Virgin Islands. (Previous to that, his first editorial gig was at the once-notorious *Berkeley Barb*.)

From an impressive pool of candidates, writer Tim Henry was selected as the newest member of the *Latitude* editorial staff — he'll work alongside Racing Editor Christine Weaver. An all-around 'water guy' who sails, surfs and windsurfs, Tim brings fresh enthusiasm and new perspectives to the magazine, which he grew up reading during his youth in San Diego.

When asked for some personal background for this article, Tim shared this memory: "The first time they put me in a boat, I crashed and started to cry. It was an inglorious start to what would become a lifelong obsession with the water."

Raised at Southwestern Yacht Club in San Diego, he got his start in Holder Hawks — a short-lived class — rather than Sabots. In the mid '90s, he was delivery crew on a yacht bound for Tahiti. In his 20s he worked at the Navy Sailing Center in Point Loma, then at San Diego Yacht Club, then did a stint at Club Med in the Turks and Caicos schmoozing with guests and learning to windsurf. His varied sailing experience includes a post-Transpac delivery, working on boats in Fort Lauderdale and the Bahamas, coaching sailing in New Jersey and Maine, and a stint as a sailing and windsurfing instructor on Martha's Vineyard. He's windsurfed religiously out of Berkeley for over 10 years.

Tim's varied editorial experience ranges from a writing internship at the (Pulitzer Prize-winning) *Point Reyes Light* to a copy-editing gig in Jakarta, Indonesia.

In the coming months you may see Tim out on the water or walking the docks hunting for 'scoops', so be sure to say hello. He's eager to become familiar with the whole West Coast sailing scene. And if you happen to see Andy and Julie sailing south aboard *Little Wing*, tell them "Buen Viaje!"

— latitude



Andy Turpin sailing south during the Baja Ha-Ha rally.



Meet Tim Henry, the new talent at *Latitude 38*.

matthew turner

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

Almost there ... The launch of the 'Turner', which was witnessed by a couple of thousand supporters, was not without suspense.



LATITUDE / TIMMY

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

continued on outside column of next sightings page



SIGHTINGS

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 *Perle Banou*. He covered 48,000 miles in 479 days.

But he would easily top that feat



Spread: 'Visit Seattle' arrives at her namesake in April 2016. **Inset left:** A view of 'Visit Seattle's' deck from above. **Inset right:** Landfall on the West Coast is something to look forward to while enduring the brutal North Pacific crossing from China.

ROD MAR / CLIPPER RACE

VISIT SEATTLE / CLIPPER RACE

CLIPPER RACE

singlehanded

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.

You can follow Sanders' latest solo circumnavigation at www.jonsanders.com.au/clientsat-predictwind-tracker.

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 sailstice

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 Sailstice 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 Sailstice 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 Sailstice 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 Sailstice Open House, West Coast Multihulls is organizing a multihull rally around the Coronado Islands, and San Diego YC will send out its fleets.

Summer Sailstice 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.summersailstice.com, justify those monthly berthing fees, and improve your outlook on life. See you out there.

— john



LATITUDE / JOHN

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



LATITUDE / JOHN

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

40 YEARS IN REVIEW, PART II —



Chrissy and Paul Kaplan took on the 55-ft S&S schooner 'Santana', formerly owned and made famous by Humphrey Bogart. They raced her tirelessly for decades.



In 1993 eight bells rang for Gary Mull, Bay Area sailor and designer of such boats as the Santanas and Rangers. He was 56.



Bill Vaughn, the father of the modern Master Mariners Regatta, and his trusty steed 'Evening Star'.

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. OJ. 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. Noth-

ing 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-

LATITUDE 38 IN THE 1990s



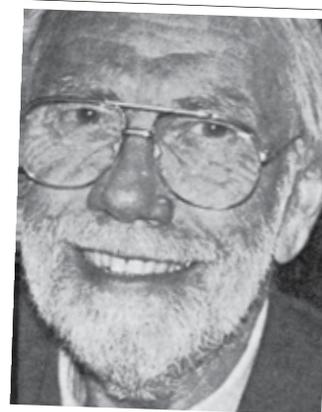
San Diego, May 1992. 'America3' successful defends the America's Cup over Paul Cayard and 'Il Morro di Venezia'. You can just make out Bill Koch, dockside and left of center, hoisting the Auld Mug — 1992 marked the last time the US would hoist the Cup for almost 20 years.



Isabelle Autissier's long-distance sailing career saw its hey day in the '90s.



'Latitude 38' ("inadvertently") intervened in the proposed voyage of 'Signal of Peace', a self-designed craft built by a man with no sailing experience. In 1992, after we notified the Coast Guard, the boat was declared Manifestly Unsafe for Voyage.



Four-time gold medal winner, dinghy sailing master Paul Elvstrom, aka The "Great Dane".

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

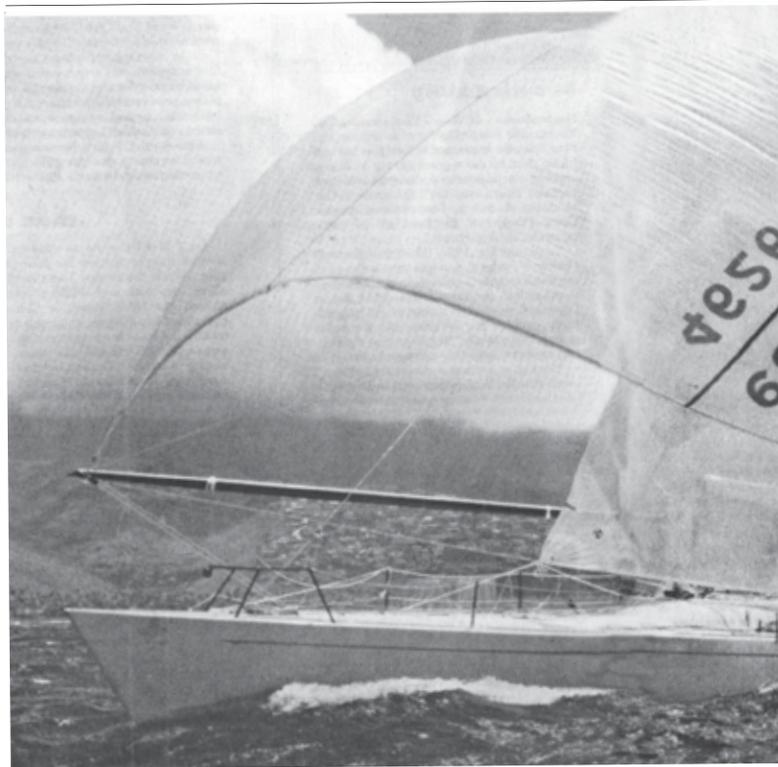
Mull passed away later in the year. June featured one of the most memorable truth-is-stranger-than-fiction stories ever: the tale of Bill Forrest, a singlehander who fell off his boat nine miles off a remote Costa Rican shoreline, naked and with a fishhook in his hand — and lived to tell us about it.

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-

40 YEARS IN REVIEW, PART II —



1992: *The Ashby Shoal annual breakfast sail. We're told these folks did this intentionally.*



Hal Ward's Andrews 70 'Cheval' was 35 miles from the finish of the 1995 Transpac and going for its last jibe of the race when, SNAP! Under this brilliant jury rig, 'Cheval' made a reported 8 knots, and won



The last Whitbread (before it became the Volvo Ocean Race) saw Bay Area sailor Paul Cayard take first place.



The legendary Peter Blake, his accomplishments in sailing too numerous to name, was perhaps best known for being an exceptionally nice guy.

ning of a new cruising rally we dubbed the Baja Ha-Ha.

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.

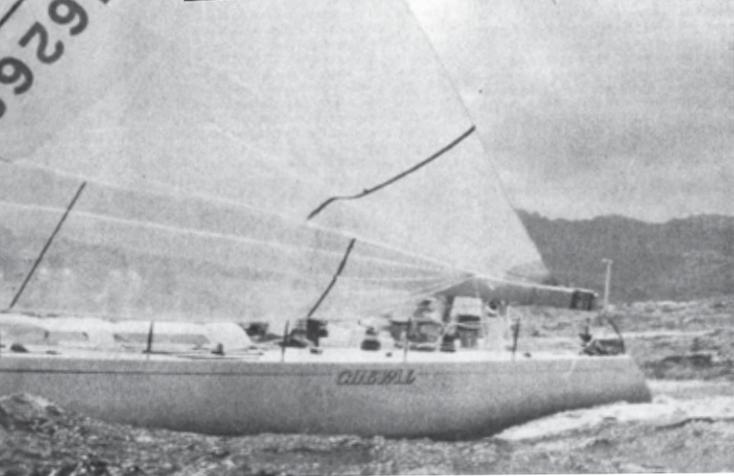
Out on the big blue, in one of the most exciting Transpac finishes ever, the Andrews 70 *Cheval* dismasted 35 miles from the finish, but still finished first under jury rig.

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*.

LATITUDE 38 IN THE 1990s



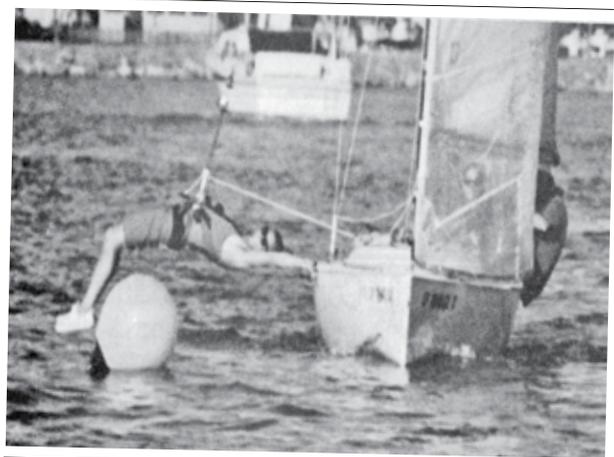
the coveted Barn Door Trophy for first to finish. The inset above shows 'Cheval's' crew, including Bay Area rock star Mark Rudiger.



"The 'soul sailors,'" read a 1995 caption for the second Baja Ha-Ha Rally. None of these sailors used their engines for propulsion.



Karen Thorndike became the first American woman to solo circumnavigate the globe (with stops) via the five great capes in 1998.



The 90s saw a lot of different exercise trends. Tae Bo. Jazzercise. Here we have trapeze yoga off a Wylie Wabbit 24.

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**

150 YEARS —

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 under-served 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 not 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



A tight fleet reaches away from the Cityfront in the 2007 Master Mariners. The race makes for spectacular viewing from land or water.

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,

"Our annual race is still one of the largest wooden-boat regattas in the world."

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.



The 126-year-old, 80-ft long, 22-ft wide scow schooner 'Alma' starts every Master Mariners race first, and is pursued by the rest of the fleets.

the West Coast's rich seafaring legacy, and symbolizes the dedication of the boat owners who participate with traditional designs and sailing techniques.

In a year of commemorations — including our own — the Master Mariners Benevolent Association (MMBA) is celebrating its 150th anniversary while preparing for its 52nd regatta on May 27. The organization, which was originally established in 1867 with the primary goal of donating money to retired or disabled seamen, as well as widows and orphans of the maritime community, now aims to promote yachting and the conservation of classic sailing craft on

In the foreground, 'Bounty', a 52-ft Sparkman & Stephens yawl, leads 'Brigadoon', Terry Klaus' 65-ft Herreshoff schooner.



A SALUTE TO MASTER MARINERS



mediately 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 is-
'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.

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 im-



A SALUTE TO MASTER MARINERS

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

"In this era of quick-and-easy fiberglass boats, it takes a special breed to keep up a vintage wood yacht."

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



The 1949 32-ft Winslow sloop 'Black Witch', sailing smartly in the 2007 Master Mariners.

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*

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A SAN FRANCISCO SAILOR

Any 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 *Mureadritta's XL*, Antony Barran's Las Vegas-flagged ILC 40. Nick Barran, Antony's father and captain for the return trip to the West Coast, commented: "My crew of David Smith, Nathalie Criou and James Clapper 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 *Lectronic Latitude*.



LATITUDE / CHRIS

Nathalie Criou at 'Envolée's' homeport, South Beach Harbor in San Francisco.

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

ing 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-Pac, 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 cruisy turn when she crewed on *Crescendo*, Mark Lazar'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 SHTP 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 Vendée 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.

IN LA SOLITAIRE DU FIGARO



Nathalie's first singlehanded race on 'Envolée' was the SSS Corinthian on March 25.

ERIK SIMONSON / WWW.PRESSURE-DROP.US

it's a bit of a stretch. The spinnaker is usually very easy to drop as it is quite small. Nat got ready to douse near the leeward mark, Blossom Rock. "I gather the foot just nicely and when I go to release the halyard, nothing happens!" After navigating around some other racers, corralling the kite with sail ties, and attempting to trace the problem, Nat found that the halyard was cleated at the mast. "Total rookie mistake!" By then she had a wrap that took another five minutes to clear. "I retired from the race and went out the Gate."

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 Championnat France on the same boat. It's similar to the Singlehanded TransPac 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

"It's a childhood symbolic race that became a dream."

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 on-board, had a working navigation system

An offering to Neptune at 'Envolée's christening, in Berkeley in March.



NATHAN BOSSETT

"Beneteau is selling the spares now because the Figaro 3 is coming out," Nat explained. The boat was shipped from France through the Panama Canal. Nat took delivery in February and launched out of Berkeley Marine Center in March.

She christened the new boat *Envolée*. Being a French boat, she needed a French name. "Envolée" is variously defined as "the action of taking flight; floating in the wind; to disappear, leave or clear off; light, elegant; the rising of a melody; the fast passage of time; and a flight of poetry or lyrical outburst."

Richmond YC's Big Daddy pursuit was the new boat's first race, followed by BAMA's Doublehanded Farallones on March 18, "a special one for the boat as it was the first ocean voyage. The boat handled the swell really nicely. When the wind picked up the boat just took off. Even boats with huge asymmetrical kites were left behind. It was day and night compared to the light stuff!"

