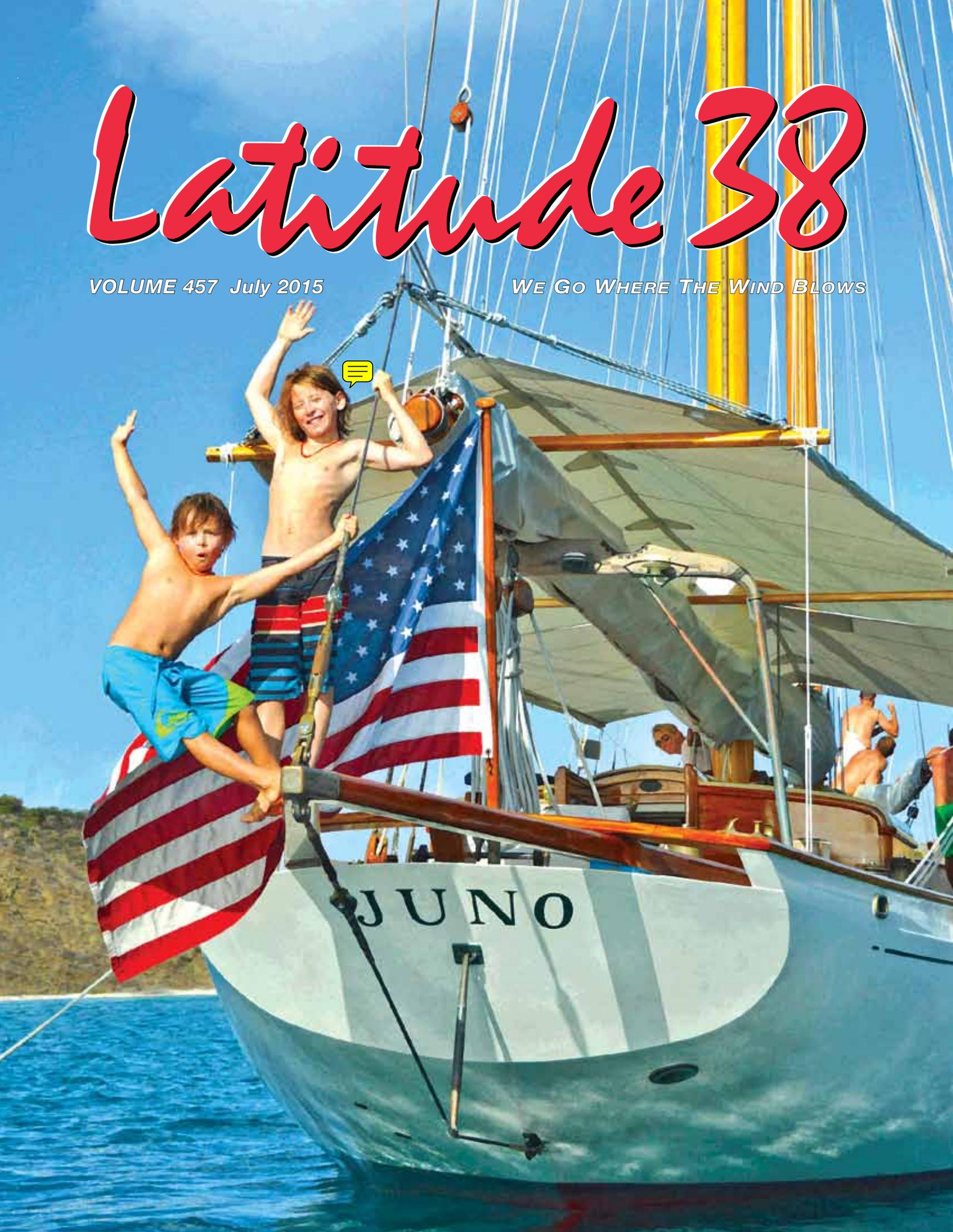


Latitude 38

VOLUME 457 July 2015

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Going Places

Patrick Evans sails *Sundance*, his Alerion 28, on Lake Geneva in Wisconsin in the summer, then picks races in Florida and takes the boat the 1400 miles to Naples for the off-season, for "...the competition and camaraderie... that are second to none..."

This spring, *Sundance* placed first-in-class in Marco Island's SAMI Bud Light regatta with four first-place finishes in the four-race series. Sailed in an idyllic setting, the regatta pitted *Sundance* against much larger boats. The beer and winds might have been light, but not the competition.

With events in Wisconsin and Florida, Patrick races "4 to 6 races per week" - a demanding schedule. So his carbon main and self-tacking jib from Pineapple Sails must be up to the task. Durable and versatile, Patrick can "adjust every inch" of the sails.

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PHOTO BY MAE M. BROWN

*Sundance**

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CONTENTS

subscriptions	6
calendar	10
letters	22
sightings	60
stately master mariners	70
san francisco bay history, pt. II	74
transpac preview	82
max ebb's spin on weather	86
the racing sheet	90
world of chartering	96
changes in latitudes	100
classy classifieds	116
advertisers' index	125
brokerage	127

Cover: Is there anything that says Fourth of July more than an American flag flying from a schooner? Ethan and Owen di Basio don't think so.

Photo by Latitude/Richard

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



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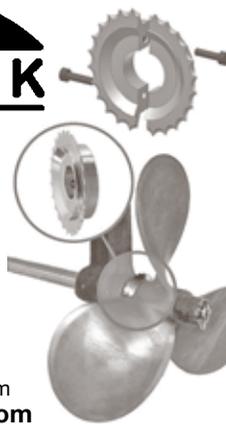
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Latitude 38

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July 1 — Sail under the full moon on a Wednesday night.
July 1-29 — 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.

July 1-29 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

July 2, 9, 11, 16, 23, 25, 30 — Sail the Bay aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. Tickets, \$20-\$40; kids under 6 free. Info, (415) 447-5000 or www.nps.gov/safr.

July 3-5 — Channel Islands Harbor 50th Anniversary, Oxnard. Arts & crafts, live entertainment & music, kids' activities. Saturday: 10K race & 5K fun run/walk, kids' parade, fireworks. Sunday: Fairy Tales in the Park, farmer's market. Info, www.channelislandsharbor.org.

July 4 — Independence Day. Celebrate with a sail and waterfront viewing of a fireworks show, such as Hilton's Fireworks Extravaganza at Mandeville on the San Joaquin River.

July 4-25 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

July 5-26 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

July 9, Aug. 13 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

July 11, Aug. 1 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. A public sing-along of sea chanteys. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

July 12 — US Sailing Safety at Sea Seminar, Shoreline YC, Long Beach. Bruce Brown will moderate. Info, Marion, (310) 632-4748 or marionseaman1@aol.com.

July 15 — Pink Sail & Pink Party. Cruiser Challenge, dinner & drink specials. Wear pink and drop a few dollars in the cancer research fundraiser jar. Vallejo YC, fleetcaptainsail@vyc.org or www.vyc.org.

July 17-19 — Delta Doo Dah mini-cruise from Richmond YC to Owl Harbor to Stockton Sailing Club. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

July 18 — Mariners Swap Meet, Channel Islands Landing, Oxnard, 8 a.m.-3 p.m. Boat, fishing, scuba & surfing gear, electronics, kayaks, dinghies, hardware. Snacks & drinks available to buy. Info & space reservations, (805) 985-6269.

July 19 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

July 25-26 — Benicia Waterfront Festival, First Street Green, 11 a.m.-6 p.m. Live music, beer & wine, food, kids' activities. Tickets \$5-\$10; 2-day pass \$15; kids 12 & under free. Info, www.beniciamainstreet.org

July 31 — Sail under the full moon on a Friday night. If you only do something once in a blue moon, do it today.

Aug. 1 — 10th annual Maritime Day, Galilee Harbor, Sausalito. Marine flea market, traditional boatbuilding demos, boat rides, floating home tours, live music, raffle, food & drink. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 8 — Taste of the Delta, Tower Park Resort, Lodi, 1-4 p.m. Vendor booths, wine, food, live music, silent & live auctions. Fundraiser for California Delta Chambers. \$25. Info, www.tasteofthedelta.com.

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- 37' Hunter 376, 1997 **REDUCED** 74,900
- 36' Beneteau 36.1, 1999 **REDUCED** 76,500
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Racing

July 1, 1985 — From *Loose Lips* in the July, 1985, issue of *Latitude 38*: You may have noticed the results for the Master Mariners race in the *Chronicle* on May 27th. After listing the Ocean Racing and Gaff divisions, the Sporting Green presented the top finishers in the "Mother" fleet. Now, we know a few boats and crews we've referred to that way ("That mother barged us at the starting line!"), but never an official fleet designation.

The mystery was solved when the Master Mariners sent out the official results and the following explanation. The sports department reporter was doing fine with "Ocean" and "Gaff," but didn't quite understand "Marconi." The *Oakland Tribune* picked up the *Chron*'s mistake as well.

July 3-5 — Hobie Regatta. MPYC, www.mpyc.org.

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyf.org.

July 4 — Stars & Stripes. CPYC, www.cpyc.com.

July 4 — Independence Day Race. MPYC, www.mpyc.org.

July 4 — Firecracker Race. Moss Landing to Monterey to Point Pinos to Moss Landing. ElkYC, www.elkhornyc.org.

July 6-23 — Laser Performance Clinic/Blowout in the Gorge. CGRA, www.cgra.org.

July 9-11 — Melges Race Week on North Lake Tahoe. Dan, (530) 581-4700 or www.tahoeyc.com.

July 9-14 — Great Pacific Longitude Race (LongPac), starting and finishing at CYC. SSS, www.sfbaysss.org.

July 10 — Trans-Tahoe Warm-up Race. Dan, (530) 581-4700 or www.tahoeyc.com.

July 11 — Trans-Tahoe Race. Dan, (530) 581-4700 or www.tahoeyc.com.

July 11 — Summer Series #1. YRA, www.yra.org.

July 11 — Jill and Jack. SSC, www.stocktonsc.org.

July 11 — Club Championship Series #3/Russ Schneider. CYC, www.cyc.org.

July 11 — Small Boat Series. EYC, www.encinal.org.

July 11 — Tiburon Waterfront SUP Regatta, starting at Sam's Anchor Café in downtown Tiburon. Torben, (415) 259-8088 or www.desolationoutdoors.com/events.

July 11, 26, Aug. 8 — Summer Series on Scotts Flat Lake. GCYC, www.gcy.net.

July 11, Aug. 1 — North Bay Series. VYC, www.vyc.org.

July 11, Aug. 8 — South Bay Inter Club Race Series. Info, www.jibeset.net.

July 11, Aug. 8 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

July 11-12 — J/70 PCCs/Melges 24 & 20 Summer Sport-boat Regatta. StFYC, www.stfyf.com.

July 11-12 — Catalina 34 Fleet SF Cup. SBYC, www.southbeachyc.org.

July 11-12 — BAYS #3/Svendson's Summer Splash at EYC. Info, www.bayarea-youthsailing.com.

July 11-12 — High Sierra Alternate Regatta on Scotts Flat Lake. GCYC, www.gcy.net.

July 12 — Summer One Design. MPYC, www.mpyc.org.

July 12 — Howard Stevens Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

July 12, Aug. 9 — Tri-Island Races #2 & #3. BYC, www.berkeleyyc.org.

July 13, 16, 18 — Transpacific Yacht Race to Honolulu starts off Point Fermin. TPYC, www.transpacyc.com.

July 17-19 — Santana 22 Nationals hosted by CYC. Info, www.santana22.org.

July 17-19 — SC27 Nationals/Fiesta Cup. Santa Barbara



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YC, www.sbyc.org.

July 17-19 — 29er North Americans in the Columbia River Gorge. CGRA, www.cgra.org.

July 18 — Midnight Moonlight Maritime Madness. SFYC, www.sfyf.org.

July 18 — YRA Westpoint Regatta, hosted by SeqYC and Westpoint Marina in Redwood City. Info, www.yra.org.

July 18 — Twin Island #2. Round Angel Island and Alcatraz in either direction. SYC, www.sausalito yachtclub.org.

July 18 — Plastic Classic. BVBC, www.bvbc.org.

July 18 — Moseley Regatta for Etchells & Knarrs. TYC, www.tyc.org.

July 18 — Singlehanded #2. SSC, www.stocktonsc.org.

July 18 — Pelican races, Grand Street ramp, Alameda. Kelly, (650) 445-8979.

July 18-19 — SF Bay Classic & UN Challenge. StFYC, (415) 563-6363 or www.stfyf.com.

July 18-19 — 505 Regatta. SCYC, www.scyc.org.

July 18-24 — Whidbey Island Race Week, Oak Harbor, WA. Dinghy, small boat & cat racing, 7/18-19; large boat racing, 7/20-24. Info, www.whidbeyislandraceweek.com.

July 19 — Baxter-Judson Series Race #4. PresYC, www.presidiyachtclub.org.

July 20-25 — Governor's Cup International Match Racing Championship, hosted by Balboa YC in Corona del Mar. Info, www.balboayachtclub.com.

July 21-24 — El Toro Senior & Junior North American Championships in Santa Cruz. Info, www.eltoroyra.org.

July 22-25 — 29er Nationals. RYC, www.richmondyc.org.

July 24 — Santa Barbara to King Harbor Race. Info, (805) 965-8112, www.sbyc.org or www.khyc.org.

July 24-26 — West Wight Potters Cruiser Challenge at MPYC. Info, www.cruisercchallenge.com.

July 24-26 — McNish Classic in Oxnard. Pacific Corinthian YC, www.pcyf.org.

July 25 — OYRA Duxbury/Lightship. YRA, www.yra.org.

July 25 — Single/Doublehanded Race #3. SeqYC, www.sequoiayc.org.

July 25 — H.O. Lind 3-4. TYC, www.tyc.org.

July 25 — Mitchell/Ross Regatta. SFYC, www.sfyf.org.

July 25 — Sadie Hawkins. KBSC, www.kbsail.com.

July 25 — Centerboard Regatta on Folsom Lake (lake level permitting). FLYC, www.flyc.org.

July 25-26 — One Design Invitational Regatta. CYC, www.cyc.org.

July 26 — Summer 3 & 4 PHRF. MPYC, www.mpyc.org.

July 26 — Sir Francis Chichester Race around Alameda for Lasers. EYC, www.encinal.org.

July 26 — Doublehanded Races on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

July 29-Aug. 2 — Kite Foil Gold Cup. StFYC, (415) 563-6363 or www.stfyf.com.

July 31-Aug. 2 — Columbia Gorge One-Design Regatta (CGOD). CGRA, www.cgra.org.

Aug. 1 — Dave & Kay Few Regatta. CPYC, www.cpyc.com.

Aug. 1 — Shaw Island Classic Race. Starts in Friday Harbor, WA, sails around Shaw Island, and returns to Friday Harbor. San Juan YC, www.sjyyc.com.

Aug. 1, 15 — WBRA Races. YRA, www.yra.org.

Aug. 1-2 — YRA 2nd Half Opener, hosted by EYC. Info, www.yra.org.

Aug. 1-2 — Multihull Regatta. SFYC, www.sfyf.org.

Aug. 1-2 — Franks Tract Regatta on the San Joaquin River. ACYC, www.andreascoveyc.org.

Aug. 1-2 — Santanarama for Santana 22s in Pebble Beach.

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CALENDAR

Stillwater YC, www.sycpb.org.

Aug. 1-2 — Koenigshofer Regatta for Shields. MPYC, www.mpyc.org.

Aug. 2 — Commodore's Cup on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 2, 9 — Summer Series races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Aug. 6-9 — Melges 24 Nationals. CGRA, www.cgra.org.

Aug. 8 — YRA Summer Series #2. YRA, www.yra.org.

Aug. 8 — Small Keelboat Series #3. SFYC, www.sfyf.org.

Aug. 8 — Overnight Race. SSC, www.stocktonsc.org.

Aug. 8 — Mercury Nationals Warmup, hosted by EYC. Info, www.mercury-sail.com.

Aug. 8 — Cal Cup Windsurfers. BYC, www.berkeleyyc.org.

Aug. 8 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 8-9 — Albert T. Simpson Regatta. StFYC, (415) 563-6363 or www.stfyf.com.

Aug. 8-9 — BAYS #4 Youth Regatta. SFYC, www.sfyf.org.

Aug. 8-9 — Big Brothers Big Sisters Regatta. SCYC, www.scyc.org.

Aug. 9 — Summer 5 & 6 One Design. MPYC, www.mpyc.org.

Aug. 9 — Ladies' Day Races on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 13-16 — Cal 20 Class Championships in Vashon Island's Quartermaster Harbor, hosted by Tacoma YC, WA. Jon, (253) 732-0911, www.cal20.org or www.tacomayachtclub.org.

Aug. 14-16 — Laser Masters Nationals. StFYC, (415) 563-6363 or www.stfyf.com.

Aug. 14-16 — Santana 20 Class Championship hosted by Eugene YC, OR. Info, www.s20.org.

Aug. 14-16 — U.S. Women's Match Racing Championship at Newport Harbor YC. Info, www.ussailing.org/racing.

Aug. 15 — Summer #4. SeqYC, www.sequoiayc.org.

Aug. 15 — Double Damned, from Cascade Locks to The Dalles, OR. HRYC, www.hooddriveryachtclub.org.

Aug. 15 — Fox Hat Race. TYC, www.tyc.org.

Aug. 15 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 15 — Club Championship #4. CYC, www.cyc.org.

Aug. 15 — Pelican races, Marina Bay ramp, Richmond, Kelly, (650) 445-8979.

Aug. 15 — Steele Cup/Dinghy Weekend at Rancho Seco. FLYC, www.flyc.org.

Aug. 15 — Races #17-18. ACYC, www.andreascoveyc.org.

Aug. 15-16 — Summer Keel/Melges Race Week. SFYC, www.sfyf.org.

Aug. 15-16 — El Toro Worlds in Pinecrest. Info, www.eltoroyra.org.

Aug. 15-16 — A-Class Catamaran PCCs. MPYC, www.mpyc.org.

Aug. 16 — Singlehanded Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 7/10, 7/24, 8/7, 8/21, 9/4, 9/18. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Fall: 7/20, 8/3, 8/17, 8/31, 9/7, 9/21 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night through 9/24. Joe, (707) 628-2914 or www.benicaiyachtclub.com.

Vanguard 15 Fleet 76 Friday Night Series through 9/25. Info, www.benicia15.org.

BERKELEY YC — Every Friday night through 9/18. Paul,

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CALENDAR

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CAL SAILING CLUB — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/28. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Summer Twilight Series, Friday nights on the Estuary: 7/10, 7/24, 8/7, 8/21, 9/11. Doug, (510) 867-8064 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 8/26. Friday Night Summer Sunset Series: 7/17, 8/7. Racing will be canceled if the lake elevation falls below 400 feet. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/3, 7/17, 7/31, 8/14, 8/28. Dennis, (510) 703-5779 or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 7/10, 7/24, 8/7, 8/21. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

KONOCTI BAY SAILING CLUB — Every Friday night, June-August. OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/7; Intergalactic Beer Can Race: 7/1. Info, www.tahoewindjammers.com or ltwyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night through 9/25. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through Aug. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Summer Series, every Wednesday night: 7/15-9/2. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YACHT CLUB — Thursday night Crazy Eights Series: 7/2, 7/30, 8/13, 8/27. Anne, (415) 331-5335, www.presidioyachtclub.org.

RICHMOND YC — Wednesday nights: 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday nights: 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 8/5, 8/12, 8/19, 8/26. J/22 Summer Series, every Wednesday night: 7/1-7/29. Melanie, (415) 563-6363 or www.stfyc.com.

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmymc.org.

SANTA CRUZ YC — Every Wednesday night through 10/28. Laser Friday Nights: 7/17, 8/14. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Summer Sunset Series: 7/21, 8/4, 8/18, 9/1, 9/15. Sunset Championship: 9/29. Chuck, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org

SEQUOIA YC — Pursuit racing every Wednesday night: through 10/14; Hannig Cup: 8/26; Rick, (650) 255-5766, sycbeercan@sequoiayc.org or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommo-dore@southbeachyachtclub.org or www.southbeachyc.org.

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CALENDAR

Kelly, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night through 8/24; Rick, (530) 581-4700. Beer Can Series, every Wednesday night through 8/26; Dan, (530) 581-4700. Info on both, www.tahoeyc.com.

TIBURON YC — Every Friday night through 9/4. Ian, (415) 883-6339, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 and Laser racing every Thursday night through 9/10. Info, www.vanguard15.org or www.tilaserfleet.org. Vanguard 15 Tuesday Team Racing through 10/27. Info, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/30; Pink Sail: 7/15. Dave, (925) 580-1499, www.vyc.org or fleet-captainsail@vyc.org.

WINDSURFER FLEET 18 — Every Tuesday night through 9/29 on Foster City Lagoon. Eric, www.fleet18.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.

July Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/03Fri	0026/6.5	0706/-1.2	1420/5.0	1903/2.4
7/04Sat	0113/6.3	0749/-1.1	1501/5.2	1958/2.3
7/05Sun	0203/6.0	0833/-0.9	1545/5.4	2058/2.2
	LOW	HIGH	LOW	HIGH
7/11Sat	0245/0.1	0928/4.2	1407/2.1	2043/6.5
7/12Sun	0340/-0.3	1035/4.4	1506/2.3	2133/6.5
	HIGH	LOW	HIGH	LOW
7/18Sat	0105/5.8	0741/-0.3	1451/5.1	1954/2.4
7/19Sun	0144/5.5	0816/0.0	1524/5.1	2041/2.4
	LOW	HIGH	LOW	HIGH
7/25Sat	0133/1.3	0803/3.6	1245/2.5	1925/5.7
7/26Sun	0227/0.8	0922/3.8	1345/2.7	2014/5.9

July Weekend Currents

date/day	slack	max	slack	max
7/03Fri	0110	0455/4.3E	0922	1216/3.2F
	1522	1802/2.5E	2106	2354/2.3F
7/04Sat	0159	0543/4.3E	1001	1258/3.2F
	1600	1845/2.7E	2158	
7/05Sun		0044/2.3F	0251	0633/4.2E
	1041	1342/3.2F	1637	1930/2.8E
	2252			
7/11Sat		0015/3.6E	0455	0721/2.1F
	1021	1307/2.2E	1607	1853/2.4F
	2127			
7/12Sun		0117/3.8E	0552	0825/2.6F
	1126	1406/2.4E	1710	1949/2.5F
	2223			
7/18Sat	0222	0603/3.7E	1013	1250/2.9F
	1603	1901/2.7E	2227	
7/19Sun		0045/2.0F	0306	0643/3.5E
	1047	1327/2.7F	1637	1941/2.6E
	2319			
7/25Sat	0434	0633/1.0F	0925	1206/1.5E
	1454	1743/1.4F	1951	
7/26Sun		0005/2.6E	0521	0736/1.4F
	1032	1306/1.6E	1553	1839/1.5F
	2044			



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- 2001 40' J/120 \$164.9k
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- 1999 35' 1D35 Relentless\$79k
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LETTERS

↑↓ ANOTHER CASE OF 'IF WE'D ONLY KNOWN IN ADVANCE'

Harking back to the Wanderer's May issue article on cone clutches in Yanmar saildrives, and the 27mm nut conundrum, I thought I'd mention a somewhat similar problem that I had on my boat.

My Beneteau 343, like many similar boats, has a US Spars mainsail furling system. My furler was leaving four inches of mainsail, in addition to the protective cover, outside the mast, so there was some deterioration of the stitching. Hoping to solve the problem, I gingerly started to remove the drum/spindle, removing the four machine bolts that hold the housing and spindle. Realizing that I would not be able to make adjustments without removing the sail and spindle as per online instructions, I replaced the housing and spindle. The big problem arose when attempting to rethread the machine bolts back into their respective nut assemblies, which are inside the mast. Tink! and Tink! From the minimal pressure of starting the bolts, the nut assemblies had fallen to the base of the mast!

I called US Spars and was told that the nut assemblies are just held in place with "Sikaflex or other caulking." Imagine how effective that caulking is after a couple of years' exposure to heat and cold. Anyway, I read over US Spars' literature several times, along with other online resources, and not once was there any warning to the effect of "Be extremely cautious in replacing the bolts, as you could send their nuts to the base of the mast."

At least in the case of Yanmar's cone clutch instructions there was mention of tightening the nut after replacing the cone clutch assembly, even though it was out of order. Had US Spars done something similar, it would have saved me a long day of difficult work, not the least of which is hoping that I can fish the nuts out from the mast base. Of course, the real resolution is either to have the nut assemblies pressed into the mast, or at least have the nut assemblies secured with a tiny flathead machine screw.

Anyway, thanks for the fine article — maybe that will prompt others to write stories of nightmares that could have been avoided by a simple fix.

Jerry Klatt
Ramblin' Rose, Beneteau 343
San Francisco Bay

↑↓ DON'T NEGLECT YOUR SAILDRIVE'S SEALS

I really enjoyed the May issue detail on the saildrive cone clutch rebuild the Wanderer and his friends did on *Profligate*.

Just so everyone knows, many of those saildrives are reaching an age where major work will be needed. Quite a few years ago we had to do a major repair on *Pendragon 4's* saildrive, as the rubber seals were over 90% wasted. It would have been catastrophic if they'd failed, as that would have left a 12-inch hole in the bottom. I don't think most owners of boats with saildrives are aware how the double seals age, and that it's almost impossible to inspect the outside seal.

Mike Priest
Marina del Rey

↑↓ LIKE A 'GERMAN VIRGIN'?

The Wanderer's May issue report on fixing the cone clutch on his Yanmar saildrive, and his maintaining his sense of humor about it, was fantastic. My suggestion would have been to make it 'gut und tight' like a German virgin.

Hans Roeben
Helgoland, Baba 35
Corinthian YC

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LETTERS

Hans — We don't think we've ever heard the expression "gut und tight like a German virgin". We not only don't know what it means, we don't know for sure what you're referring to. Perhaps the torque on the 27mm nut when putting the cone clutch back into the transmission.

But here is something that further adds salt to our frustration wounds. Our old sailing friend Peter Caras of the San Juan



This helpful guide would have saved us hours of work and buckets of tears.

Islands sent us a Yanmar PDF titled 'Draft SD Cone Repair', a document that gives detailed instructions on how to effect the repair we wanted to make. Instructions that would have saved us days of work and frustration. The original document was created in 2009. The version Caras sent us was revised as of January 2014 — although it still has blank boxes where photos were intended to be added.

But here's the killer. Nobody we know of but Caras has ever seen the document. All the boatowners who discuss the subject on Google have obviously never seen it. Our Yanmar dealer hadn't seen it. When we discussed the problem with more than one Yanmar distributor, they never mentioned it either. All they could refer us to was the SD 50 Operation Manual, which was of minor value.



We wonder what exact torque would be needed to tighten this German, um...virgin.

If you Google 'Yanmar SD50 cone clutch repair', which we did many times, the third or so result is from Yanmar for the above-mentioned SD40/SD50 Operation Manual. But if you Google 'SD 50 Draft Cone Repair', you get the Yanmar PDF that tells you in detail how to make the repair. Thanks to either Yanmar or Google, including the word 'clutch' in the search prevents you from getting the PDF document you really need. A little crazy, no?

↑↓ TAKING THE MEASURE OF SURVEYORS

Dennis Ross provided generally good advice regarding marine surveyors in his June letter to *Latitude*, but I take exception to one of his suggestions: ". . . one should ask the yacht broker whom they would least like to have conduct the survey — as those surveyors tend to be the most detail-oriented."

If that's the case, the buyer has the wrong broker! The broker has a legal and ethical obligation to look after the best interests of the client(s). One of the best ways of accomplishing that is to ensure the survey process is as thorough as possible so that both buyer and seller have a realistic view of what they're dealing with. Undiscovered defects, especially those relating to the vessel's seaworthiness, can come back to haunt all concerned. Satisfied clients and a good reputation

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are much more important than a commission.

In California, where yacht brokers have been licensed and bonded since the 1960s, it is unethical for the broker to recommend a surveyor. But in years past, before the arrival of SAMS and NAMS, I wouldn't hesitate to recommend against a surveyor if, in my opinion, s/he was unreliable or of bad reputation. I can remember one who was commonly referred to as "Blind Lloyd." Fortunately, he has long since been driven from the profession.

Don Durant
President, Club Nautique
Merchant Marine Master #98397
CA Yacht & Ship Broker #B-2819

Readers — Yacht brokers tend to come and go, but for what it's worth, Don Durant has been a yacht broker since at least the early 1970s.

↑↓ MONKEY BUSINESS HAS BEEN GOING ON A LONG TIME

You had your presidential candidate bimbos mixed up in



your reply to a June letter. Donna Rice, not Gennifer Flowers, was Gary Hart's bimbo on the yacht *Monkey Business*. Gennifer Flowers was Clinton's bimbo. But I know, it's hard to keep them straight.

John Tysell
Kindred Spirit, Peterson One-Ton
Richmond

John — It's not only hard to keep them straight, it's hard to remember them all. We even forgot about Rielle Hunter, bimbo, spiritual guide and babymomma for John Edwards. Bimbos have a surprising amount of influence on politics, if not world history. Just think, if it weren't for Rielle, the United States might not have had an African-American president.

Is this woman most responsible for America having an African-American president?

↑↓ IS LATITUDE GETTING TOO TRENDY?

As a former news reporter, for many years I have admired the writing in *Latitude 38*. As the Wanderer has stated himself, he is an old hand at editing, and the stories and contributions read well and easily. The copy is very well proofed, too: better than 99% of all publications out there. Because of this I am dismayed to see in your magazine a rapidly increasing adoption of the trendy stylistic techniques used in 'new media'.

As you know, Al Neuharth pioneered the use of grammatically incorrect language in 'news' reporting with *USA Today*, substituting semicolons for verbs and so on. Nowadays, our 'news' media is mostly utter garbage, with most headlines posing a question such as "Should You Be Concerned About XYZ?" instead of actually reporting on XYZ. Other examples are 'Top Ten' lists, compiled by interns scouring the Internet for existing content to be repackaged, and random individuals' tweets being reported as news on CNN.

In recent editions of *Latitude* and *Lectronic*, we have had "11 Things We Learned at the Voiles." Did you think that we readers wouldn't read it if it were "Report from the Voiles" or similar? And most recently, an article on Rimas Meleshyus that, apart from appearing to be unnecessary piling on, consisted mostly of summaries of Facebook posts by individuals unknown. Sorry, but that was a waste of space.



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Please eschew the slow, relentless drive to dumb down journalism. Your voice and perspective are completely unique in sailing; you don't need to follow the (mostly 20-something) herd as it jettisons actual reporting, grammar, complete sentences and other hoary elements of good writing, in favor of "Things We Learned . . ." and compiling social media posts. Maybe the editors at TMZ or even CNN are right to produce ersatz news, but your long-standing and loyal readership is accustomed to the real thing.

Nick Tonkin
True Friend, Catalina 36
Santa Barbara

Nick — We have to disagree with both of your examples, and thus your thesis. As we recall, the record number of pages



LATITUDE / ANNIE

It's tough cramming all the info and photos we want to share into less space.