The SSS Corinthian Race on March 25 was perfectly timed for Nat's first solo race on the boat, but the day turned into a long cruise due to a stuck halyard.

"The handling of the boat was very easy," Nat wrote in her blog, calling the Figaro "chick-friendly" with manageable loads. "I set up the pole by going forward, and then all the controls were available to me in the cockpit." A cabintop clutch farm, which the French call the 'piano', can be reached from the helm, though

SOLO FIGARO

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.

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



RAFI YAHALOM

'Envolée', right, at the start of the Doublehanded Farallones Race on March 18.

so on to Monterey."

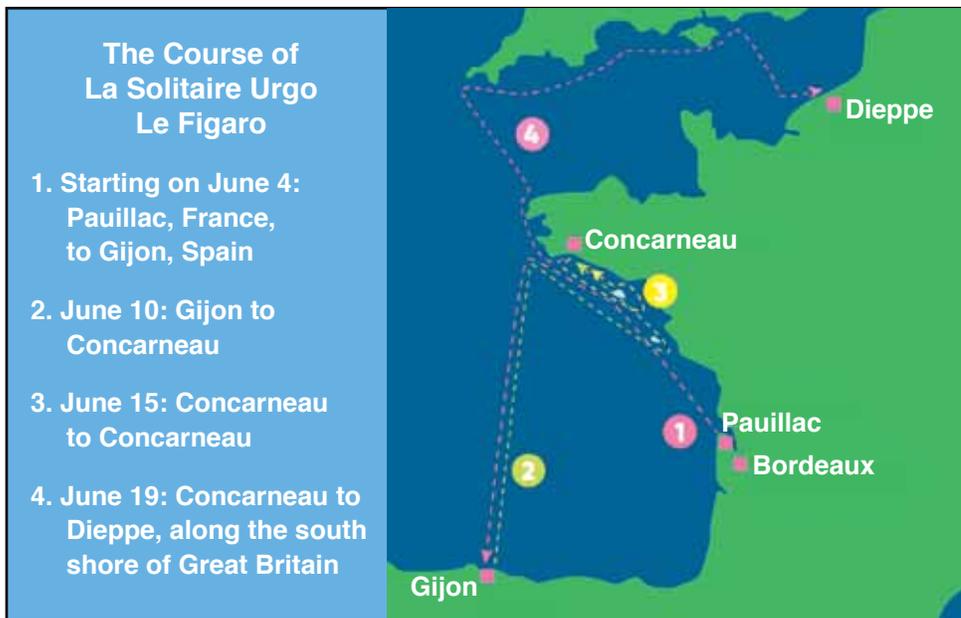
Nat is renting a Yellowbrick tracker. Race organizers told her, "We need to be able to watch you live." But you need to have an event to rent a tracker. "Yes, I'm doing this event," Nat told Yellowbrick. "OK, how many do you need?" they asked. "Ah, one. It's not very popular yet, but I'm confident I'll 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, Aptelligent, 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.envoleeadventures.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



The complicated course of the Figaro visits the waters of three countries: France, Spain and the UK, with stops between legs.

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

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

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DESTINATION DELTA



It's California's version of European canal cruising, with a touch of southern Bayou boating. It's a chance for aspiring Bay Area cruisers to get their feet wet. It's warm water, stiff breezes and a long list of small towns and salty bars.

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

Many Delta anchorages offer sunny skies, warm water and relaxation.

photos latitude / john

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 GREAT ESCAPE



DESTINATION DELTA

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.

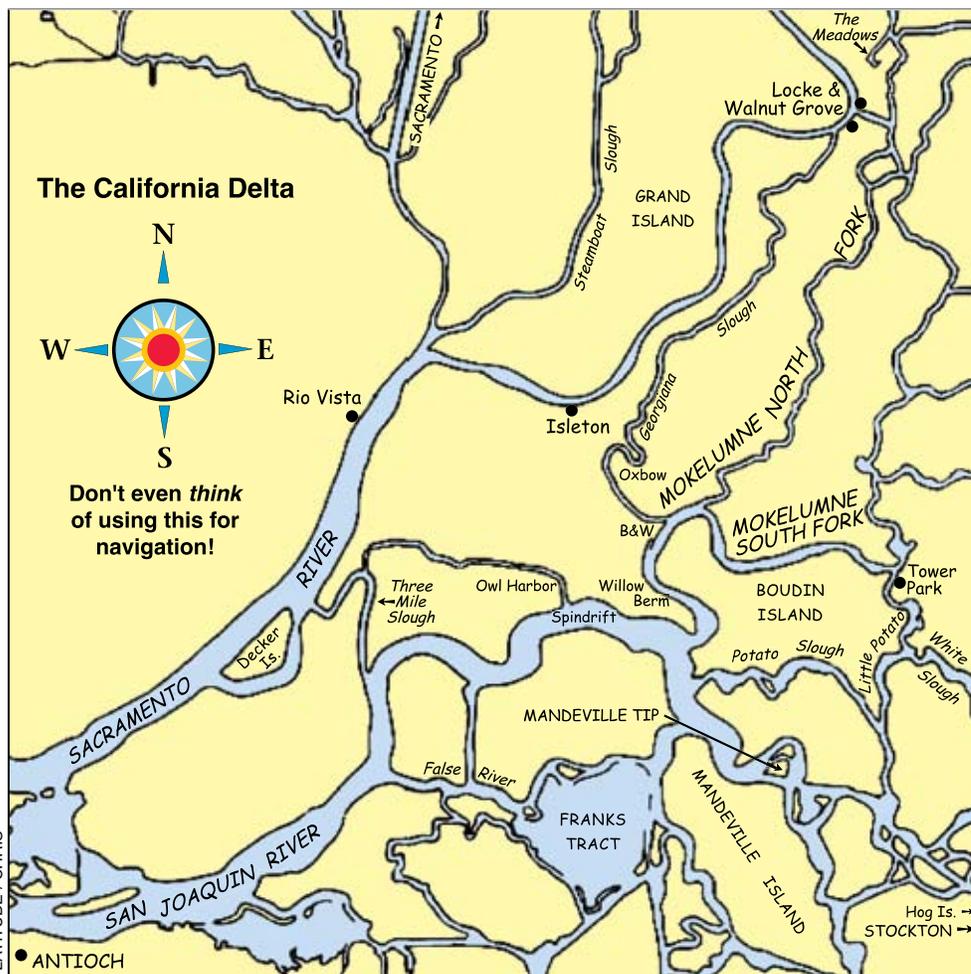
"Speaking of the motor, you will be using it a lot. Going up is one thing — doing the Delta Ditch Run last year was a blast, as we flew the spinnaker for miles and miles! But coming back is another thing. Make sure your motor is reliable. And the heat! Yes, that's part of the reason we go, but be prepared 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





Rail down on the Delta — It's all the wind and chop of a summer in San Francisco, without the cold and fog. Playing the tides can make the difference between bashing into an ebb or gliding on a flood.

LATITUDE / LADONNA

minishing 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

Marina is huge and easy to tie up to.

"If you are approaching a dredge with contradictory indications of which side to pass (diamonds on one side vs. sign with arrow saying 'pass this side' pointed the opposite way), just hail them on the VHF, which is better than guessing.

"Benicia Marina is a few blocks from town, where there are shops to get supplies. They have a great yacht club as well. This may be a good first stop depending on where in the Bay one is sailing from."

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 di-

THE DIRT ON DELTA BRIDGES



Most of the drawbridges on the Delta's busy waterways are tended during the day, and an opening can be requested on VHF Channel 9 or by sounding one long and one short blast on your horn.

A few — such as the bridge on the North Fork of the Mokelumne River, leading to The Meadows — require at least 24 hours' notice for an opening. To make an appointment, call CalTrans at (707) 374-2134 or USCG Station Rio Vista at (707) 374-2871. Many bridges open to schedules, and opening times may change with the seasons. Most Bay Area tidebooks have drawbridge info, as do *Franko's Map of the California Delta* and *Hal Schell's Delta Map and Guide*.

DESTINATION DELTA

WHAT'S DOIN' IN THE DELTA

Check out www.californiadelta.org for more on Delta events throughout the year.

Fourth of July Fireworks and Doin's

- San Joaquin — Fireworks at Mandeville Tip County Park, presented by Hilton Hotels.
- Antioch — Near downtown's Riverview Lodge. (925) 757-1800.
- Pittsburg — Fireworks over the water. (925) 432-7301.
- Stockton — All American Water Feast, featuring food, music, entertainment, a carnival and fireworks over the water at the Stockton waterfront. (209) 464-5246.
- Rio Vista — Fireworks on display at the city waterfront.
- Suisun City Marina — Live music, crafts, food, a kiddie carnival and evening fireworks over the harbor. (707) 429-2628. More information can be found at www.sacdelta.com.

Other Doin's to Mark on Your Calendar

- July 29 — Benicia Waterfront Festival. California's former capitol celebrates its historic

waterfront with two days of live music, craft beer tastings, food, vendors and kids' activity area. Go to www.beniciamainstreet.org or call (707) 745-9791.

- July 30 — Courtland Pear Fair, a staple of summer in the Delta. 'Prepear' yourself for pears. Info, www.pearfair.com.

- August 5 — Taste of the Delta. Stockton Yacht Club. A wine, food and music festival 1-4 p.m. Info, www.tasteofthedelta.com or (916) 777-4041.

- Sept. 9-10 — Pittsburg Seafood Festival at Pittsburg Marina. Sample tasty treats from more than 40 vendors while listening to live music. Info, www.pittsburgseafoodfestival.com.

- Sept. 14-17 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.

- Sept. 16 — Delta Blues Festival, on the Antioch waterfront, free. Great boat-in venue! Info, www.deltabluesfestival.net.

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."

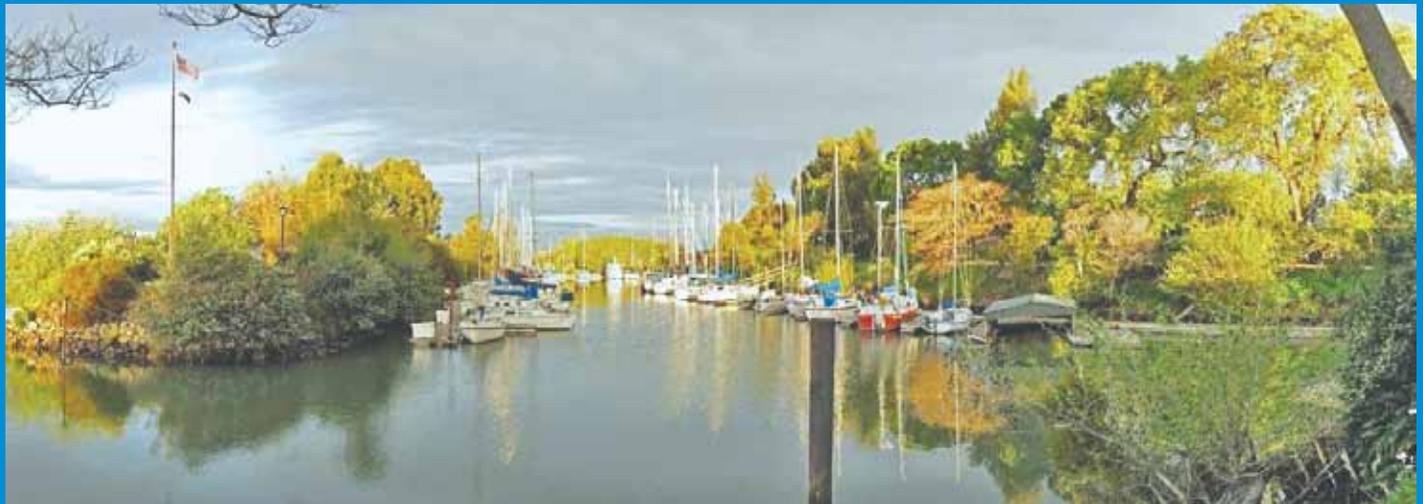
— **latitude**/timmy

and pump out, but we usually wind up hitting Tower Park, Walnut Grove and Pittsburg in the course of a weeklong

trip. Those are also good places to pick up guests for a night or two aboard.

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 --Bill Wells, Bay & Delta Yachtsman

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THE SOUTH PACIFIC'S CALLING —

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

circumnavigation of our watery planet, and are now more than halfway through their second lap — yet they look as happy and energetic as ever. "You've gotta live now," says Gina. To which Paul adds, "Life is too short!"

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.

Duplicat — 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

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



The Dutch crew of 'Jonas'.

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 every-



Meet the water lovers of 'Cape D'.

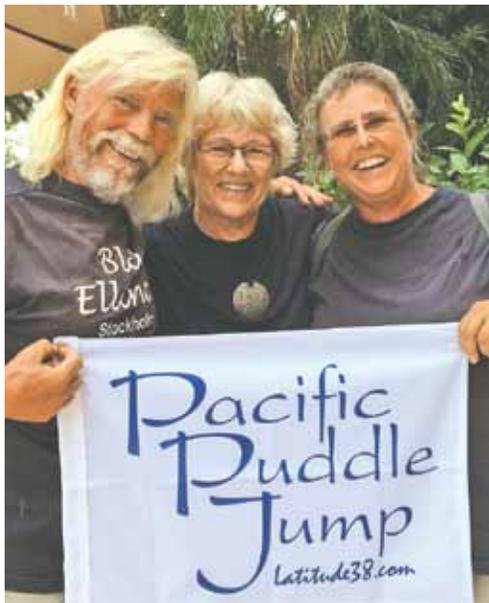
thing we want to see in the world is somehow connected by water, so that's why we're traveling this way.

"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



Meet the cheerful Swedes on 'Blå Ellinor'.

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.