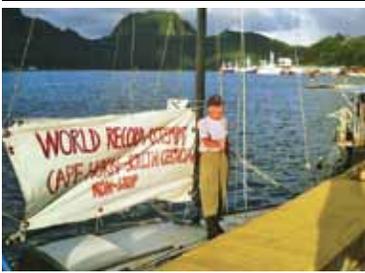
we've ever done for any one story was 14 pages for one of the Pan Am Clipper Cup Series back in the 1980s. Had we the time and space, we could have and would have liked to do the same for the Voiles. But publishing economics being what they are these days, we had to say everything we could in just 4½ pages, and 4½ pages rightly dominated by photographs. The "11 Things We Learned" format was the best way to cram the maximum amount of information into the least amount of space. Besides, "Report from the Voiles" wouldn't have been the most interesting title.

As for the update on Rimas, we thought the summary and quotes as mostly found on Facebook told the story and presented differing opinions quite well. Had we been able to contact Rimas in a timely fashion, and understand him, we might have done a little more, but we don't think much more could have been added.

As for proofreading, thanks for the kind words. It's difficult with such a small staff, and we wish we could do even better.

↑↓ AT LEAST SOME PEOPLE LIKED IT

I really enjoyed your May 27th 'Lectronic on Rimas Me-



COURTESY PIER PRESSURE

Sometimes we all need a little 'tough love', and no one more so than Rimas.

and his attempts at "sailing records" with his San Juan 24 Pier Pressure. I feel as though most of the professional media have been very generous with their appraisal of Rimas' voyage, so it's refreshing to read something more critical. I'm all for adventure and taking action toward achieving one's dreams, but in my opinion Rimas is a danger to himself and others. Thanks for spelling it out to your readership.

Chip Hitchens
Fortuitous, Catalina 27
Mt. Laurel, New Jersey

Readers — There were two major points in the May 27 'Lectronic. The first was that even some of Rimas' biggest supporters were critical of the poor way in which he took care

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of his boat and gear, and his seeming inability — or lack of interest — in fixing even the most basic things. The second was Rimas' apparent desire to replace his San Juan 24 with a boat more suitable for long-distance ocean sailing, such as a Contessa 26. For whatever reason, that idea has been, at least temporarily, withdrawn.

↑↓ ANOTHER TIP ON TEMPORARY IMPORT PERMITS

I have enjoyed *Latitude's* multiple updates on the TIP (Temporary Import Permit) situation in Mexico. Maybe you can help me. I have a 1967 fishing boat that I take into Mexican coastal waters multiple times each year. The vessel is documented through the US Coast Guard, but she was built about 15 years before boats were given hull identification numbers (HINs). It appears that without an HIN, I can't comply with the rules and necessary paperwork.

I read on a cruiser forum that the Coast Guard can issue an HIN, but that it takes six months to a year. I don't want to wait that long, but I don't want my boat to be impounded either. Any advice would greatly be appreciated. My home port is San Diego and the tuna are calling me.

Craig Randle

Tuf Life, 37-ft Cruizon w/twin Cummins diesels
San Diego

Craig — Lack of HIN numbers on boats built before the early 1980s created a lot of problems for Americans with boats in Mexico two years ago. Mexican officials eventually came to understand that older US-built boats, and many modern foreign boats, were never given such numbers. TIP application forms have been changed so boatowners can use the boat's US documentation number instead.

Absolutely make sure you get a TIP, because what irks Mexican officials more than anything is a US fishing boat coming to Mexico and taking a bunch of their fish without even paying \$50 for a TIP. It's easy to get your TIP online.

Because it's so important, we're going to bring up an unrelated TIP issue. If you recently bought a boat or are thinking of buying a boat that has been to Mexico, make absolutely sure that her TIP, if she had one, has been canceled. TIPs go with the owner as well as the boat, so if she already has one, you can't get a new one until the old one has been canceled. The same thing pertains to buying a boat whose 10-year TIP may have expired or is about to expire. Make sure it gets canceled before you take her to Mexico or attempt to get a new TIP.

↑↓ PRIORITIES DO MATTER

I agree with *Latitude*, as usual, in your response to Ryan Greenspan, who is planning to take his Catalina 27 to Cabo before donating her to locals. But I have a few suggestions for him or others in similar circumstances. There's what we need, what's valuable, what's worthwhile, and what we want. We end up where our knowledge, effort and budget put us, but priorities do matter. My suggestions:

1) Safety is paramount, so I would add a second bilge pump system entirely separate from the presumably ancient one already aboard. Greenspan can afford this if he installs it himself.

2) On an uncored hull — remember them? — such as the Catalina 27, it's not necessary to haul the boat in order to install a depthsounder. The transducer sits in a cup of oil bonded to the hull, and the signal beams through just fine without a hole. There are magazine articles, from years ago, with detailed instructions on how to do this. My Islander 36's fishfinder is installed this way. It 'sees' fish down to 200 feet.



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3) Greenspan can get a VHF with a primitive — but potentially lifesaving — AIS display for a small cost premium over a non-AIS VHF.



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VHFs featuring AIS can be a real lifesaver at sea.

4) If he gets solar panels, he should get an MPPT regulator, not a PWM regulator.

5) Small — a few hundred watts — pure-sine inverters are now available from Victron and others at a very reasonable cost. But Greenspan would need some 120-volt source to charge his iPad.

6) I hate gasoline on boats, but if Greenspan gets a gas generator, he should also get a high-current 120-volt AC battery charger with current matched to the house battery bank (~ 25% of capacity for flooded batteries) to shorten running time. And a couple more fire extinguishers.

7) If the Catalina 27 has a fridge, he should insulate the hell out of it. After insulating the heck out of the outside of my fridge, I did the same inside with 1½-inch closed-cell foam. It made a huge improvement in efficiency.

8) He should install LED running and anchor lights. In the end he'll save money in energy savings.

9) He might want an external regulator on his alternator to save fuel.

10) Greenspan doesn't say if he has an autopilot, but in that boat — like many others — he should be prepared with enough crew and coffee, for it's likely to be useless in the following seas he's likely to have when heading south.

I absolutely agree with *Latitude* about donating the proceeds of the sale of the boat, not the boat itself. In view of his charitable intentions, however, I will offer Mr. Greenspan a modest amount of more specific advice at no charge, along with a beta version of an Excel spreadsheet to help him calculate his energy budget. He can contact me via www.RedwoodCoastElectrical.com.

Michael Daley
Redwood Coast Marine Electrical,
Richmond

Michael — We particularly like your suggestion of a VHF with AIS.

For what it's worth, Ryan and a couple of friends headed south with the Catalina 27. Because the propeller fell off and because of big waves, they decided to call it quits at Turtle Bay, where they donated the boat to locals. Our son Nick, who years ago was a roommate of Ryan's, got this report second-hand and passed it along.

↑↓ MY DOCK NEIGHBORS WOULD LAUGH AT MY WORK

I'm writing this letter to request help from your publication. For the past several years, I have rebuilt a 1973 Coronado 27 sailboat. During the time I rebuilt this beautiful sailboat, every neighbor on my dock would laugh and degrade my work and my boat. My Coronado would be called every derogatory name on the planet.

Robert spent thousands refurbishing his 1973 Coronado 27.

I spent \$30,000 plus on parts, tools and such. I also spent over 1,000 hours refurbishing



ROBERT MOWRY



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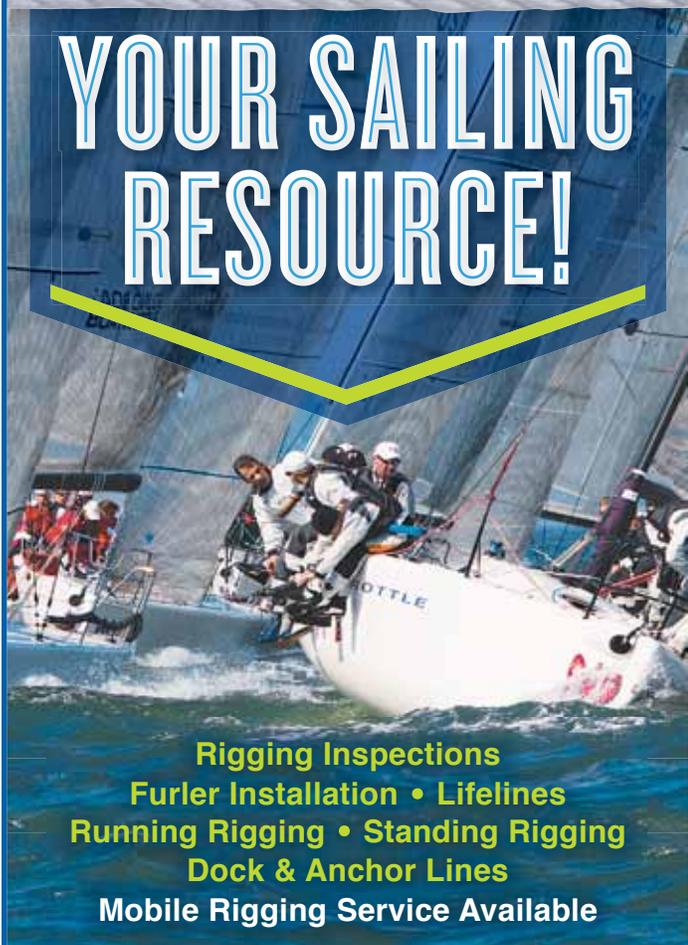
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nishing her, along with trips around the Bay getting parts. For the past three years I have been stationed overseas in Korea, meaning that I could only return to work on my boat



ROBERT MOWRY

His dock neighbors scoffed, but Mowry did it his own way.

and finish her on breaks, which would also require me to pay for plane rides, hotels, car rentals, food, etc., which also cost me a great deal of money.

Having finished about 80% of a complete rebuild on the boat, I placed an ad on Craigslist to sell her for \$25,000. I feel it's a reasonable amount of money considering the time and money I've invested. In response, I have received the most brutal and vicious responses from members of the San Francisco Bay sailing community. My boat and I have

been called everything. The quote that's been used the most is that I've been "putting lipstick on a pig." Everyone is passing around my 'for sale' flier and laughing. The vitriol and hate that I have received with regard to the Coronado brand has been astounding to me.

I have taken down my ad in disgust. I am writing this letter to ask *Latitude* to possibly do a story on my boat or the Coronado brand in general. I believe my boat is a very good brand and she sails like a champ. I have had many responses that state how well-known sailors have all written horrible reviews of this brand. I would like to set the record straight with *Latitude's* help.