Solace — Hylas 44

Paul & Gina Rae, Lyttelton, NZL

We first met Kiwis Paul and Gina back in 2008,

It's lap #2 for 'Solace'.



when they made their first Puddle Jump to the islands. Since then, although they've completed a



'Duplicat' crossed the 'Pond', now the Puddle.

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

Father/son on 'Arc en Ciel'.



are doing "the father-and-son thing all the way across," Gary tells us, although they hadn't ruled out

PACIFIC PUDDLE JUMP PROFILES, PT II



There's a big patch of open ocean between Panama and the Marquesas. But sailors who make the effort are rewarded by the jaw-dropping beauty of unspoiled anchorages such as this.

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.



Dad, Mom and three kids will cross on 'Allora'.

**Acapella — Bavaria 46
Martin Prins & Ellen Reijndorp
Amsterdam, NED**

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



'Acapella' cruisers.

Laura Dekker's record-breaking solo rounding — at age 16 — aboard the 38-ft ketch *Guppy* in 2011.

**Nahoa — Lagoon 410
Ben & Ashley Brehmer, Victoria, BC**

"Nahoa is Hawaiian for bold and defiant," explains Ashley. She and Ben are doing their best to live up to that as they cruise.

"Although we didn't tell anyone at the time," Ben recalls, "about 10 years ago we began thinking about making this cruise. So we quietly started saving as much money as we could, and eventually made it happen."

"Actually, I think I dragged him into

this," says Ashley. "Among the cruising couples we've met, I think I'm the one female that was the main driver of the South Pacific cruising plan. Now, of course, it's totally a joint effort; we both hope to circumnavigate."



It's all smiles on 'Nahoa'.

**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



The 'Second Summit' crew has stories to tell.

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

THE SOUTH PACIFIC'S CALLING —



Embracing the 'Aloha' spirit.

sailing and working on boats for more than five years, so I think we're ready for this adventure." Their plans are open-ended.

**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



Aussies on 'Code Zero'.

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.

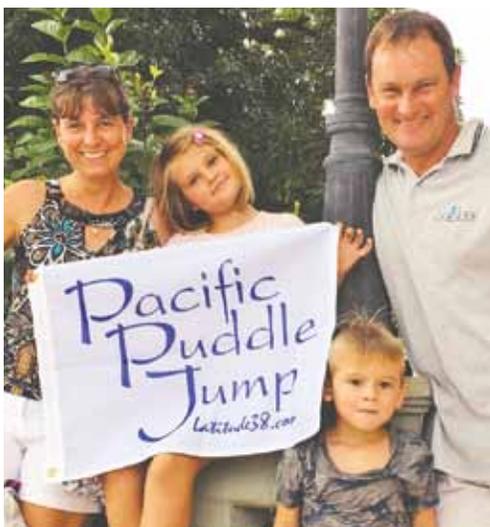
Along the way, Ken predicts their visit to French Polynesia is "going to be fantastic!"

**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

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



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.

**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



Seeking 'Southern Comfort'.

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.

**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 her former homeport in the British Virgins. We were thrilled to learn that he found his young British crew, Nick and Don-



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

na, via *Latitude 38's* online Crew List. (If you need crew or a ride, check it out at www.latitude38.com.) "*Latitude 38* has been great for us, especially in finding crew. And we're just really humbled to be able to participate in this rally."

John explains, "I bought the boat in the Med, crossed the Atlantic last year, and now I'm looking forward to seeing the sights along the way to Australia."

**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



'Tina's crew sold the Porsche.'

PACIFIC PUDDLE JUMP PROFILES, PT II

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



SoCal sailors on 'Alcyone'.

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



'Corinthian' filmmakers.

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's international crew.'

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."



Scottish sailors on 'Calagorm'.

First Light III — Adams 12 Metre **Bernard McGoldrick, Melbourne, AUS**

"It's been my dream for my whole life to do this," says Bernard. "I've been building boats for years and working toward owning one that I could sail around the world. I've already been seven years on the go, so now I'm taking her home."

Having explored parts of the South Pacific waters previously, Bernard is looking forward to returning to the islands of Vanuatu. "It's fantastic there."

Sarayu — Leopard 40 **Denys & Boz Smith, Mooloolaba, AUS**

"We bought the boat in Turkey in 2012, and 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 a bout three days to get her seals



'Sarayu' is heading Down Under.

legs 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 Ullmann** **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



Mark and Jenn of 'Starlet'.

THE SOUTH PACIFIC'S CALLING

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," ad-



The 'Shang Du' crew with the Fr Poly flag. Not every family of six would attempt the PPJ.

mits 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.

latitude/andy

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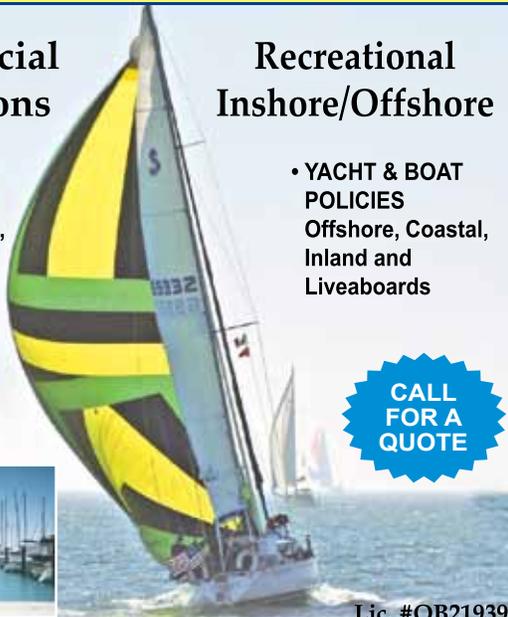
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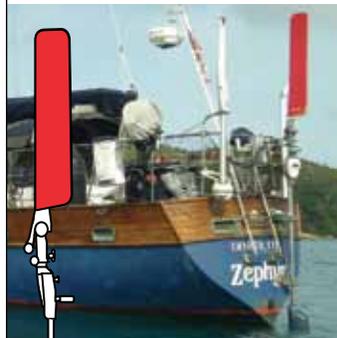


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Passage Report - 32 Days - Namibia to Trinidad

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

★ **HYDROVANE** ★
STEERING THE DREAM

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 gradu-

ate 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.



ALL PHOTOS LATITUDE ARCHIVE

Needless to say, the Bay Area has a vibrant racing community. But various orgs wonder how to attract new blood.

"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, and why did you agree to attend?"

"It's, like, a free dinner, Max. Any starving college student would jump at the chance."

"But why did they send an invite to you?" I asked.

"I'm representing my university sailing and windsurfing club, naturally. I mean, 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 it up with folks who mostly look like our grandparents. And by giving us a free meal. I'm, like, in it for the dinner. Hey, we have a choice of sea bass or roast lamb."

There were placeholder name cards

at most of the table settings, and I had to shift some of them around a little to preserve my seat next to Lee as the remaining chairs were filled by other delegates.

"Maybe you can all explain something to me," Lee asked after the table was mostly full of old salts holding stiff drinks. Most of them had introduced themselves as past commodores of greater and lesser yacht clubs from the

Central Bay to the outer reaches of the Delta.

"What does PICYA actually do?"

"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 face-to-face in-

stead of via texts or tweets." Back in '96 when PICYA was founded..."

"He means 1896," interrupted another commodore.

"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

"The original purpose was to standardize racing rules and coordinate racing on the Bay."

sailing and racing 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."

"With, like, the exemption for rental Jet Skis," Lee added. "The Reckless Jet Ski Protection Act."

"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 admitted that I had no idea what SB 65 was about.

"It was a ridiculous overreach of the California BUI laws — boating under the influence. It would have made it illegal to have an open container in any boat, same as in a car. Even at anchor! Can you imagine? How would we ever get volunteers for race committee?"

"Doesn't sound like such a bad idea to me," Lee quipped as she took a sip from her glass of Martinelli's cider.

"It would have de-



THE OLD SALTS' CLUB

stroyed 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."

"**B**ack 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

"Under current law, only the boat operator has to keep his or her blood alcohol below 0.08%, right?"

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

San Francisco Bay racing during the present-day Lipton Cup, one of three regattas still organized by PICYA.

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



MAX EBB

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 architec-

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

tural 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."

"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."

"Ayala Cove," Lee corrected him. "Let's remember who anchored there first."

"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."

— max ebb

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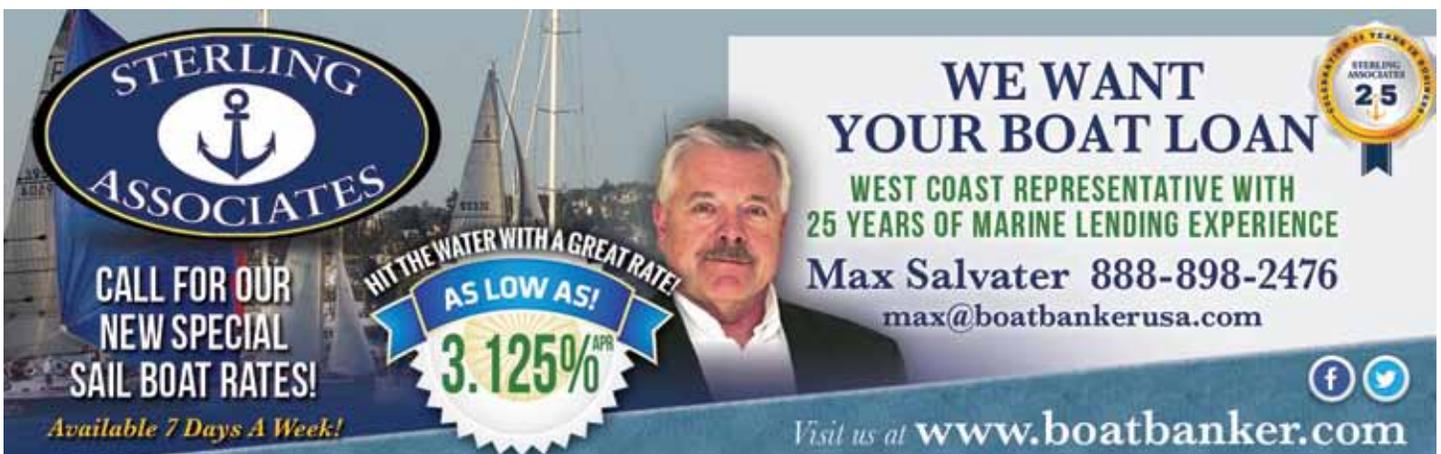
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THE RACING

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**, **IYC's Doublehanded Lightship**, **BYC's Wheeler Regatta**, and a beefy set of **Race Notes**. **Box Scores** includes more spring classics and concludes midwinter series results.

A Little History Goes a Long Way

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

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



CYNTHIA SINCLAIR

Byron Chamberlain's 'Rose of Sharon' captured the America's Schooner Cup on April 1.

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

AMERICA'S SCHOONER CUP, SILVER GATE YC, 4/1

GROUP A — 1) **Rose of Sharon**, 51-ft LOA 1930 Burgess, Byron Chamberlain; 2) **Curlew**, 82-ft LOA 1926 Alden, Bob Harrison; 3) **Skookum III**, 72-ft LOA 1935 Crocker, Perc Jones. (5 boats)

GROUP B — 1) **Shine On**, 44-ft 1979 Taplin, Walt Pitt; 2) **Witchcraft**, 42-ft 1994 Eichenlaub, Brian Eichenlaub; 3) **Lively**, 36-ft LOA 1976 Field, Andrew Mayhugh. (4 boats)

GROUP C — 1) **Bill of Rights**, 136-ft LOA 1971 McCurdy & Rhodes, Don Johnson; 2) **Maid of Kent**, 36-ft LOA 1962 Atkins, Jerry Newton; 3) **Californian**, 142-ft LOA 1984 Smith, Ray Stewart. (3 boats)

GROUP D — 1) **Pacifier**, Intergalactic 10, Olivia Springfield/Jimmy McManus. (1 boat)

Full results at www.americasschoonercup.com

Two SSS in-the-Bay Races

The Singlehanded Sailing Society's Corinthian Race has diversity to spare. Diverse are the boats racing (from Cal 20s to an Extreme 40 catamaran). Diverse is the course, with wind ranging

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 on a dying flood and dying breeze, the slower boats had better luck as the westerly filled and the ebb started to flow.

Off to Little Harding they went as the 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 of fighting the chute on a tight reach. Once at Alcatraz boats were able to set for a short run. They needed the extra horsepower the spinnies provides 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





Spread: 'Rose of Sharon', 'America', 'Curlew', and 'Dauntless' at the start of the America's Schooner Cup in San Diego Bay. Inset: Sea lions and race crew are curious about each other.

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 starboard, the Brother Islands 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

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

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.

THE RACING



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PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED

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 finishers. Bottom row: SSS Round the Rocks Race three weeks later. Starting near Southampton in a light northerly, the J/105 'Lightwave' pops the kite; the singlehanded overall winner Scott Owens on the 1/4-tonner 'Summertime Dream' ghosts around Alcatraz with the Hawkfarm 'Red Hawk'.

clock ticking, 45 boats were able to finish before the wind completely stopped and the deadline came crashing down.

— ncs

SSS CORINTHIAN RACE, 3/25

SINGLEHANDED <109 — 1) **Windtrip Infinity**, J/92s, Todd Olsen. (4 boats)

SINGLEHANDED 111-159 — 1) **Bandicoot**, Wyliecat 30, Al Germain; 2) **Oscar**, SC33, Joshua Rothe; 3) **Crinan II**, Wyliecat 30, Don Martin. (6 boats)

SINGLEHANDED >161 — 1) **Summertime Dream**, Schumacher 1/4-Ton, Scott Owens; 2) **Irish Blessing**, J/24, Chad Peddy; 3) **Jacqueline**, Freedom 30, Mike Cunningham. (5 boats)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **Archimedes**, Express 27, Joe Balderrama. (8 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Lindo**, J/109, John Kalucki; 2) **Kynntana**, Freedom 38, Carliane Johnson; 3) **Hylite**, Hylas 49, Michael Jarzabkowski. (5 boats)

SINGLEHANDED OVERALL — 1) **Outsider**; 2) **Bandicoot**; 3) **Summertime Dream**; 4) **Warpath**; 5) **Oscar**. (28 boats)

DOUBLEHANDED <109 — 1) **Serenade**, Sabre Spirit, Hank Easom/Hans List; 2) **Elan**, Express 37, Jack Peurach/John Duncan; 3) **Akula**, J/105, Doug & Lyndon Bailey. (14 boats)

DOUBLEHANDED 111-159 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 2) **Polecat**, Wyliecat 30, Dan & Darren Doud; 3) **Paradigm**, J/32, Luther & Bob Izmirian. (12 boats)

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) **Kwazy**, Wylie Wabbit, Colin Moore/Alex Hanford; 2) **Lepus**, 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 EXPRESS 27 — 1) **Andale**, Pat Brown/Patrick Brown Jr.; 2) **Current Affair**, Seth Clark/Mark Voropayev; 3) **Moonlight**, Matthew Gibbs. (10 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley; 2) **Acey Deucy**, J/44, Richard Leute/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. (10 boats)

SSS ROUND THE ROCKS RACE, 4/15

SINGLEHANDED 111-159 — 1) **Bandicoot**. (6 boats)

SINGLEHANDED >161 — 1) **Summertime Dream**. (5 boats)

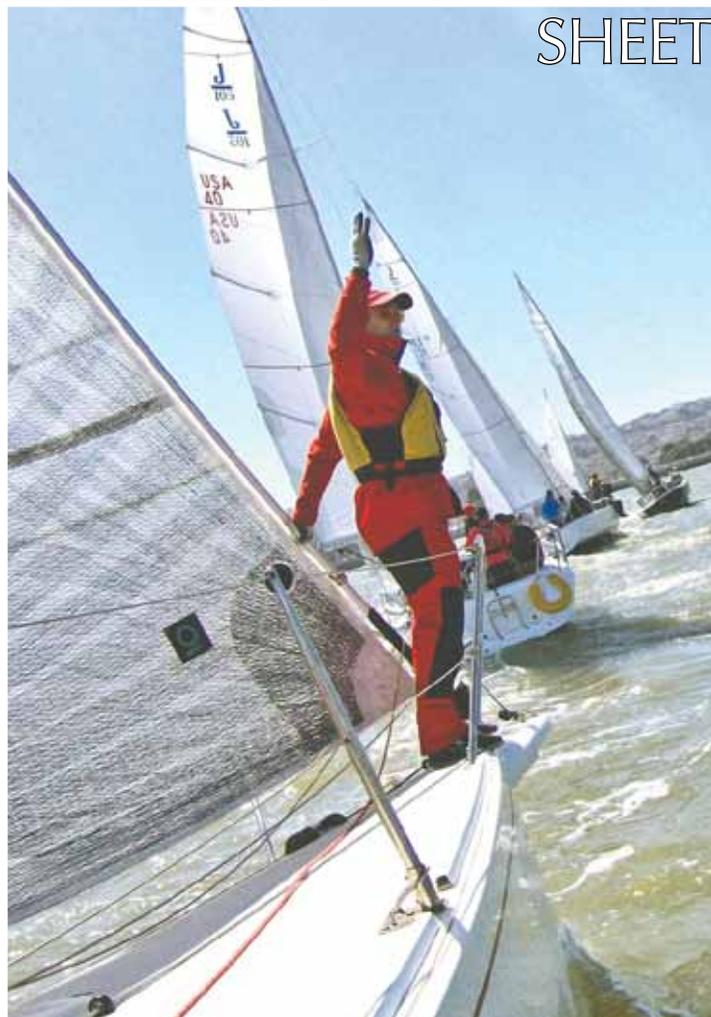
SINGLEHANDED SPORTBOAT — 1) **Outsider**; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Wild 1**, Flying Tiger 10, John Lymberg. (9 boats)

SINGLEHANDED OVERALL — 1) **Summertime Dream**; 2) **Outsider**; 3) **Bandicoot**; 4) **Wetsu**; 5) **Wild 1**. (28 boats)

DOUBLEHANDED <109 — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Brent Draney; 2) **Swift Ness**, J/111, Reuben Rocci/Nesrin Basoz; 3) **Elan**; 4) **Ventus**, J/88, Chris Cartwright/Jasper Van Vliet. (18 boats)

DOUBLEHANDED 111-159 — 1) **Arcadia**; 2) **Uno**, Wyliecat 30, Bren & Pat Meyer. (8 boats)

DOUBLEHANDED SPORTBOAT — 1) **Penny**



Pincher, J/70, Morgan & Emily Paxhia; 2) **Max**, Bryan Wade/Jeremy Schwartz; 3) **Prime Number**, J/70, Peter Cameron/Marcos. (14 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 Ludwigen. (12 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **California Condor**; 2) **Penny Pincher**; 3) **Salty Hotel**; 4) **Max**; 5) **Current Affair**; 6) **Prime Number**; 7) **Bad Hare Day**; 8) **Motorcycle Irene**; 9) **Arcadia**; 10) **Tequila Mockingbird**, Express 27, Matt Krogstad/Kim Petritz. (75 boats)

DOUBLEHANDED MULTIHULL — 1) **Cumbia**, F-27, Juan Tellez/Kostatandin 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

Top left: Exciting conditions were enjoyed by 21 college teams at the St. Francis Interconference on April 8-9, as the Cal Bears chase the Santa Barbara City College Vaqueros. The Berkeley team won the regatta. Bottom left: Hoisting the kite at J/Fest, hosted by StFYC on April 1-2. Right: J/Fest action as seen from aboard the J/105 'Juju'.

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 congest, 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 flotsam 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 Poiriuro

THE RACING



JOHN POIMIROC

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) **2-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**, Fly-

ing Dutchman, Douglas McWilliams, 6 points. (2 boats)

SPORTBOAT — 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

IYC 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.

Past Lands End, sea conditions were 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 spinnakers blossomed against the dark sky. Closer to Lands End, other, more

SYC JAWS PURSUIT RACE, 3/25

SPINNAKER — 1) **Phantom**, J/44, Sally Clapper; 2) **Ohana**, Beneteau First 45f5, Steve Hocking; 3) **Courageous**, J/88, Gary Panariello. (10 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **French Kiss**, Beneteau 350, David Borton; 3) **Seas the Day**, Beneteau Oceanis 41, Kevin Jones. (9 boats)

Full results at www.sausalito yachtclub.org

TYC DON WAN REGATTA, 4/1 (2r, 0t)

PHRF <140 — 1) **Neverland**, Tartan 3700, Aidan Collins, 4 points; 2) **Kind of Blue**, J/109, David Anderson, 4; 3) **Joyride**, J/105, Bill Hoehler, 5. (3 boats)

PHRF >139 — 1) **Cinnamon Girl**, Beiley 26, Mariellen Stern, 3 points; 2) **Redhawk**, Hawkfarm, Shirley Vaughan, 5; 3) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 7. (5 boats)

ULTIMATE 20 — 1) **Uhoo!**, Mike Josselyn, 2 points; 2) **UAgain**, David Woodside, 4. (2 boats)

Full results at www.tyc.org

THE BOX SCORES

J/FEST, StFYC, 4/1-2 (5r, 0t)

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Mr. Magoo**, Steve Madeira, 10; 3) **Peregrine**, David Halliwill, 18. (5 boats)

J/111 — 1) **Big Blast**, Roland Vandermeer/Peter Wagner, 7; 2) **Swift Ness**, Nesrin Basoz, 11; 3) **Bad Dog**, Dick Swanson, 16. (4 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 20 points; 2) **Mojo**, Jeff Littfin, 22; 3) **Blackhawk**, Ryan Simmons, 22; 4) **Jam Session**, Adam Spiegel, 23; 5) **Wallopig Swede**, Theresa Brandner, 23. (22 boats)

J/24 — 1) **Shut Up and Drive**, Valentin Lulevich, 9 points; 2) **Evil Octopus**, Jasper Van Vliet, 10; 3) **Downtown Uproar**, Darren Cumming, 13. (4 boats)

J/70 — 1) **Prime Number**, Peter Cameron, 12 points; 2) **Pickled Herring**, Tom Kassberg, 12; 3) **Jennifer**, Chris Kostanecki, 16. (7 boats)

Full results at www.stfyc.com

RYC BIG DINGHY REGATTA, 4/8

EL TORO SENIOR (4r, 0t) — 1) Vaughn Seifers, 12 points; 2) Gordie Nash, 12; 3) Fred Paxton, 12. (7 boats)

BYTE (3r, 0t) — 1) Michele Logan, 5 points; 2) Eugenia Harris, 5; 3) Laurie Davis, 10. (3 boats)

LASER (3r, 0t) — 1) Emilio Castelli, 7 points; 2) David Lapier, 7; 3) Simon Bell, 9. (8 boats)

I-14 (2r, 0t) — 1) John Gilmour, 3 points; 2) James Clarkson, 9. (2 boats)

SOUTHAMPTON OPEN CLASS (3r, 0t) — 1) Wylie Wabbit, Merrick Cheney, 3 points; 2) Melges 14, Dan Thielman, 7; 3) Melges 14, Auric Horneman, 8. (4 boats)

SOUTHAMPTON OPEN CLASS 2 (2r, 0t) — 1) Flying Dutchman, Mike Meszaros, 2 points; 2) 29er, William Sutton, 8; 3) Flying Dutchman, Ian Ferguson, 9. (5 boats)

POTRERO OPEN CLASS (4r, 0t) — 1) Day Sailer, Steve Lowry, 4 points; 2) Day Sailer, Todd Hansen, 14; 3) Snipe, Packy Davis, 19. (8 boats)

RYC BIG DINGHY PURSUIT RACE, 4/9

1) Byte, Eugenia Harris; 2) Byte, Laurie Davis;



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 13:52:08 for an elapsed time of 4:47:08, which corrected out to 4:34:38. That wasn't enough to hold off Jack Peurach and Mike Ayer on the Express 37 *Elan*, who took top handicap honors with 4:18:35 corrected.

— pat broderick

IYC DOUBLEHANDED LIGHTSHIP, 4/8

PHRF 102-150 — 1) **Nancy**, Wyliecat 30, Pat Broderick/Jennifer McKenna; 2) **Bombora**, Express 27, Rebecca Hinden/Scott Davidson; 3) **Iniscaw**, Martin 32, Max Crittenden/Romain Clement. (3 boats)

PHRF <100 — 1) **Elan**, Express 37, Jack Peu-

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

Full results at www.richmondyc.org

EYC RON BYRNE ESTUARY CUP, 4/9

SPINNAKER — 1) **Smokin'**, Melges 24, Michael Andrews; 2) **Osituki**, Cal 28, Rodney Pimentel; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (7 boats)

Full results at www.jibeset.net

Most Midwinter Series wrapped up in time to make the March or April issues; the following series finished later.

SCYC MIDWINTER SERIES (5r, 1t)

PHRF <88 — 1) **Astra**, Farr 40, Simon Phillips, 7 points; 2) **Aboriginal**, Sydney 33, Stephen Trevitt, 7; 3) **Merlin**, Lee 67, Bill Lee, 8. (4 boats)

PHRF >89 — 1) **Tonopah Low**, Moore 24, Mike Evans, 7 points; 2) **Mistress Quickly**, SC27, Evan Diola, 10; 3) **Summer Breeze**, SC27, Noah

Karl Robrock and Steve McCarthy surf home from the Doublehanded Lightship on the winning Moore 24, 'Snafu'.

rach/Mike Ayer; 2) **Escapade**, Express 37, Nick Schmidt/Coline Gaillard; 3) **Rufless**, Melges 32, Rufus Sjoberg/Dylan Benjamin. (3 boats)

MOORE 24 — 1) **Snafu**, Karl Robrock/Steve McCarthy; 2) **White Trash**, Pete Trachy/Andy Hamilton; 3) **Mooretician**, Peter Schoen/Ron Tostenson. (4 boats)

Full results at www.jibeset.net

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

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 Santana 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

THE BOX SCORES

Flores, 17. (9 boats)

JIB AND MAIN <181 — 1) **Equanimity**, Hunter 34, Homer Lighthall, 6; 2) **Sailing Pair a Dice**, Catalina 30, Barry Keeler, 11; 3) **Pacific Spirit**, Catalina 320, Diana Lane, 13. (5 boats)

JIB AND MAIN >182 — 1) **Odonata**, Santana 22, Chris Hofmann, 4; 2) **Hamachi**, Santana 22, Stefan Berlinski, 10; 3) **Shanman**, Santana 22, Tom Manheim, 14. (3 boats)

DOUBLEHANDED — 1) **Lowly Worm 2.0**, Moore 24, Scott Nelson, 4; 2) **Nobody's Girl**, Moore 24, Sydnie Moore, 11; 3) **Penguin**, Moore 24, Matt Dini, 12. (4 boats)

Full results at www.scyc.org

OYC SUNDAY BRUNCH SERIES (7r, 2t)

NON-SPINNAKER <189 — 1) **Blue Passion**, Tartan 3400, Michelle & Al Leonard, 6 points; 2) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 10; 3) **Sterling**, Catalina 34, Jim Brady, 12. (5

boats)

NON-SPINNAKER >190 — 1) **Obsession**, Harbor 20, Dave Vickland, 5 points; 2) **Domatrix**, Santana 22, Heidi Schmidt, 11; 3) **Meliki**, Santana 22, Deb Fehr, 12. (3 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 6 points; 2) **Carina**, Scott McCoy, 8; 3) **Wings**, Mike Jackson, 11. (8 boats)

MERIT 25 — 1) **Double Agent**, Scott Ollivier, 7 points; 2) **Hard N Fast**, Tim Harden, 8; 3) **Bandido**, George Gurrola, 10. (3 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, 4 points; 2) **Zeehond**, Newport 30 MkII, Donn Guay, 7; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 12. (4 boats)

SPINNAKER — 1) **Taz!!**, Express 27, George Lythcott, 6 points; 2) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 7; 3) **Renaissance of Tahoe Vista**, Islander 36, Stephen Douglass, 14. (4 boats)

MULTIHULL — 1) **Lookin' Good**, Corsair Sprint 750 MkII, Rafi Yahalom, 9 points; 2) **Green Flash**, Dragonfly 25, Gary Helms, 10. (2 boats)

Full results at www.jibeset.net

THE RACING SHEET

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 Harding Rock, 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 and the top two finishers were Wabbits, 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.