I sacrifice every day to help keep our country safe by being stationed on an overseas frontline base, and am in complete disgust at the way those in the San Francisco Bay sailing community have acted toward myself and my beautiful boat. I really would like to educate those 'sailing experts' with an article that shows how someone's hard work, money and sacrifice can produce a gem that outshines their hate.

Robert Mowry
Coronado 27
San Francisco

Robert — Let's be clear about a couple of things. First, it's uncouth for one sailor to make nasty remarks about another sailor's boat. It's akin to telling him that his wife or girlfriend is ugly. So shame on them. Secondly, while your service in the Armed Forces is admirable, it's irrelevant to the market value of your boat and the reputation of Coronado sailboats.

Restoring anything, no matter if it's a house, a car, a motorcycle — or especially a boat — is a tricky business. You have to be able to buy whatever it is that you're going to restore dirt cheap, and you have to keep restoration costs and labor to a minimum. It's also important that there be a good market for the item when the restoration is complete.

The bad news is that amateur attempts to restore boats — as well as cars and motorcycles — almost invariably result in a considerable loss of the owner's time and money. Don't feel too bad, because it happens to pros lots of times, too.

By the way, advertising a boat as being "80% restored" is often the kiss of death, as few people are interested in taking on another layman's partially completed work.

People who restore things often try to justify the selling price by detailing how much money and how many hours of labor were put into the restoration. We want to put this as gently as possible, but buyers couldn't care less. They want to know



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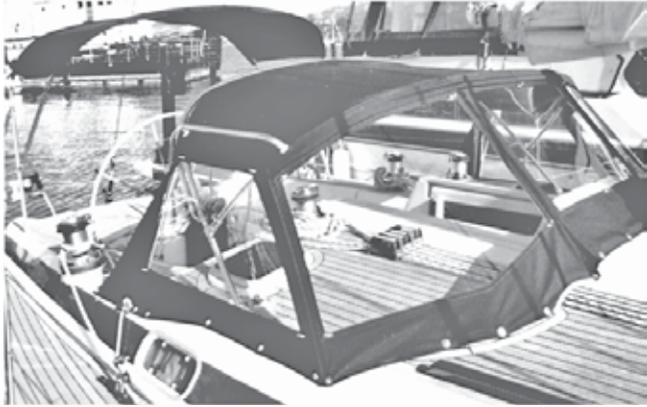
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how your boat selling for X thousands of dollars compares to other boats for the same price. That's all they care about. The way to find out what your boat is really worth is to 'shop' other boats in that price range, than honestly decide which boat you'd rather have. If people are selling better boats than yours for less money, you've either got to get lucky or bite the bullet and lower the price to true market value.

Coronado Yachts was started by Frank Butler, who later sold the company and then started the wildly successful Catalina brand. If we were to use a car analogy, we'd say that Coronado produced Chevrolets among the many Southern California boat-building brands of the high-flying 1970s. Coronado wasn't a top brand, but they built lots of perfectly acceptable boats that afforded lots of sailors many hours of pleasure. While Coronado was a cruising brand, we still remember Paul Sliwka winning his class of almost every Sausalito YC beer can race about 10 years ago with his Coronado 27. But to be honest, it wasn't a case of the boat's being particularly fast, but rather Sliwka's being a very fine sailor.

↑↓ READERS, ARE YOU BUYING THE FOLLOWING STORY?

My husband Bob and I are going for the record books, and we'd like the input of *Latitude* and its readers. We've owned our Westsail 32 *Chug* for over 30 years and have cruised her all over. When we got rear-ended, she took heavy damage to the rudder, which is where our latest idea was hatched.



Rather than fix the boat as usual, we decided to modify her transom into a bulbous bow!

This rough sketch shows some of 'Chug's modifications.

Yes, we intend to sail *Chug* backward around the world. She is, after all, a double-ender. Work has already begun, and the bowsprit has been decked over to give extra storage space for fuel jugs. We figured that, as most of our circumnavigation will be downwind, having a forward cockpit would be a lot dryer and afford better visibility. We tried running the engine in reverse, but it got too hot. So Bob had a brainstorm — we switched to a left-hand prop, which will "pull" (his word) us through the doldrums. The rudder has been made and is a simple 'barn door' style that is easy to work on if needed.

Chug needed new rigging, so we turned the mast 180 degrees and, with a few adjustments, everything fit. If all goes according to plan, we intend to set off on our voyage this fall and may even join the Baja Ha-Ha.

Mexico, the Guinness Book of World records and the world, here we come again!

Bob & Barb Jones
Chug, Westsail 32
Sacramento

↑↓ BOATING AND BOOZE

With summer here, can *Latitude* clarify the law with regard to drinking alcohol on boats. Is it legal? And if so, how much is legal? You can't operate a car with an alcoholic beverage in your hand, but I see people operate boats with beer — and perhaps cocktails — in their hands all the time. Mostly in the Delta. What's the story?

Dave 'Delta in the Summer' Dawson
Idle, Cal 27
Alameda

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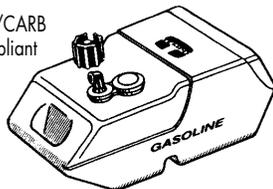
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LETTERS

Dave — Good and timely question. To put booze and boating in perspective, alcohol is reported to be a factor in 25% of all boating accidents. And in California, 50% of all boating accidents involve colliding with another vessel.

While you can't operate a car with an open container of alcohol, you can operate a boat with one. However, it's illegal to operate a boat under the influence. Under the influence is a blood alcohol concentration (BAC) of .08%, which "presumes" intoxication. But a BAC of .05, plus other evidence, can also get you busted for intoxication.

According to officials, a BAC of .01% to .05% results in loss of judgment, decreased coordination, dulled thinking, and changes in mood and behavior. A BAC of .05% to .08%



FOX 11

The owner of this boat was arrested for BUI after it ran up on Venice Beach.

results in impaired operating ability, clumsy hand movements, and impaired walking and speech. With a BAC of .08% and over, inhibitions and judgment are seriously affected — which is why guys try to get women drunk — and responses are slowed and dull. Behavior is greatly affected and there is a high risk of accident. At .08%, you are legally under the influence of alcohol, and the penalties are stiff.

- Operating a vessel while under the influence of alcohol and/or drugs is a misdemeanor that could carry a penalty of one year in the county jail, a fine not to exceed \$1,000, or both.

- Operating a vessel under the influence of alcohol and/or drugs and causing injury to another person may be ruled a felony by the courts, and could carry a penalty of one year in prison and a fine of up to \$5,000.

- Operating a vessel under the influence of alcohol and/or drugs and causing death to another person is a felony and could carry a penalty of up to 10 years in prison.

- A person arrested for operating a motorboat under the influence may be requested to take a blood or breath test to determine BAC. Refusal to take the test may result in increased penalties (fine, or jail, or both), if convicted.

- A person under 21 with a BAC of .01% or more may not operate any motorized vessel, or manipulate water skis, an aquaplane or similar device.

- Previous alcohol- or drug-related convictions of vehicle and vessel operators can be used to enhance penalties for persons convicted of subsequent vehicle or vessel violations.

- If you are convicted of operating a vessel while intoxicated, the Department of Motor Vehicles may suspend or revoke your vehicle driver's license. The duration of suspension or revocation could range from six months to five years, depending upon the number and type of vehicle and/or vessel violations accumulated.

Have a great time on the water, but be safe.

JUST THREE MINUTES TO WASH?

Steve and I hope to participate in the Baja Ha-Ha and beyond in three years. To prepare, we went on Amazon and purchased a Wonder Wash Non-Electric Portable Compact Mini Washing Machine and a Nina Soft Spin Dryer. The latter is really just a water extractor.

We've been using this combo for a month and have found them to be convenient — no schlepping — and easy to use. Well, easy to use after we found the correct amount of soap to use, as in one tablespoon for a full load of two queen sheets

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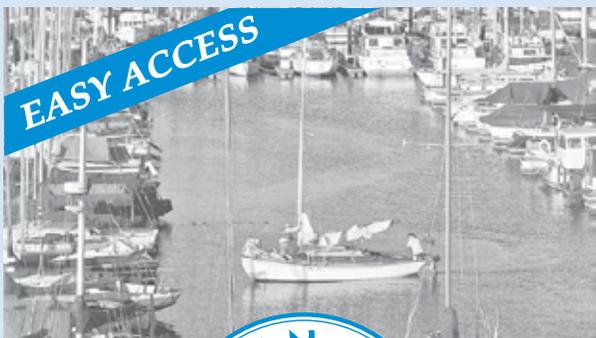
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LETTERS

or two pairs of adult jeans. It takes three minutes to wash, and one minute to rinse, with two rinses. You do need a small 120V supply for the extractor, which only runs about a minute for each load, but helps if you don't like wringing the laundry by hand. The downside is that the extractor is twice the size of the washer, and finding space for it might be a problem. We purchased a flat-folding drying rack from IKEA for those days when the weather doesn't cooperate.



WONDER WASH

This handy unit washes clothes in just a few minutes. We are surprised that no one has written in about using either of these units since we have read so many letters complaining about the issue.

Clara Ann & Stephen Kelley
Armonie, 58-ft Kelly-Peterson
San Diego

↑↓ DAYTIME ROUTE FROM THE BAY TO SANTA BARBARA

Can you recommend a harbor/anchorage-hopping strategy for making the passage from San Francisco to Santa Barbara that would avoid nighttime travel? I've done that very early-in-the-morning leg from Monterey to San Simeon, but hope there is an all or mostly daylight version that works going down and coming back up.

Thanks in advance, and thanks also for *Latitude 38*, a most enjoyable monthly read.

Jim Bueto
Sea Dancer, Catalina 350
Emeryville

Jim — As we're sure you understand, your trip south is very likely to be a lot faster and easier than is your trip back north, because you can almost surely expect winds and swells from the northwest. That said, the obvious stops and distances going south from the Golden Gate Bridge are Half Moon Bay, about 20 miles; Santa Cruz, 45 miles; Monterey, 20 miles; Carmel, 8 miles; San Simeon, 65 miles; Morro Bay, 22 miles; Port San Luis, 22 miles; Government Point, 52 miles; Goleta, 32 miles; Santa Barbara, 7 miles. There is a doghole somewhere between Carmel and San Simeon that we can't remember the name of, but it's a little dicey, so we're not comfortable recommending it.

Given those distances, you can probably do an all-daylight trip from San Francisco down to Santa Barbara, but you're going to have to really push it on two of them. We doubt you'll be able to avoid at least some travel at night coming back north.