— bobbi tosse

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) **Ahi**, 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) **Slight 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 Canestra. (15 boats)

Full results at www.berkeleyyc.org

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



BOB CUNICO

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.

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 Carapiet, 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).



LATITUDE / CHRIS

Colin Moore's 'Kwazy' Wabbit is on a woll, with back-to-back overall wins in the Big Daddy pursuit race, SSS Corinthian Race, and Wheeler pursuit race. Here Moore is pictured with crew Alex Hanford at the SSS awards on April 12 at IYC.

Australia's Syd Fischer mounted five self-funded challenges for the Cup. Now 90, Fischer is also noted for launching the careers of Jimmy Spithill, Iain Murray and Hugh Treharne, tactician aboard the 1983 Cup winner, *Australia II*.

— latitude/chris

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WORLD

*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**.*

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 and 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 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 nights away on exotic foreign shores. It

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

was a vision sweet in its simplicity and intoxicating in its promise, and we reveled in the idea.

We came up with the summer of 2016 as a timeline; just far off enough not to be pressing, but close enough to look forward to. It would be perfect. There was only one rather large problem with our collective daydream: None of us really knew how to sail. Most of our experience came from experimentally sailing San Francisco Bay aboard a Catalina 22 that was docked at Loch Lomond in San Rafael. Some of our group had never set foot on a sailboat before.

This fact cast a shadow over our visions for the trip, leaving us thirsting for the adventure, but perhaps not fully believing it would happen; tantalizing but just out of reach. Regardless of our doubts, we felt the idea of the trip sounded too good to give up on, so it lived on, stuck up on the shelves of our minds for the next year and a half; not actively planned for, but not forgotten.

As fall turned to winter, winter to summer, and summer to winter again, the summer of 2016 drew quickly nearer. It was time to get down to business or let go of the idea. We investigated what it would actually take to charter a boat for six weeks in Greece, both skill-wise and financially. We determined that while it would challenge us, our plans were possible if we prepared ourselves appropriately. As we were running short on time, instructors at Pacific Yachting and Sailing in Santa Cruz worked hard

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.

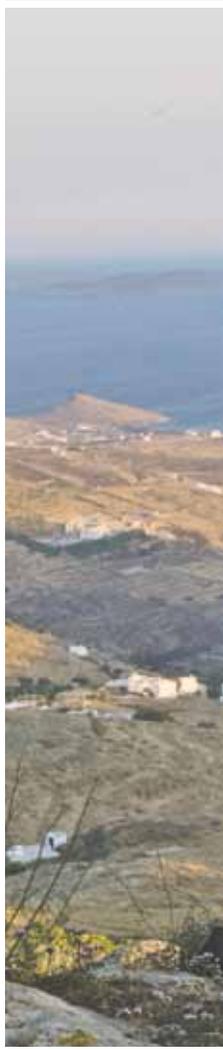
We contacted more than 20 Greek charter companies and received a wide range of quotes, but we eventually settled on a small, family-operated company named Sail Ways. As more of the pieces of our plan were put into place, the daydream came to feel more and more feasible, until it moved solidly into the 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, Tinos, Patmos, Archangelos and Kalymnos — the main climbing destination of the trip.

The second half took us to Kos, Astypalaia, Santorini, Ios, 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 zipped 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 Ios 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



OF CHARTERING



Meet the intrepid crew: In order to get off the boat and stretch their sea legs, the young explorers would occasionally scale nearby peaks.

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 crosswind 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

When you're not used to being confined to small spaces, several weeks on a boat can be a challenge. It helps to be young and fit.



WORLD OF CHARTERING

TYLER DROGIN



Although it may be hard to see in the magazine, this night shot captures a brilliantly clear sky, heavily salted with stars and constellations.

competent and comfortable as sailors than we had been at the beginning of our voyage. In some ways, it felt as if we were just getting to the good stuff, and could feel the itch to just keep cruising the world with no time limit in sight.

The lessons we had learned were numerous, but perhaps the greatest lesson was not specifically about sailing. We discovered that if you set your aim high and dream big, experiences that seem a bit too good to be true, experiences that perhaps seem a bit too far out there to become reality, can indeed come to fruition. And that with the right combination of focus, planning and hard work, you can live out your daydreams. But when your daydreams do come alive, they might be accompanied by a whole slew of experiences that you hadn't anticipated, but that ultimately made the entire experience that much richer.

As we walked away from *Hellenic Sky* we were filled with a sadness that the trip was over, but also a small but quickly growing feeling that this was not really an end, but just the beginning of our relationship with a new sport, a lifestyle and a source of adventure that could take the span of many lifetimes to fully explore: sailing.

— tyler drogin

Carib Regatta Charter: A Winning Idea

Cruising languidly in exquisitely warm turquoise waters and indulging in the local rum meets most sailors' needs. But how about turning up the heat on that sailing vacation by chartering bareboat specifically to compete in one of the Caribbean's colorful annual regattas?

In late March at the British Virgin Islands Spring Regatta & Sailing Festival, a fleet of 28 chartered bare-

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 races regularly on the J/105 *Hazardous*

L to R: Anthony, Warwick, Amy and Ed came to have a little fun in the sun and went away with division honors — and a bottle of Champers.



AMY HENRY

Waste out of Sausalito, and on Murphy's Express 27, named *Bob's*, which he keeps at the Richmond Yacht Club. With their combined racing experience, the team won the Scrub Island Invitational Race and took first overall in the Bareboat 1 division of the regatta. Murphy says the BVI is a racing venue not to be missed.

"Racing a sailboat with friends in the BVI — what is there not to like?" he challenged with a big smile. "The weather is close to perfect with 12 to 15 knots of breeze. It's a very different experience from racing on San Francisco Bay; all sailors should experience this paradise at least once in their lifetime."

Henry ultimately got used to the creature comforts on board — like electric



BVISR / WWW.INDRIDABERY.COM

The big Beneteau sloop 'JogFund' slices through deep blue BVI waters. Unless she's racing, she's kept in charter all year round.

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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With reports this month on **Quark** cruising in high winds and snow; from **Hotel California, Too** on cat cruisers successfully racing a monohull in St. Barth; from **Taiga** on Alaskans retirement cruising in the Caribbean; from **Snowflake** on cruising a charter boat in the Caribbean; and **Cruise Notes**.

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.

Brrrr. Snow and sailing are words that don't belong together.

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 my 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 stiff. 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

Built from a hull and deck in the late 1970s, 'Quark' has really gotten around, crossing the Pacific a number of times.

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.

"After a long four hours 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.

"Did I mention that it was cold? When we finally docked in Astoria at around 4 a.m., there were sheets of ice on the decks and dodger. It made docking very difficult, to say the least.

"It took several more days for us to traverse the 88 miles upriver to Portland, going through sleet, hail and, near the end of the trip, a foot of snow on deck!"

— dave 03/15/2017

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

COURTESY, J.C. NEALE



COURTESY, J.C. NEALE



IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD EXCEPT BELLE MENTE AND GRIND BY CHRISTOPHE JOUANY

Clockwise from above: 'Hotel' owner Schmidt with hilarious Annie Gardner calling tactics. The great 'Belle Mente' gives chase to another Maxi 72. Après-race entertainment had the eight- to 10-year-old set spellbound. 'Hotel' showing what she's capable of. Vee Hoff of the women's team. Grind!

sophisticated racing boats in the world, the 92-ft R/P *Highland Fling*, three Volvo 70s, and the 72-ft *Belle 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.

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.

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. When Schmidt ordered the boat, complete with a stubby mast and a giant back porch for a dinghy, designer/builder Bill Lee made him promise that he wouldn't race the boat. Lee didn't want the brand name diminished. Ironically, and not with any ill will toward Lee, *Hotel*

has become the most frequently raced Santa Cruz 70 ever.

Schmidt started breaking the 'promise' in 1993 when he got to the Caribbean and started racing to increase his social circle.

"For my first 12 or 15 years in the Caribbean," Steve recalls, "I'd race *Hotel* in just about every race there was, down to the club level. I might have done 30 or more races a year, but I know for sure I had more than 500 crew a year."

We don't think anybody has raced a big boat in the Caribbean more than Schmidt in the last 20 years. Schmidt thinks we're probably right.

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. Singlehanded 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.



CHRISTOPHE JOUANY

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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

San Franciscan Kenneth Howery won every race in his first regatta.

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 Europe 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.



MICHAEL GREAMM

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 *ti Prof ligate* 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* fine. 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



nice that she was beaten in class by San Franciscan Kenneth Howery's *Solaris 50 Fortunata*, a boat helped greatly by Tommaso Chieffi, a vet of both America's Cups and Olympics. She had three bullets.

The one thing that Steve, Annie and the Wanderer agreed on was that *Hotel's* surprising finish wasn't as important as the good time everyone had had on the boat. And what wasn't there to enjoy? The island is beautiful. The courses were gorgeous coastal courses rather than boring sausages. The weather was warm. The slower boats started first, which meant that everybody got to enjoy being rolled by some of the greatest racing yachts in the world. And the members of the crew were great.

The Voiles is world famous for its festive après-race atmosphere. From nightly live music, to risqué cabaret and provocative pole dancing, to fireworks, the fun never seemed to stop. And for those not exhausted by the racing, there

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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

No way! *The Wanderer* couldn't believe Sherri when she said she was celebrating her 60th birthday.

PHOTOS BY MICHAEL GRAMM, CHRISTOPHE JOUANY, CHRISTINE MITCHELL, BEVERLY FACTOR, AND LATITUDE 38.



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

damn 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.



LATITUDE / RICHARD

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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

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.

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."



IN LATITUDES



ALL PHOTOS COURTESY BARRY STAVIER



Clockwise from above: Jack and Sherri fell in love with the colors and clarity of water in the Bahamas. The Haydens, sitting on a dock of the Bahamas. Golds are another favorite color scheme in the Bahamas and the Eastern Caribbean. Jack at the mainsheet of 'Taiga'.

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 Culcabra, another part of the Spanish Virgins, and both the US and British Virgins, on

their way to St. Martin, and ultimately their end-of-season haulout destination of Trinidad, far to the south.

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 ***Mari and Kipp have the biggest smiles when they've gotten in a good run or a good swim in the Caribbean.***



CHANGES

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 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

Mari and Kipp head out of the Columbie anchorage aboard their "still looks good" Island Packet 44 'Snowflake'.

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,



LATITUDE / RICHARD

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Spread: John and Elizabeth Freeman of the Seattle-based Outremer 45 'Pelican' at Patisserie Choisy. Like a growing number of West Coast sailors, they bought a cat in the Med and sailed her to the Caribbean. **Insets:** Monkey business in Gib. Boats and Barcelona, remember to lisp.

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 dejeuner* 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 I 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

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

'Chesapeake' being offloaded in Ensenada. After a 13-hour motor to San Diego, Jim and Linda checked in with Customs by phone.



CHESAPEAKE

CHANGES

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 safely 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 Jahor 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.



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?

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 **Talion**, 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.

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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 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:

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- 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



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

a wooden 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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was 'painted' with chicken and potatoes. What a mess! And this after I stayed up all night during a 30-hour passage with my kids. Luckily we were able to salvage all the food that remained in the pot, and ended up with a decent meal."

With tropical cyclone season over in the South Pacific, cruisers who have holed up in New Zealand were getting ready to head back to Fiji and Tonga in early April. Among them were John and Debbie Rogers of the San Diego-based Deerfoot 62 **Moonshadow**. But wait, just after getting their boat launched after five months on the hard, a tropical cyclone warning was issued for the North Island. It turned out to be nothing, but it reminded them that tropical disturbances don't have calendars.

Having seen the postings of the Wanderer singlehandedly sunset sailing his Olson 30 **La Gamelle** off St. Barth, former cruiser Peter Cullum of New York wrote, "I ogled *La Gamelle* when she was in the yard in the St. Martin Shipyard in 2013, because I owned the Olson 30 **Mas Rapido** in the early 1990s. Among other events, I raced her doublehanded in the Pacific Cup to Hawaii. I envy the Wan-



DONA DE MALLORCA

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

derer threefold: 1) Our family sabbatical year in the Caribbean ended while he's still sailing there. 2) We loved St. Barth, too. 3) 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-

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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 hit 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.

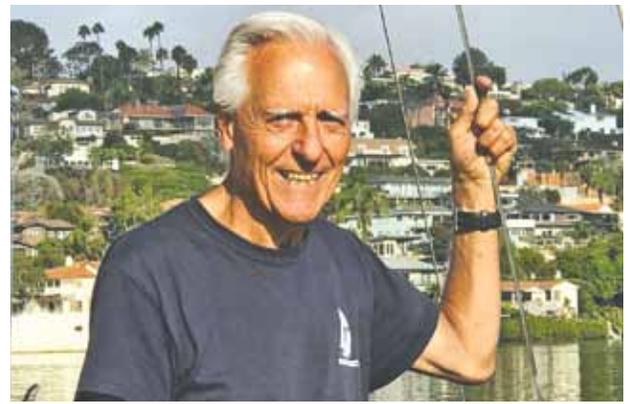
Let Debbie be a warning to all cruisers about to leave their boats in Northern Hemisphere tropical zones that boats need to be put away with the assumption that they will be hit by a tropical storm.