You might want to consider how many extra miles you're going to be adding to the trip if you duck into most or all of the harbors going down. You'd probably be adding at least another day, so unless you have a strong interest in stopping at all of them, we think one overnight might make a lot of sense. For example, it's 120 miles from Monterey to Government Point, during which you can average as little as five knots and still have only had to do one overnight. And remember, there is a good chance you'll be stopping at most of the Central Coast stops on the way back up anyway.

Whatever you do, have a great trip.

↑↓ LOOKING FOR A GOOD SWING KEEL

I recently purchased a home on Humboldt Bay that has its own dock in back. You can probably imagine how much this pleases a long-time sailboat owner such as myself. I'm



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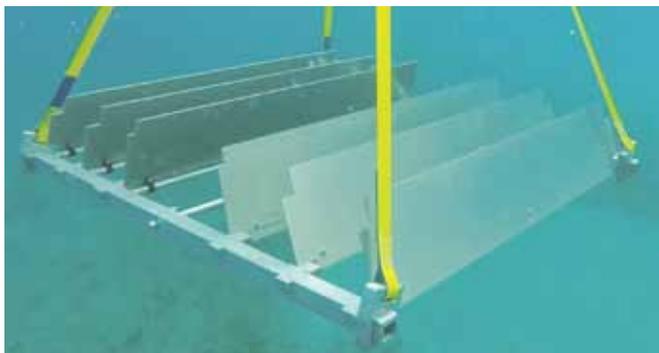
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LETTERS

dancing-on-the-roof ecstatic!

Having worked my way up from a Venture 21 to a Yorktown 41, to selling the Yorktown to buy the house, I, heh, find myself 'out of my depth', in the shallow channels on my bay.

There seems to be little info about boats with swing keels. I'm looking for something in the 28- to 38-ft range. Does *Latitude* have any recommendations? I'm likely not to do any voyaging farther than to San Francisco Bay and back.

Mark Brady
Humboldt Bay

Mark — Sorry, we have no experience with boats that have swing keels or centerboards. Those are mostly found on the East Coast. Perhaps some of our readers have experience and knowledge they'd be happy to share.

↑↓ RARE GOOD NEWS FROM THE FCC

It's not often we hear from the FCC about changes that affect marine radio operation, and it's even more unusual to learn of a change that benefits cruisers. But that's exactly what's recently occurred. The FCC has implemented a new procedure that enables cruisers to print an original/official copy of their FCC-issued Ship Radio Station License and/or Restricted Radio Operator's Permit from anywhere there's Internet access. The FCC's motivation behind this procedural change is to save money. It also eliminates a new licensee's five- to ten-day wait for the mail to deliver their newly-minted license, and it eliminates the need to pay \$65 to the FCC for printing a duplicate license.

The basic steps for printing an "official" version of a license are: 1) Log into the FCC License Manager at <https://wireless2.fcc.gov/UlsEntry/licManager/login.jsp> using your FRN number and password. 2) On the left-hand side of the License Manager page, click on 'Download Electronic Authorizations'. 3) On the License Manager's Download Authorizations page, select/add the Authorizations you want to print. 4) Print and/or save the authorizations you selected.

Gary Jensen
DockSide Radio
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↑↓ PAUL ALLEN'S PHAEDO³ TRIP REPORT

I'm from Santa Cruz and want to tell you about the spectacular experience I recently had on an amazing boat with an outstanding crew. I'm talking about my joining Lloyd Thornburg and crew for a record-setting run from Antigua to Newport, Rhode Island, aboard his MOD70 trimaran *Phaedo*³.

Already this season I've sailed on the Santa Cruz 70 *Holua*, Frank Sloodman's Reichel/Pugh 63 *Invisible Hand*, Tom Siebel's San Francisco-based MOD70 *Orion*, and *Phaedo*³ at the Voiles de St. Barth. Luckily, I was asked to join *Phaedo*³ again for the attempt at the Antigua-to-Newport record.

A sudden gust hit *Phaedo*³ as we left Antigua on a broad reach, and the trimaran accelerated from 27 to 36 knots in a heartbeat. I was almost knocked backward off my feet, but I had to keep my balance as I was holding the very large jib sheet in both hands. The two windward hulls lifted high as the sails were slightly over-trimmed. If the crew and I hadn't immediately eased the sails, we would have capsized.

All this and it was just two hours after I'd gotten off a long red-eye flight from San Francisco to Antigua. Lloyd and the other five crewmembers had been ready to go for what was to be an attempt at the record, and to position the boat for the start of the July TransAtlantic Race.



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- Half Moon Bay: September 5-7

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LETTERS

Getting the right weather window is important for any record attempt, particularly the 3d, 22h one we were going after. It had been set by the 110-ft maxi-cat *Maiden II*, which had originally been launched by Steve Fossett as *PlayStation*. *Phaedo*³ project manager Brian Thompson, who had sailed with Fossett from the beginning on both his ORMA 60 *Lakota* and *PlayStation*, agreed with navigator Miles Seddon that the forecast was favorable on May 5, so we left Falmouth Harbor at sunset.

I hadn't slept a wink on the plane the night before, but with the easterly trades blowing at 18 to 25, I couldn't let sleep deprivation get the better of me. Our six-man crew was split into three watches. The watch schedule consisted of four hours on watch, four hours off watch, and four hours on standby. My adrenaline was running high, but I was tired, and I still had six hours of some of the most intense sailing I've ever done before I could get 'rest'.

While we were sailing in the tropics, we weren't decked out in shorts and T-shirts. Even though it was 80 degrees



RACHEL JASPERSEN

'Phaedo' set a new course record from Antigua to Newport.

and humid, we all needed full foul-weather gear and eye protection to shield us from the water deflecting off the bows, which would firehose through the trampoline netting and hit our bodies with tremendous force. In addition, our bodies were losing more water from sweat than we could replace by drinking.

The setting sun soon gave way to a dark night. The wind increased and we took a reef in the main and flew our medium jib. With the boatspeed averaging 30 knots, it was my turn at the helm. It always seems to be my turn to helm when conditions get really spicy.

My sense of direction was not to be trusted with *Phaedo*³ sailing at 27 to 35 knots, and a wrong reaction would quickly result in the huge boat's flipping. So as I sat in the adjustable bucket seat, I constantly checked the illuminated instruments for information on our compass heading, wind speed, boat speed and wind angles. I had one hand on the tiller, one on the traveler, and one foot on the hydraulic mainsheet release. In addition to the instruments, we also used trimming lights to insure the sail trim was correct according to safety, speed and balance.

Driving a MOD70 in a breeze at night takes a tremendous amount of concentration, and it's mentally exhausting. I began to feel the exhaustion setting in after several hours of trying to finely tune what felt like a runaway train. I had one more hour to steer when, thankfully, a near-full moon rose above the clouds to the east, providing enough light to allow me to see the waves and sails, and restoring my sense of direction. This allowed me to keep going for the next 28.5 miles, at which time my watch was over.

The motion of the MOD70 pitching and accelerating through the mixed swell was relentless, and made even the smallest tasks down below a chore. Moving only a few feet took planning and timing. Trying to retrieve navigation information by moving the cursor on the computer monitor was a test in patience.

I did get a nice bunk to lie in for four hours, although I didn't get anything that I would describe as sleep. With little rest and no sleep, Warren Fitzgerald, the boat captain and my watch-mate, and I negotiated exiting our bunks to make



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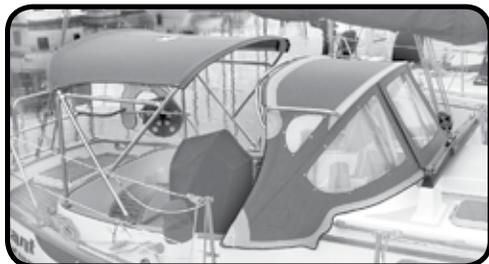
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LETTERS

room for the next off-watch while we moved to standby. It wasn't easy. Standby watch consisted of being fully dressed and ready to assist the standing watch with any maneuver or task they needed help with for four hours.

On standby watch, you're neither on nor off. Usually we sat in the doghouse, which is a large hard dodger above the companionway, with two benches on either side that accommodate four people. From there, we watched the computer monitor and instruments, while mostly resting with our eyes closed and ears open, ready to react.

Our next watch was in the morning and the wind was still blowing a perfect 18-22 knots. Warren and I sailed the boat at 30 knots for a few hours in fully powered reaching conditions. Then sleep deprivation reared its ugly head. Both of us were exhausted, and we battled to stay alert while helming and trimming. Instead of switching helming every hour, we shortened driving stints to just 15 minutes. The potential consequences for complacency were too high not to.

Our watch finally came to an end, and I soon was in my bunk. I was relentlessly tossed around and deafened by the sound of water rushing by the hulls and the sails being ground



RACHEL JASPERSEN

in or let out. Knowing I had to sleep, I tried to put the motion of the boat and the sounds of sailing into a dream. I started thinking about the bumper car rides I went on as a kid, where you were uncontrollably jostled around by collisions from different directions. I had fond memories of the

Sleeping aboard the fast-moving MOD70 was difficult at best.

bumper car rides and fell into a deep sleep.

I have sailed in some incredible situations during my years of offshore sailing, and during many outstanding sessions on the MOD70 over the previous two years. I thought the first night of our record run was perhaps my best night of sailing ever — until the second night.

We had the gennaker up with one reef in the main. Crew boss and general offshore stud Sam Goodchild, along with Miles, had the boat fully powered up and perfectly balanced. The sea state had flattened and the motion of the boat was much smoother. The moon and the stars were shining brightly. I was rested and we were blasting along above 30 knots on a regular basis. As far as I can tell, sailing doesn't get any better than the session we had on May 6.

In our first 24 hours, we had made good 653 miles toward our destination! This was by far a personal best for me, and it was like being on another planet compared to sailing most boats. After all, sailing more than 300 miles a day would be reason for celebration, even on a sled.

As we continued to sail north past Bermuda, the wind slowly began to shift north and decrease. The changing breeze didn't slow us down much, and we still managed to cover over 600 miles on the second day. Our navigator Miles had placed us in a perfect position — between a tropical storm to the west, another low pressure to the east, and a high pressure to the northeast.

Approaching the Gulf Stream, the wind started to go light. Luckily for us, Miles had put us in an eddy of the Gulf Stream with favorable current. We drifted slowly for half the day, caught up on sleep, ate, and dried out. We made it through the Gulf Stream and the water temperature plunged from 77° to 50°. The breeze slowly began to build, and that's all it took

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LETTERS

for us to be sailing at 20 knots once again.

Along with the cold water came the fog. Fog so dense we could barely see *Phaedo's* bows. The strangest thing about this weather is that there wasn't a ripple on the water. We were doing 21 knots across a glassy sea!

As we closed in on Block Island and the East Coast, the air temperature dropped significantly. The frigid air combined with the apparent wind speeds of 30-35 knots meant we were freezing. We put on every bit of clothing we had, and we were still very cold.

The East Coast is littered with islands, reefs, rocks, shipping traffic and navigational aids. In other words, there were tons of obstacles to run into on a dark, foggy night without radar.

Five miles out of Newport we sailed out of the fog and into a beautifully crisp clear night with flat water. A small boat with record officials and a media crew greeted us as we sailed past

the Beaver Tail toward the finish. We crossed the finish line at 12 knots — it seemed as though we were hardly moving — but we'd achieved our twin goals of safely delivering the boat and crew to Newport, and setting a new course record. Three days, five hours and 55 minutes from Antigua to Newport, knocking 17 hours off the old record. Wow!

Paul Allen
 Santa Cruz

Readers — This really should have been an article, but this is the only place we had room for it.

↑↓IT'S NOT HER AGE, IT'S HOW SHE'S MAINTAINED

I chartered the Wanderer's Leopard 45 *'ti Profligate* for two weeks in 2012, and loved sailing on her. It was the only charter trip in which nothing on the boat broke. I recommended her to my son, Alex, and he will be leaving on July 3 for a 10-day charter.

Al Wallash
 Tradewinds Sailing Club
 Marina Bay, San Francisco Bay

Readers — We're publishing this letter for two reasons. First, to support our often-expressed contention that, after just a few years, it's not the age of the boat that matters, but the way in which she has been maintained. At the time Mr. Wallash chartered the boat, 'ti Profligate was 12 years old and

probably had 9,000 hours on both her Yanmar diesels. We lived on her from early February to early May this year, and can't recall having any problems with her. It helps that she's a simple boat, but speaks mostly to the great care that Antonio and the other service staff at BVI Yacht Charters gave her.

A heartfelt 'thank you' to the whole bunch of them.

The second reason we mention this is that, despite being in very good condition — except for the somewhat weary sails



BILLY BLACK

The crew of 'Phaedo' were understandably overjoyed to arrive in Newport.



LATITUDE / RICHARD

'ti Profligate' is coming out of charter but is still up for some private gigs.



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LETTERS

— 'ti Profligate is exiting the BVI Yacht Charter program at the end of July. They were so gracious as to let us keep the boat in their program for much longer than normal because they kept getting requests specifically for her, but they naturally prefer to offer newer boats to their clients.

So what's up for 'ti? She'll be based out of Jolly Harbor, Antigua when we don't use her in St. Barth from February to May. Each week her engines and all her systems will be run because "men and ships rot in port," or when they aren't used. If someone with extensive sailing and boat ownership experience would be interested in doing a long-term charter — one to three months — we might be open to it.

↑↓ HOW'S THIS FOR A CRAZY BOAT-SELLING IDEA?

The idea we're about to run by *Latitude* might sound crazy or far-fetched, but we know that *Latitude* has an open mind and strong opinions — which we appreciate.

For six months, Mark and I have been trying to sell *Irie*, the Fountaine-Pajot 35 catamaran that we bought on the East Coast, spent years on in the Caribbean, then sailed here to French Polynesia. She is in great shape, very clean, well-equipped, and well maintained, and she is perfect for sailing in French Polynesia or cruising farther west to Tonga and Fiji. But we've had no luck. Although the price is 'right', it's still negotiable, and we are confident that when someone finally makes the effort to come and have a look, s/he will like

Irie a lot.

But *Irie* is located in French Polynesia, thousands of miles away from most boat buyers. And therein lies the problem. Not many people, particularly Americans, are willing to take the expensive risk of flying here and purchasing a boat in a French-speaking country. We were thinking of reimbursing the plane tickets of interested buyers, but even that might not do the trick.

I recently stumbled upon a contest for an inn that was for sale in Maine. For a relatively small sum of money — \$125 — and a well-written 200-word essay, a person could win the inn — assuming the current owner reached her goal of 7,500 entries to cover the value of the inn. It got me thinking that maybe we should do the same thing with *Irie*, and I wonder what *Latitude* thinks.

The way we visualize it, each person would pay \$200 and write an essay on why they wanted to own and cruise *Irie*. All submissions and payments would be received electronically. The competition would run for two months. Contestants would receive a number next to their name/email address, and the same number would be placed on their essay to keep the stories anonymous. Mark and I would go through the pile of essays and select the top ten. Then an unrelated and respected individual who is familiar with sailing and cruising would pick the winning essay and two runners-up.

We would need 700 entries to represent the \$140,000 value of the boat to make it worthwhile. We would cover all the Paypal fees, and we would reimburse all the money if the goal of 700 entries was not met. It would also be our decision to go ahead with the contest and the prize-giving if we receive fewer than 700 entries. On the opposite side of the spectrum, once we received the 700 entries, we would end the competition.

We are not trying to take advantage. The contest would be

COURTESY IRIE



Mark and Liesbet have come up with an interesting idea.

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LETTERS

open to citizens of all countries, we would give specific rules and guidelines, and we would disclose everything there is to know about *Irie*, and answer any questions anyone might



COURTESY IRIE

'Irie' is lying in French Polynesia, waiting for a new owner to cruise her.

have. There might be tax implications for the new owner of *Irie*, based on the country s/he is from. We would try to publicize the event as much as we could online and via sailing magazine contacts around the world.

We think this is a great alternative way to sell our boat, as the winner would have to show a certain skill and be motivated about owning a sailboat in the Pacific, and wouldn't have to be affluent to be cruising a cat in paradise. Cheesy as it may sound, it might make someone's dream come true.

If *Latitude* thinks this idea would fly, we would like the Wanderer to be the "unrelated, neutral sailing expert" to pick the final winner(s).

What do you think about this idea? If anyone else has any thoughts on the idea, we can be reached at www.itsirie.com.

Liesbet Collaert & Mark Kilty
Irie, Fontaine-Pajot 35
Moorea, French Polynesia

Liesbet and Mark — The first thing we think is that your feelings about Latitude and the Wanderer are a little inflated. That said, we know of homes in Marin County that have been 'sold' in a similar manner, although they might always have been for charity, if that makes any difference.

If we were you, we'd be inclined to just go for it — although we're not sure about the essay requirement. If we didn't know you as honest people, we'd have concerns that the top ten essays would turn out to have been written by relatives of yours. Yes, we're journalists, so we've seen more than enough to be a little cynical.

The biggest question is whether there are 700 people out there willing to ante up \$200 for the possibility of winning a catamaran in French Polynesia. Although the probability of winning would be much greater than that fool's game that is the California Lottery.

As much as the Wanderer is honored by your wanting him to be the judge of the essays, he can't, as his plate is already overflowing with the monthly Latitude, three-days-a-week 'Lectronic, the Ta-Ta, the Ha-Ha, and trying to squeeze in a little pleasure sailing.

But good luck!

⇕ IT WAS PROBABLY IN SALT WATER, NOT FRESH

I especially enjoy the *Letters* section of *Latitude*, but I got a special kick from the one in May about the underwater weight of Liz Clark's anchor.

First we were told this was, "in this case, saltwater," and then it was pointed out that "the density of water is 62.4 lbs per cubic foot (lb/cf)."

That was followed by "(Note: this density is at 23° Celsius)."

That's all well and good. It sounds very impressive, almost like something you might get from an engineer at the government's Department of Redundancy Department. Of course, you might have wondered why the temperature was given in Celsius, since none of the other units were metric?

But in any case, if the goal was to be a little more accurate

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LETTERS

— unless Liz's anchor was in Gatun Lake — wouldn't it be better to use the density of saltwater, rather than freshwater?

If I recall correctly from the most basic class in fluids I ever took, 64.2 pounds per cubic foot is the number we used to use for saltwater, and 62.4 for fresh. It's easy to remember — a 6, a 4, and a 2 — and you simply transpose a couple of digits to get from one to the other. Obviously saltwater is heavier than fresh, what with all that salt in it.

I think the philosophy/Russian major Wanderer does a pretty good job, certainly a good enough one. But if you want to talk technical accuracy, I'm putting my faith in Lee Helm. I don't think she would ever have let a mistake like that slip!

Keep up the good work; we love the publication

Kevin Reilly
Skylark, Columbia 50
Coronado

Kevin — As always, we appreciate the kind words — and the necessary corrections.

↑↓ YOUR REPORTING COULD BE DANGEROUS

As I wrote in a previous email to you, I'm sometimes annoyed at the way some mariners are celebrated by *Latitude*.

In the June 10 *Lectronic*, you reported that the crew of the sloop *Corazon de Acero* sailed from Mazatlan, which was not under a hurricane watch, to La Paz, which was. Did they miss the weather report before departure? And then upon arrival they proceeded to run aground in view of the *malecón*. Are we to assume that they were not only unfamiliar with the prudence of checking weather on an intended course, but reading navigation aids/buoys and/or using chartplotters? Or dare I say paper charts?

I know, of course, that *Latitude* advocates simplicity in all things, but this truly was a story that should have been headlined with something like 'What Not to Do When Cruising.' Like not having the equipment to check weather and other aids to navigating in unfamiliar ports.

I seem to recall that there was a fatality in La Paz during Hurricane Odile last fall when a good Samaritan came to the aid of some sailor who had remained with his anchored vessel in the middle of La Paz Bay during the storm.

More frequently than ever, I seem to see this kind of poor seamanship. And I see the same thing on San Francisco Bay and wherever else I roam, which tends to be from Alaska to Costa Rica.

There is more to safe cruising than buying the boat, taking a few Club Nautique lessons, and heading out. And *Latitude* knows this. I fear that your failing to point this out is reckless. I anticipate that your response will include the words "nanny state," "I learned by just doing," "back to basics," and so forth.

While I never miss an issue of *Latitude*, and I understand that you make your living selling this concept, it might cost someone his or her life.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — If you're suggesting that we sugarcoat safety issues related to sailing, you couldn't be more wrong. When we started *Latitude* in 1977, none of the other marine publications 'did' death. We thought that was bullshit, because we think people need to have some idea of the risks they are taking when they engage in an activity. So since the first issue, we've covered unfortunate incidents and tragedies as well as we could.

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— Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

form? We do our best to go overboard listing all the ways people could get hurt or killed on a boat.