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



The amazing Jack van Ommen has not only cruised to 60 countries after age 60, he's done it on a very small budget. Yes, you can do it!

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.

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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 extraordinary 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.

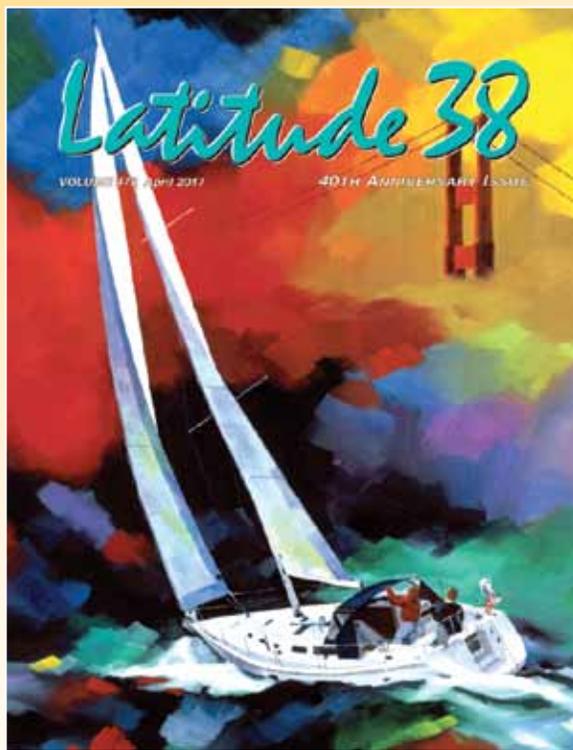
"I'm looking forward to clear water," said Sheri. "As it turned out, it was a light-air trip — except for a squall that came through with 42 knots of wind. But everything worked fine, so we're now off on tours."

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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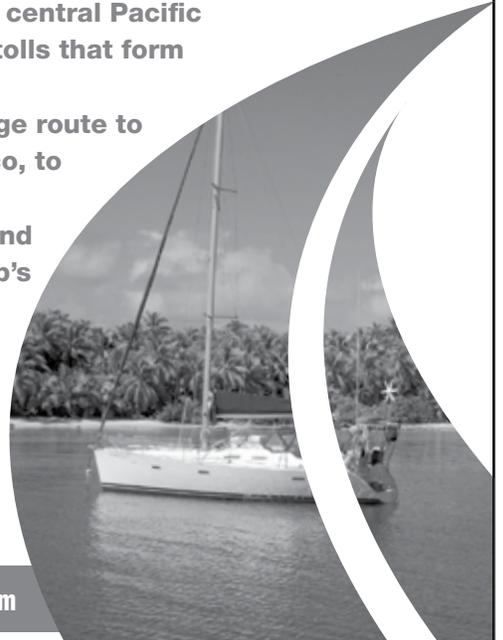


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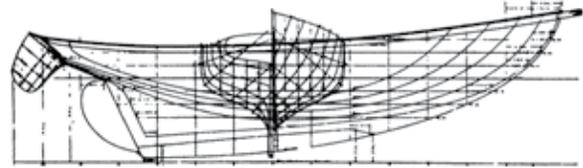


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17-FT WHITEHALL, 1981. Richmond. \$8,500. 2 sets oars, 2 sliding seats. Custom cover made by Canvas Works 2016. Don Peters-built. (925) 699-1970.



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18-FT OPEN 5.70, 2009. Brickyard, Point Richmond. \$17,500. Very good condition, fully waxed Jan 2017. Rigging 2015, 3 full sets of sails, 2.5hp outboard, new cover, trailer, keel crane, jib cover, anchor, fenders. Contact (510) 512-8366 or frederic.bouju@outlook.com.

22-FT CAPRI, 2003. Richmond. \$11,500/obo. Fun, fast boat. Great condition. Winged keel draws 2.5'. Large cockpit; 2014 Yamaha 4hp. Bottom paint. Roller furling, self-tailing winches, more. See photos online at <http://marcyzim.smugmug.com/Sports/C22>. Contact (510) 912-1819 or mzimmerman@sonomaconnections.com.



22-FT CATALINA, 1992. Redwood City Marina. \$6,500. Boat is in the water, very clean. Great Bay boat, sails like a dream, points well with 2.5' draft, with wing keel. Pop-top cabin, full canvas coverings: mainsail, roller headsail, cabin. Manual and electric bilge pump, compass, depth/knotmeter, Jiffy Reefing main, extra 155% genoa in bag, two batteries, VHF radio, alcohol stove, tiller-mount autopilot, battery charger, Nissan outboard 6hp 4-stroke. (650) 328-8076 or dl.ham1@yahoo.com.

25 TO 28 FEET



27-FT CATALINA, 1977. Tahoe area. \$9,500. Fresh-water boat. 18hp Universal diesel, 670 hrs. Ready to sail. Includes trailer and 8-ft dinghy. All lines brought aft. All fresh paint, 6 winches, windward sheeting. (775) 721-6239.

25-FT MERIT 1984. Alameda. \$4,000. Honda 2hp outboard. Contact Lee. 

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 3DL, #3, 3/4 oz spinnaker. Contact tim@innovativeprintsolutions.com or (415) 302-8705.



28-FT NEWPORT, 1980. Riverboat Marina. \$7,000. Universal diesel. Wheel helm, good sails. Harken furling. Spinnaker. Pressure water. Garmin chartplotter. GPS. New batteries. Dual-bank charger. 2 anchors. VHF and handheld VHF. Surveyed 7/8/2015. Moving out of state, must sell. Contact michaelstahlgolf1@gmail.com or (707) 373-9662.



28-FT ISLANDER, 1976. Emeryville, CA. \$10,000. Beautifully maintained and upgraded. New bottom paint (2016). Tiller, all lines led aft through Lewmar clutches, Pineapple jib (2014), roller furling, teak interior, Volvo Penta MD6A. Best value I-28 on the Bay. (510) 435-6073.

25-FT CAPRI, 1981. Braito's Marina on Clear Lake. \$3,500. Race-ready. Full complement of sails, racing and cruising. New bottom paint, two spinnakers, roller furling, bottom job. All lines led aft through Lewmar clutches. Rigging in 2014. New VHF (2005) with Icom 2000. New GPS racing computer, custom canvas cover. Hull in very good condition. 

26-FT COLGATE, 2001. Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all our friends but easily singlehanded. More at www.myitus.com or jvirkki@gmail.com.

27-FT CAL 2-27, 1975. Stockton Sailing Club. \$7,200. Well maintained, sleeps 6, Atomic 4, jib, main, symmetrical and asymmetrical spinnakers, new Garmin echoMAP, rigging in very good condition. Photos upon request. (209) 981-2449 or kittygutierrez@comcast.net.



25-FT NORDIC FOLKBOAT, 1987. SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetlounge@yahoo.com.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$9,000. Well cared for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko_2@comcast.net.



27-FT PEARSON RENEGADE, 1968. Marina Bay Yacht Harbor. \$8,400/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or Techdiverx@yahoo.com.

26-FT MACGREGOR 26X, 2001. Sacramento Area. \$12,000. Excellent condition, low time Yamaha 50hp 4-stroke, VHF, GPS, stereo, custom cover, head, stove, bimini, cushions, jib, genoa, main, spinnaker, new axle, brakes, tires, 2 batteries, 2 props. Contact (916) 674-1432 or wp_green@yahoo.com.

28-FT TRITON, 1963. Vallejo Yacht Club. \$5,000. Good ole boat, working jib, 135 and 155. Two spinnakers with pole, needs a little TLC. Roller furling. Call Jim to view or email. Contact (707) 249-2128 or paradime@sbcglobal.net.



25-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 palmtreeflag@aol.com or (928) 856-1653.

26-FT HUNTER, 1996. Placerville, CA. \$13,000. Water ballast w/swing keel, 9.9 Honda, roller furling, tiller steering, enclosed head, alcohol stove, barbecue, depthfinder/GPS, VHF, mast-raising system. Sails, rigging, motor and trailer in great condition. (530) 626-0775 or randypesses@hughes.net.

25-FT NORDIC FOLKBOAT, 1979. Oakland. \$6,000. Svendsen's fiberglass #104. Motor, two suits of new Doyle sails, boom tent, nice boat. See more at <http://flic.kr/s/aHskTHduKU> or jared.i24@gmail.com.

26-FT MACGREGOR 26X, 2001. Toll-house. \$11,500. 50hp Mercury Big Foot, water ballast motorsailer. Fresh water only, annually covered storage 9 mos./water 3 mos. Trailer, furler, mast-raising system, cockpit cushions, sunshade, dual batteries w/switch, cockpit table, bottom paint, two 9 gal. fuel tanks, instrument package. Original owner. MUST SELL. (559) 312-5550 or (559) 855-8277.



27-FT CATALINA, 1981. \$11,500. Exceptionally clean and professionally maintained with many upgrades including remanufactured Universal diesel installed 2015. Great Bay boat, with all lines leading aft. Roller furling. Hood sails, chute and pole, new VHF, breaker panel, audio system, 7' fiberglass dinghy, extra sails and more. Contact (415) 246-3734 or chrisbarriscala@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 bimini, cockpit table, enclosed marine head with holding tank, fresh water, shore power, spinnaker, sock and pole. Tandem-axle trailer with surge brakes. (650) 747-0337 or (650) 269-3953 or bob@bumala.com.



30-FT GARY MULL CUSTOM 30, 1972. Vallejo Yacht Club. \$15,000. SF Bay racing legend. Designed by Gary Mull and built by Hank Easom, *Pretty Penny* enjoys a great pedigree and an enviable racing record. Newer sails, rigging, engine, and electronics. New Awlgrip and varnish exterior, with new interior cushions and paint. Lightly used and in splendid condition. A delight to the eyes, a pleasure for the senses, and a rare treat to sail. Call (707) 642-6765.



29-FT CAL 2-29, 1975. Alameda. \$11,500. Excellent condition. Freshly painted topsides, re-upholstered interior, new Martec folding prop, rebuilt Farymann diesel. New bottom paint July 2016. Wheel steering, roller furling, four sails (including spinnaker and gear). (510) 593-8907 or davidb@realwareinc.com.



30-FT CATALINA CAPRI, 1985. San Diego. \$12,500. Boat is well maintained, new bottom paint Feb. 2017. Fun, fast boat, easy to sail. Set up for offshore single/doublehanded sailing. Singlehanded TransPac vet. (2014-2016). Lots of upgrades and equipment. Email for a full detail list: barry19872000@yahoo.com.

29 TO 31 FEET



31-FT BLACK SOO, 1968. Brickyard Cove Marina. \$14,000. Van de Stadt's Bruynzeel ULDB *Starbuck*. Singlehanded TransPac vet. Sym and asym spinnakers. Many headsails. Emergency rudder. Solar. 95 AH lithium battery. X-5 and ST2000 autopilots. GPS plotter with AIS. LED tricolor. Tohatsu 3.5 4-stroke outboard. Double-axle trailer. LWL 27.5'. 4500 lbs. (415) 647-7387 or buckethead@sonic.net.



30-FT YANKEE, 1972. Moss Landing, CA. \$10,500/obo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel < 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or barbandbruce@att.net.



30-FT CAPE DORY, 1978. Monterey, CA. \$29,000. Well maintained circumnavigator, 2010-2015. Monitor steering vane, solar panels, Force 10 diesel heater, 2011 rigging and epoxy barrier coat. More at <http://orcavlog.blogspot.com>. (831) 402-4129 or orca.sv@gmail.com.

32 TO 35 FEET



32-FT J/32, 2001. San Juan Islands. \$88,000. New North sails, main, 135 genoa, gennaker, StackPack, new dodger, interior foam and fabric, running rigging, batteries, B&G Zeus 9" chartplotter, refrigeration, dinghy and outboard. For more info on this amazing boat go to website. Delivery available on West Coast with full price offer. More at www.cruisingworld.com/sailboats/j-32. Contact (360) 298-0545 or seacooper@gmail.com.

31-FT ETHELLS, 1975. Stockton. \$12,000. Etchells (Red, White & Blue) like-new sails. Hull #134. Perfect for class racing or beer can racing. Trailer. Tons of photos. At Stockton Sailing Club. Etchells Fleet #36. Contact (209) 988-2012 or wajwriter@aol.com.

30-FT CATALINA, 1978. Marina Bay. \$12,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact lbrock@sonic.net or (415) 663-9506.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



34-FT DUFOUR, 1974. Berkeley. \$22,500. Built in France, perfect for sailing in the SF Bay, exceptionally dry, very nice interior, great liveaboard potential. Full-batten mainsail and 125% jib replaced 2015, new bottom and full diesel service early 2017. Call (510) 289-7226.

30-FT IRWIN SLOOP, 1973. Pillar Point. \$7,000. Cruised Caribbean, Panama, Mexico and Alaska. 10 sails, Winslow liferaft, depthfinders, Lofrans windlass, anchors, autopilots, fiberglass, documented vessel, Atomic 4, direction finder, dinghy, Ham/VHF. Needs work, as-is. (406) 291-1509 or vkarawanny@gmail.com.



30-FT FISHER PH MOTORSAILER. 1977. Benicia. \$32,500. Sails and pow-ers well in warm comfort. Refit, rewired, re-powered. Thruster, digital radar, plotter. Recent bottom and survey. Not a project or slip queen. Price slashed. More at <http://fog-northamerica.org/sale.html>. Contact micgoose@aol.com or (916) 719-9355.



CATALINA 30 MK I, 1984. Benicia 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@slicknotes.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

29-FT J/29, 1984. Benicia, CA. \$10,500/obo. (FROB) New bottom paint 2016, Nissan 6hp outboard, Nexus speed, depth and wind instruments, Garmin GPS/plotter, Dacron sails, main, jibs, 75%, 95%, 155%, spinnaker. Racing sails optional. Contact harlessgrant@sbcglobal.net or (510) 230-3649.

30-FT YANKEE, 1971. Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info: <http://doubleplay.website>.



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35-FT HUNTER 356, 2002. Tradewinds Sailing Club, Marina Bay, Richmond. \$59,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Surveyed on 4/6/16, valued at 65K. Contact Ken for more info. (325) 347-2349 or cordero@wcc.net.

32-FT GULF PILOTHOUSE, 1989. San Francisco. \$30,000. Clean with 1300 hours on Universal M40 diesel engine. VHS, Autohelm, radar, plotter, inside steering station. Extra sails, anchors, 4-burner CNG stove and oven, refrigerator. Recent upgrades: new standing rigging and lifelines, all thru-hulls replaced, new bottom paint, no blisters. (408) 891-2851.

35-FT ERICSON, 1970. San Francisco Yacht Club Marina. \$24,500. Well maintained motorsailer rigged as a masthead sloop with wheel steering for easy single-handing. Roller furling headsail with lines routed to the cockpit. Internal halyards for both the mast and jib. Albin 27hp diesel powered for low mileage. Topsides and brightwork recently refinished. Comfortable interior updated. Deck and sail covers. Contact (415) 388-8094 or jnmedovich@gmail.com.



35-FT ALBERG, 1961. Port Townsend, WA. \$33,500. A well maintained, heavily built, seaworthy classic. Universal diesel 770 hrs, pedestal steering, autopilot, propane heat, 12V anchor winch with remote, GPS, AIS, VHF/DSC, knotmeter, sounder. New gennaker. Recent survey. (206) 484-8796 or cjcannon@seanet.com.



33-FT SOVEREL, 1985. Alameda. \$24,000. Come join the *Good and Plenty* fun with this classic, fast is fun, ultralight racer/cruiser. Full set of racing sails. PHRF 96. Partnership percentage equity buy in and \$200/month. OR buy her outright \$24K. See more info at <http://soverel33goodandplenty.com>. Contact justisfennell@gmail.com or (510) 390-4674.

33-FT O'DAY 322, 1987. San Carlos, Mexico. \$33,950. Excellent condition - very clean. Freshwater boat till 2011. 3-axle trailer allowing easy transport and dry storage for savings on slip fees! New genoa and main in 2009. Raymarine autopilot and Dutchman flaking system. Logbook and original manuals. All USCG paperwork and Colorado trailer title. Surveyed 2010. Inflatable 2-person kayak. Boat is well equipped and ready to sail! More at <http://tinyurl.com/hkvjira>. (303) 478-1325 or bigaljd@aol.com.



33-FT CUSTOM LESTER STONE. Sloop, 1958. Berkeley Marina. \$29,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-tending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or dickwr8@gmail.com.



35-FT WAUQUIEZ PRETORIEN, 1985. Arriving San Francisco from NZ early June. \$75,000. Highly regarded offshore cruiser. New standing rigging 2016, sails 2015, shaft drive, epoxy bottom. Fast and fun. Email and include 'Pretorien' in subject line. Contact (808) 339-0952 or martinlexi@hotmail.com.



33-FT WESTERLY STORM, 1987. Glen Cove. \$34,900. This is a British offshore sailboat in good condition. Built for heavy weather and has Lloyds Registry of Construction certificate. She has nice sail inventory and very crisp. This vessel is very dry inside, no leaks top or bottom. Well designed teak interior with forward and aft cabins. Only electronics is Garmin chart plotter, but a great foundation to build on. Contact (707) 372-8660 or bferevr@gmail.com.

34-FT SAN JUAN, 1980. Marina Bay Richmond. \$12,999. Fast, fun boat to sail. Rigged for singlehand sailing. Rod rigging. New head, CB/marine radio and battery. Sleeps six. Included in price a dinghy with outboard. (530) 632-5109 or roadglide1215@sbcglobal.net.

35-FT CAMPER & NICHOLSONS, 1985. Alameda. \$62,500. *Aventura* is for sale. Excellent condition bluewater yacht. Great sail inventory, plenty of electronics, recent hull and bottom paint. Call Don at (209) 612-7844 and see at website: <http://jcahill31.wixsite.com/aventura>.

33-FT CS 33, 1981. Tiburon. \$4,000/obo. Ready to sail. Some projects required (hence the price). Great SF Bay boat. (925) 200-8411 or pburkeb@hotmail.com.

35-FT ISLAND PACKET CUTTER. 1990. Marina Real, San Carlos, Mexico. \$80,000. *Aegean Odyssey*, perfect bluewater cruising sailboat and Mexican veteran since 1999. Fully equipped, bottom sanded with new bottom paint March 2017, extensive parts, sleeps 6. Contact aegeanodyssey@yahoo.com or (480) 634-8090.



35-FT JASON, 1981. Exceptional live-aboard/cruiser: fully equipped, meticulously maintained, Mexico-proven. 1981 Brewer design listed in Ferenc Mate's book *Best Boats*. Solid fiberglass hull, teak cockpit, full enclosure. Clean, bright mahogany/teak interior, diesel cabin heater. Custom refrigerator/freezer, solar and wind power, new batteries/inverter-charger. Other upgrades 2009-present. Set up for singlehanding. If you are looking for a capable bluewater cruiser and want to leave now, come see *Isa*. A steal for someone who knows what they're looking for. More at <http://sv-isa.blogspot.com>. Email calmport2@gmail.com.

36 TO 39 FEET

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 sailingonthebay4@gmail.com.

36-FT ISLANDER, 1977. Marina Bay Richmond. \$35,000. Islander 36 well maintained, rebuilt 108 Perkins - less than 300 hrs. Newer dodger, Autohelm, chart-plotter, etc. Must see to appreciate. (707) 684-9468 or Brianusilton@gmail.com.

36-FT HUNTER, 1981. Moss Landing. \$39,000. Cherubini design, new bottom paint, custom V-berth mattress. great slip at Moss Landing on Monterey Bay. Kevlar main, great sailing, great looking, custom interior, email for lots of pictures. (209) 988-2012 or wajwriter@aol.com.



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.



37-FT EXPRESS, 1984. San Pedro, CA. \$65,000. Hull #3, well-known Schumacher-designed, Santa Cruz-built Express 37s. Big Boat Series veteran. Very good inventory race or cruise. Good Dacron main plus 3DL racing main. Harken roller furling with Dacron 115% roller jib. Full racing spinnaker and headsail inventory. 2-cyl. Yanmar, recently serviced, Martec prop. Very clean, well maintained throughout. Tacktick instruments, GPS interfaced with Autohelm autopilot. Tiller and new rudder design. Ready for PHRF racing, Catalina cruising, or one-design racing. Contact DaveCort@Hotmail.com or (310) 547-3929.



36-FT C&C, 1979. Bay Area. \$20,000. Easy to sail and ready to cruise. New 3YM30 Yanmar installed in 2008, <100 hrs. Spinnaker, 2 mains, 125% and 150% genoas, steel rod rigging. Contact seller for more pictures. Priced low for quick sale. (408) 739-7019 or (408) 813-4904 or michiel.ligthart@comcast.net.

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38-FT CATALINA, 1980. Sausalito. \$44,000. New systems throughout. Sails 2014. Batteries 2015. Fuel system 2015. Raw water intake system 2016. Winches serviced 2017. Fresh varnish topsides 2017. Engine serviced annually. Extra sails. Boat is in excellent condition. Email seawindcaptain@gmail.com.



38-FT MORGAN 382, 1980. La Paz, BCS, MX. \$49,500/obo. Best 382 on market. Everything replaced since 2010 (many in last several years): Windlass, 300' G4 chain, 55lb Rocna, standing and running rigging, lifelines, Port Townsend (Hasse) sails, C120W plotter with AIS (receiving and transponding), Raymarine belowdeck autopilot with spare hydraulic arm, 2017 bottom paint, mast pulled and re-wired and repainted, ports re-bedded, 4 fans, 2015 engine rebuild with many spares, asymmetrical spinnaker, hard dodger (2016: new canvas), bimini, cover for all teak, unused inner forestay with Harken furler and Hasse-designed staysail, reliable 4-stroke 10hp OB with inflatable dink, three 145-watt Kyocera solar panels - beautiful condition. Dec. 2016 survey (for insurance). More information at <http://forsalemorgan382.weebly.com>. Contact greg.ventura1@gmail.com or (503) 910-3578.



37-FT O'DAY, 1979. \$34,000. Excellent coastal cruiser, great daysailer, comfortable and in very good condition. Re-powered with 40hp Yanmar (500 hrs). Upgrades include radar, wind generator, autopilot, engine hoist, chartplotter, electrical. Easy to sail and ready to cruise. Per *Good Old Boat*, *Sail Magazine* and *Practical Sailor*: A lot of boat for the money. Contact (925) 212-6230 or richardkaeser@sbcglobal.net.

38-FT ISLAND PACKET 380, 1999. Long Beach, CA. \$199,000. Extensive refit 2014, all systems overhauled or replaced with new. New canvas 2016; two autopilots, Monitor windvane, liferaft, radar. Excellent condition. (949) 285-8362 or bchristie@fullerton.edu.



39-FT FREYA, 1985. Morro Bay, CA. \$85,000. *Laughter* for sale. Strong, fast, powerful and dependable. Our journey has ended, yours is about to begin. Contact Patrick and visit: "Sailing with *Laughter* on Facebook". (831) 238-5697 or svlaughter@aol.com.



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-Yacht motor conversion, new Raymarine electronics (radar, MFD, wind, depth, speed), dual battery banks (48V @300am, 12V @70AH), 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, liveaboard or beyond. Includes 8-ft tender. (206) 227-3133 or nranderson@ucdavis.edu.



39-FT YORKTOWN, 2006. Moss Landing. \$39,000. Yorktown 39, 2006 launch, 1976 model. Price reduced, ocean-cruise ready or great liveaboard, 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, two alternators, amazing woodwork, upholstery, electrical and plumbing. 250 hours on 70hp diesel, 50 gal fuel tank. Hard dodger, sails like a dream. Contact (408) 268-4573, (831) 234-9778 or paul5z@comcast.net.



39-FT CAVALIER, 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 fast and comfortable. (650) 283-3001 or (650) 588-3015 or jim@drakemarine.com.

38-FT ERICSON 38-200, 1989. 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) 624-0503 or celtica11@yahoo.com.



36-FT S2 SLOOP, 1978. Pier 39, SF. \$35,000. Aft cockpit sloop. Second owner selling this seaworthy vessel in very nice shape, slip is transferable at Pier 39. More specs and pics available. See website: <http://Nohelani.com>. Contact (650) 270-9418 or daniel.demetris@gmail.com.

40 TO 50 FEET

41-FT NEWPORT, 1984. Rio Vista. \$25,000/obo. Strong rod rigging, ready to cruise, health sale. Diesel, fresh water, transferable berth. Best offer 25K+ by May 31. Spares galore. Great vessel. (916) 217-6908 or chardonnaymoon@att.net.



42-FT WESTSAIL, 1974. Santa Cruz Harbor. \$79,500. *Nomad* sailed to NZ, back, and thousands of miles before and after. Beautiful throughout. Simple, dependable, and circumnavigable. Factory-finished. Major upgrades. Sublet possible. Contact Brian for full inventory and pictures. (831) 359-0254.

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.



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 masts/booms, standing/running rigging, deck hardware, diesel engine, anchor with chain. Interior 80% complete. Email rpmanz50@gmail.com.

43-FT SWAN, 1969. San Francisco. \$69,000. S&S design - Palmer Johnson import. Great boat. AP, radar, chartplotter, dodger, awning, repainted cabinot, recently varnished brightwork, refurbished deck. Teak/koto interior. Functioning trim tab. Perkins 4-108. Extensive sail inventory. (415) 606-4716 or pibbs1@aol.com.



44-FT KELLY PETERSON, 1980. Marina Palmira, La Paz, Mexico. \$95,000. Great cruising/liveaboard, ready for you to explore the Sea of Cortez and beyond. High-gloss varnish interior, nonskid deck, sails like a dream. Currently moored in La Paz, Mexico. See www.ahoylola.com or (52-612) 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. Westerbeke 44hp diesel engine with 890 hours. Fresh LP done a year ago, and brightwork is always meticulously maintained. (949) 285-5874.

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47-FT CUSTOM PERFORMANCE. Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.com.

43-FT SERENDIPITY 43, 1982. Delta. \$79,500. Bluewater performance cruiser. Open transom, hard dodger. Spacious teak interior, aft queen, convertible dinette, separate shower. \$150k cruising conversion in 1995. Similar to Baltic and Swan 42. See more at <http://youtu.be/P7-NJ5KeMn4> and www.sailboatlistings.com/view/54312. Email hookedsailing@gmail.com.



50-FT SANTA CRUZ, 1979. Kaneohe, Hawaii. \$165,000. Ready For Transpac. Santa Cruz 50 #1. Tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! \$165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario at wazzario1@icloud.com, (808) 367-8185 or (808) 799-9818.



44-FT CHEOY LEE CUTTER, 1979. Sitka, AK. \$80,000. Bluewater cruising sailboat and great liveaboard. New Yanmar engine, exhaust, batteries, and bow pulpit and lifelines. Substantial upgrades to electrical, mechanical, and plumbing systems, with refinished interior. More at www.svvega.com. (907) 227-6588 or svvegasitka@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.



40-FT LADY HELMSMAN, 1979. Berkeley Marina. \$15,500. Good condition, standing rigging, engine runs well, main, Schaefer furling jib, spinnaker, very good condition, extra sails. Rigged for single-handling. Sacrifice, \$15,500. Call (510) 813-0653.

39-FT CHOATE 40, 1979. Humboldt Bay, CA. \$30,000. New rod rigging 2011. New main and jib 2013 with flex poly from Doyle SF. Volvo MD2b diesel is very reliable. Willing to deliver to the Bay Area. Contact garrettcoonrod@yahoo.com or (707) 499-8774.



41-FT HALLBERG-RASSY KETCH. 1975. San Francisco. \$50,000. Great bluewater sailer, center cockpit. Good condition, Yanmar low hours, great liveaboard, two cabins, two heads. Clean cushions, Force 10 stove. Liferaft, dinghy, Yamaha outboard. Email boatforsale99@gmail.com.



40-FT SAMSON C-GHOST, 1980. Oyster Point Marina. \$15,000. Bluewater ready. Large interior. Sails great, turns on a dime. Minor upgrades made and maintained. Engine overheated and doesn't turn on (worth over 20K if engine worked). (650) 279-0673 or dmn910@yahoo.com.

47-FT PHILPS CUTTER, 1988. Emeryville Marina. \$89,500. Strong bluewater cruising boat completely updated for Hawaii in 2012/13. *Sihaya* is a superbly built steel cutter offering exceptional safety. Great liveaboard. 65hp Yanmar, new shaft, prop, dripless stuffing, Simrad autopilot, GPS plotter, Edson steering 2012, GPS EPIRB, new paint 2014, rig 2008 including furlers. Tender and outboard. Two voyages to BC. Survey and photos available. A simply laid-out boat in excellent condition. (415) 488-0218 or (415) 999-2270 or sjr90@comcast.net.



44-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, B&G 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 alvinlcox@hotmail.com.



42-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, freezer, TV, microwave, 56hp Yanmar. Newer AGM batteries, 400W solar panels. Inverter, power winch, watermaker, ShadeTree cover. All in great shape. Many spares. (916) 801-9151 or taugherb@gmail.com.

41-FT NEWPORT, 1986. Schoonmaker Pt. Marina, Sausalito. \$25,000. Tough, fast sailboat. 3 headsails plus spinnaker, all sails in good condition. SSB, watermaker, EPIRB, chart plotter. Newly recovered dodger. Michell.jackie@gmail.com.



42-FT RON HOLLAND SWAN, 1985. Channel Islands, Oxnard, CA. \$124,650. Surveyed Jan. 2016 Jamestown, RI. New: Yanmar 4jh5e, Max Prop, Sea Frost refrigerator and freezer, Navtec rod rigging, Harken roller furling, Lofrans windlass. Bottom painted June 2017. 2011 ARC veteran. Contact (830) 377-2145 or Richard.Hesse2145@gmail.com.

50-FT BENETEAU OCEANIS, 1992. Marmaris. 3-cabin layout c/w showers, Raritan heads. Beautiful teak salon. Fwd cabin c/w washer/dryer, workshop. New teak decks, dodger, bimini. New 3.2 m RIB, 8hp Honda. Located Mediterranean, will deliver. Email surgiamo@hotmail.com.

51 FEET & OVER



54-FT BRUCE ROBERTS, 1979. Ensenada. \$109,999 USD firm. Expired COI-charter service 2003-2013, fiberglass hull, Ford Lehman diesel main engine. Vessel specs and pictures upon request. (949) 370-6655 or thklrnrem@gmail.com.



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968 or (604) 354-5090 or westbynorth@gmail.com.



55-FT TAYANA, 1985. San Diego. \$260,000. Well-known on the West Coast, and a veteran of both oceans, *Long Tall Sally* sailed to the Med with her previous owners and for the past twenty years has explored the West Coast, Mexico, the South Pacific, and Asia with her current owners. She has had several major upgrades: new teak decks, Awlgrip paint, and a complete high-end refrigerator and freezer. Her interior teak woodwork has been restored and varnished, and she has two large 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.



CLASSIC BOATS



42-FT ALDEN MALABAR II, 1996. Moss Landing, CA. \$80,000/obo. Well built classic 42-ft OD schooner. Launched new in 1996. Engineless. Bronze-fastened. One owner. Larch on oak. www.schoonervoyage.com. Contact (831) 251-6965 or lan@newphoenixrising.com.



47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.



35-FT CRUISING KETCH, 1947. Sausalito. \$20,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



25-FT HERRESHOFF EAGLE, 1974. North Lake Tahoe. \$25,000. Keep Tahoe Blue Classic overnight cruiser. Original Tahoe boat. Gaff-rigged sloop with topsail and asymmetrical spinnaker. New 6hp motor. Professionally restored 2014. Bristol condition. A rare find! Contact trevmacksail@gmail.com.



38-FT NAUTILGAL, 1938. Point Richmond. \$15,000. Myron Spaulding-designed built on SF Bay. Long, narrow, deep sloop. Varnished teak. Fir on oak hull. Good sails, spinnaker. Very classic and sails like a witch. Owned 25 years. (925) 787-6741 or cjefstokes@msn.com.



20-FT WOODEN SAIL/ROWING BOAT. 1993. Reno, NV. \$11,995/obo. A commissioned Whitehall wooden sail/rowing boat. Double sliding-seat rowing stations for smooth rowing, or sail as a gaff-rigged sailboat. Pristine, garaged, UV-protected. Custom trailer, 10 ft. hollow-core oars, like-new sails, all mahogany and cedar, hand-cast fittings, hand-sewn leather, custom covers. Cold-molded epoxy construction by Artisan Boatworks (ME), cost \$32,300 (5,500 person-hours). There is nary a thing like it on the West Coast, priced to sail. Contact (303) 704-7185 or gary.drews@outlook.com.



34-FT ATKIN ERIC, 1964. West Sacramento, CA. \$42,000/obo. Double-ended Marconi ketch. A modified Eric w/pilot-house, 34'x11'6"x6'6", 43-ft overall, 12 tons, white oak and Western red cedar over oak, Sitka spruce spars, monel fastened, strong rebuilt Unimite four, traditional decor w/cast iron Shipmate, brass, etc. Singlehands well, family-built at their Wisconsin tree farm, keel laid 1951. Second owner now 76 seeks new family with a wood shop to keep up her stunning beauty. (916) 524-7055.

MULTIHULLS

40-FT WOODS, 1987. Puerto Vallarta, Mexico. \$108,000. Circumnavigator. Well maintained foam/glass cruising catamaran. 4 bunks, roomy galley, salon, watermaker, 2 autopilots, 550W solar, Iridium GO!, radar, RIB 15hp outboard, 3 anchors, cutter rig. Exceptional light-wind performer. More at <http://ceilydh.wixsite.com/cat4sale> or ceilydh@yahoo.com.



24-FT CORSAIR SPRINT TRIMARAN. 2006. Eugene. \$33,500. Corsair Sprint 750 is compact, easily trailerable. It is lightweight, sporty, exceptionally fast, responsive and safe. With its huge cockpit and spacious decks and nets, the Corsair Sprint 750 is a highly mobile day cruiser; but it's the amazing performance, with 20-knots-plus speed capability that sets the Corsair Sprint 750 apart. Stored undercover, sailed in fresh water 4 months per year. New North mainsail and jib, screacher and asymmetrical. Custom kickup rudder from Morrelli & Melvin, Tacktick wireless instrument racing package. Fiberglass camera and instrument mount at the transom. (541) 501-4644 or jon.texter@gmail.com.



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, Flexofolds, spares, etc. Current survey reflects excellent condition, and ready to go NOW. Everything needed on board, right down to our big dinghy's anchor. FAST? Often mid-teens, 19.4 best so far, which is plenty! We have loved sailing and cruising her, and you will too; do you hear the South Seas calling? You could be in Mexico in 2 weeks! Why wait another year? Not your typical Tupperware tub. Call Wayne. (832) 332-8448 or wfhendryx@gmail.com.

POWER & HOUSEBOATS



31-FT GRAND SLAM BY SHAMROCK. 1988. Santa Cruz, CA. \$59,500. The Grand Slam 31 by Shamrock is a tenured Sportfishing machine. Twin 210hp Cummins turbo diesels, 300gal fuel, trolling valves, tuna tower with steering/engine controls aloft, 50gal live baitwell, outriggers and electric downriggers, full Sunbrella and clear vinyl window enclosure. Furuno electronics package with 1kW sonar/fishfinder and much more. USCG documented vessel, CA Fish and Wildlife placard (able to fish commercially). Santa Cruz, CA Slip. See more information at <http://GrandSlam31.com>.



36-FT SEAHORSE MARINE COOT. 2011. Anacortes. \$240,000. Strength, economy, comfort. *Cormorant* was specifically designed for Northwest cruising. Her steel hull and protected running gear provide an elevated level of safety. 200+ gallons of water, 400+ gallons of fuel and an efficient John Deere 4045DFM70 give her autonomy not seen on vessels of her size (1500+nm range). All of this combined with a queen berth, washer/dryer, separate shower stall, walk-around decks, autopilot, satellite compass, and bow thruster. Will consider trade for select bluewater sailboats. See www.weblab.com/cormorant. (206) 696-0234 or lan.M.Griffith@gmail.com.



26-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/front bed and rear bedroom/storage area. Dining in the aft area on a custom-made teak table allows the V-berth bed to stay made. Extras included are an electric windlass anchor, double bimini, complete salon enclosure, Lowrance color GPS w/ fishfinder/chartplotter, engine fire suppression system, snap in/out marine carpet, electric refrigerator/freezer, and custom-made Sunbrella winter storage cover. Includes a tandem axle trailer w/ four new tires. Too many extras to list. Additional information and pictures available. (775) 856-1765, (775) 240-3503 or rowdy93042@sbcglobal.net.



32-FT GRAND BANKS, 1972. Alameda. \$26,500. *Little Ship* is a "woody" in excellent condition. Grand Banks (prior owner's boat) teak and all redwood is in excellent condition. Has new engine, transmission, alternator, inverter/charger. All batteries (5) replaced in 2016. Upgraded electrical panel. Autopilot at upper and lower stations.



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CATALINA 34 PARTNERSHIP. Marina Bay Yacht Harbor. \$350. 1/4 non-equity share in recently renovated Catalina 34. We take care of everything, you just show and sail one week a month. See www.sfboatpartners.com/boats/rascal. (510) 549-1702 or info@sfboatpartners.com.

40-FT CATALINA 400, 1998. Brisbane Marina. 1/5th partnership interest in a well maintained and upgraded SF Bay and coastal cruiser. New dodger, sails, bottom and motor. Over 400 images online for reference. Call to discuss. (650) 464-6493 or bruce.paris@cbre.com.



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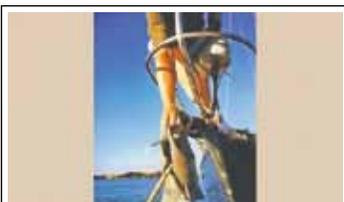
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WESTERBEKE 42B. \$4,300. Westerbeke 42B Four marine diesel engine 3,200 hours, includes trans and control panel. Runs great, needs bell housing. Contact (650) 464-6493 or bruce.paris@cbre.com.



ANCHOR RIDER - KELLET. Huntington Beach, CA. \$250 plus shipping (new). I have several, new, in-box, Kiwi Anchor Riders from my previous business. They sold retail for \$572 at the boat shows. I need to sell these and get them out of my garage. CAB30 model, works with all-chain, chain-and-rope and all-rope. For chain sizes up to 1/2 inch and nylon rode up to 1-7/8 inch. They work great to increase the holding power of your anchor. Contact (714) 843-0654 or captainrandy@geckoyachtcharters.com.

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80-FOOT END TIE DOCK FOR SALE. Pier 39. \$100,000/obo. HOA fees are around \$700. Dock B. Draws deepest water in the SF Bay. (415) 604-6076.

36' X 13' SLIP FOR RENT. Pier 39. \$300/month. "C" Dock, Slip 6. Close in to pier, showers and marina office. Available immediately. Contact (650) 274-1468, (831) 386-2894 or solomon.cape@yahoo.com.

50-FT SLIP PIER 39, SLIP J6. Best offer. Unobstructed views of the Golden Gate Bridge and Coit Tower. Discounted parking at Pier 39 parking garage. No liveaboards. Will consider 1/2 ownership. Please contact for more info. (650) 520-4607 or jvandyke100@yahoo.com.

40' SLIP FOR SALE - PIER 39. San Francisco. \$4,000. 40' slip for sale on Dock D at Pier 39 (not the seal side!) Discounted parking, too. Email porcchien@gmail.com.

A GREAT SLIP AT PIER 39 MARINA. San Francisco. \$50,000. Sublease for sale: Berth G-4, a 50' x 18' slip with a large finger on one side. This is a premium location, on the dock that is closest to the Bay and near the marina office. It has gorgeous unobstructed views of San Francisco Bay and easy access to downtown San Francisco. (510) 733-9475.

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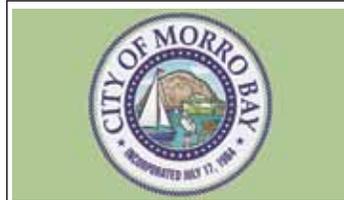
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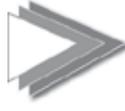
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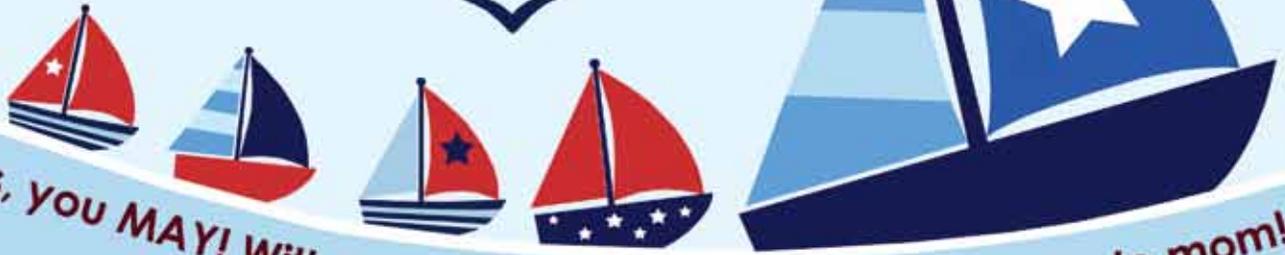


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