The problem with any cookie-cutter approach to sailing safety is that people are so different. We've known people who have had 100-ton licenses and Coast Guard tickets to carry paying passengers for years whom we wouldn't sail across the Bay with. And then there are people who teach themselves how to sail in 90 minutes, take off across the Atlantic, and have no serious problems. And the 'Chicken Man' we recently featured in Changes isn't the only one.

We think the best way to learn to become a safe cruiser is to: 1) Take lessons. 2) Buy a boat. 3) Have some mentor go over your sailing lessons as they apply to your boat. 4) Have a mentor help you race your boat — even if she's not a racing boat — in beer can races. 5) Race the boat yourself in beer can races. 6) Race her, with you in charge, on the Bay. 7) Race her, with you in charge, on the ocean. We know that almost nobody will do this, but if they did, in six months most people could be pretty damn competent sailors.

↑↓ **THIS SEASON WE PLAN TO SAIL TO THE CARIBBEAN**

My wife and I did the 2014 Baja Ha-Ha with our Hunter 49 *Bon Voyage*, and we'll be doing the Ha-Ha again this fall. We spent last winter in Mexico, but after the 2015 Ha-Ha plan to sail to the Eastern Caribbean, with our ultimate destination being the British Virgins.

From the reports we've read online, sailing east from Panama into the prevailing northeasterly trades can be a very difficult experience. Can you give us any advice, particularly about the route and time of year?

Craig Fecker
Bon Voyage, Hunter 49
San Diego

Craig — We're looking forward to seeing you in this fall's Ha-Ha. When and if you make it to St. Barth, we'll be delighted to stand for celebratory drinks at the Bar of the Forgotten.

When Profligate made the trip to the Eastern Caribbean after the Ha-Ha 10 years ago, the plan was predicated on getting across the Caribbean Sea before the onset of the 'Christmas Winds'. These 'reinforced trades' are generated by a high-pressure system near the Azores. They usually start to blow in mid-December, and often don't let up for more than a couple of hours until mid-February. And they blow like stink — 18 to 30 knots — from the Eastern Caribbean most of the way to Panama. You can imagine what the seas can be like.

In order to leave from Cabo on November 9 and make the 3,000 or so miles to Antigua, including a Canal transit, by December 16, there could be no lollygagging around. So as soon as Profligate arrived in Cabo, all nonessential stuff was taken off, and the crew left that night. Because she needed to stay around for the rest of the Ha-Ha festivities, Doña de Mallorca later flew to Acapulco to catch up with the boat.

This crew ran 24 hours a day — except for six fuel stops, to replace both saildrives in Panama (which was accomplished in four days), and a mandatory overnight in Cartagena — until they got to Antigua before mid-December. As we recall, it took them something like 31 days in all, which is hauling butt. It was a long motor to Panama, followed by some moderate bashing across a not-yet-terribly-rough Caribbean, via Cartagena and Aruba.

You need to remember that Profligate motors quite a bit faster than most boats, and that this was a hard-core delivery. So even if you wanted to move quickly, it's unlikely you could reach Panama before the start of the Christmas Winds, at least



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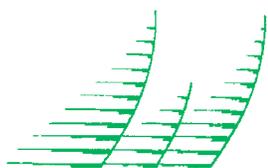
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LETTERS

without killing yourselves. But say you got to Panama in the middle of January and the Christmas Winds were still blowing. Unless you're John Neal and Amanda Swan Neal, who sail rhumbline from Panama to the Virgins no matter what it's blowing, your options as mortals are hugging the north shore of South America or the east coast of Central America.

The benefit of going along the north shore of South America is that you can usually make it to Cartagena, a wonderful city, fairly easily and then have a great place to wait for a possible



WEBB LOGG

Bocas del Toro on the Caribbean side of Panama is a nice spot to spend time.

break in the trades. If you get a four- or five-day break, you can usually make it up to Cabo de la Vela. In the old days, that meant you pretty much had it made with regard to the Christmas Winds, because you could then duck into the Venezuelan shore, which is south of the Christmas Winds, until you got to Trinidad. At that point you'd start your jolly time sailing up the crescent of islands in the Eastern Caribbean.

Alas, Venezuela has descended into complete chaos, where the rate of theft and murder has become astronomical. It's our understanding that these problems haven't made it out to the Los Roques Islands, which are fabulous. So it still might be an option, but we can't guarantee it.

The other option is to play the weather windows to work up the east coast of Central America. The problem is that once you get as far north as the latitude of the British Virgins, you're still 1,500 miles directly downwind of them. True, there are a number of islands on the way where you can wait out particularly rough weather, but it's sort of like a Baja Bash — only twice as long.

If time isn't an issue, and we hope it isn't, we'd suggest you take your time to enjoy the great cruising in Panama, on both the Pacific side and in the fabulous San Blas Islands and Bocas del Toro regions on the Caribbean side. Then, in May or June, when the strong trades should be long-faded, you could make your move for the Eastern Caribbean. Usually the best time to do this is when there is some hurricane in the Eastern Caribbean, as nothing screws up the normal tradewind pattern better than a hurricane, and a screwed-up tradewind pattern is precisely what you want.

The downside of this plan is that it puts you in the Eastern Caribbean at the start of the hot, humid hurricane season. If you have the time, we think the ideal solution would be to make your way to Panama or Cartagena — where boatwork is dirt cheap — this winter season, then cross to the Eastern Caribbean in early November just before the start of the next high season in the Eastern Caribbean.

Hope this helps. Whatever you do, we're sure it will be a great adventure.

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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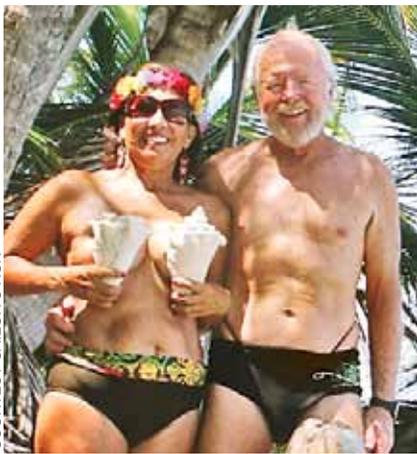
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this time, all the way around

We suspect that anyone who has met Jeff and Debbie Hartjoy during their 16 years of world cruising thinks of them as extremely fun-loving and full of spunk. But these days, Jeff's idea of fun is a bit different from Debbie's.

In 2009 he did a nonstop solo trip from Lima, Peru, to Buenos Aires, Argentina, via Cape Horn aboard the couple's Bob Perry-designed,



COURTESY SAILOR'S RUN

Jeff and Debbie have shared many light-hearted cruising photos over the years, including this classic.

40-ft Baba ketch *Sailor's Run*. Now 69, Jeff recently announced that he'll set sail this coming Halloween from Bahia Caraquez, Ecuador, on a nonstop lap around the planet, eastabout via the Five Great Capes — that is, crashing through the Southern Ocean most of the way around. He's vowed not to use his engine or accept outside assistance.

Although Debbie is no lightweight when it comes to ambitious sailing, this time she'll opt for 'adventures in grandmothering' at her Albuquerque home base, while providing shore support to Jeff and updating his blog every three days.

Jeff, who's a former telephone lineman, built (with Debbie's help) the log home in Washington that they eventually sold to finance their cruising dreams. He's always been a fit, outdoorsy guy, but this time he's decided to test his mettle on a whole new level: "I figure, hey, why not. I love sailing and there's no better sailing than down in the Southern Ocean." He tells us that 'in his dreams' he hopes to complete a full circumnavigation in five months. "But actually, I just hope to make it. Period."

He'd like to think he can set some sort of record, perhaps for the oldest North American to do the classic route. Victoria-based Canadian Tony Gooch was 63 in 2003 when he became the first West Coaster to complete a nonstop solo lap, eastabout (via the Three Great Capes), aboard the 42-ft aluminum custom sloop *Taonui*. In 2005 Minoru Saito of Japan sailed his Adams 50 *Challenge 7* into the record books at age 71, becoming the oldest nonstop solo circumnavigator.



COURTESY SAILOR'S RUN

And who could forget this phallic snapshot in the Mexican desert?

To be counted by officialdom, a record challenger must sail at least part of his route in both the Northern and Southern Hemispheres. Since *Sailor's Run* will start from just south of the Equator, Jeff plans to first sail north of latitude 0° before diving south toward Cape Horn (latitude 56°S). If he can make it safely beneath Tierra del Fuego, South Africa's Cape Agulhas, Australia's Cape Leeuwin, Tasmania's South East Cape and New Zealand's South West Cape, he'll then have to sail nearly all the way back to Chile to catch a ride on the Humboldt Current north to Ecuador.

Certainly not an easy itinerary, but we know Jeff to be as tenacious as he is good-natured. And his stout double-ender has already been battle-tested during 85,000 miles of cruising — as has Jeff. After the 2009 Horn rounding he suffered a punishing knockdown during a storm near the Falklands, and last fall when Hurricane/Tropical

rally round the

Here at *Latitude 38* 'world headquarters' we seem to be up to our eyeballs with rally biz.

Late last month we celebrated the Pacific Puddle Jump fleet's arrival in French Polynesia at the three-day Tahiti-Moorea Sailing Rendez-vous. (Look for our complete report next month.) Nearly 220 boats registered this year, from at least a dozen countries. Although pre-departure events for the 2016 PPJ 'season' won't begin until late this fall, we're already penciling in dates for our PPJ Sendoff Parties in Mexico and Panama. Next year's Rendez-vous will likely be June 17-19. See www.pacificpuddlejumps.com for more.



ALL PHOTOS COURTESY SAILOR'S RUN

flag, er, burgee

The Delta Doo Dah currently has 62 entries, and free registration is ongoing through August 28. Since travel is spread throughout the summer, we have no need to cap the number of sign-ups.

On July 17-19, a mini-cruise will take Delta Doo Dah sailors from Richmond YC to Owl Harbor and then on up the San Joaquin River to Stockton Sailing Club. On Friday night, RYC will be open for dinner and drinks. On Saturday night, Owl Harbor will host a BBQ potluck supper and a special movie night, then send the flotilla off to Stockton on Sunday morning with a good breakfast. Plans for dinner

continued in middle column of next sightings page

all the way around — continued

Storm Odile ravaged the Baja Peninsula, 85-knot gusts threatened to drive *Sailor's Run* up onto a rocky shoreline. "I can honestly say, I never get scared," he confides. "I agree with the philosophy that if you really love something like sailing, do it even if it could kill you. We're all going to die somehow anyway."

Jeff's been sailing for 45 years, and he and Debbie have owned *Sailor's Run* since 1994. They first sailed south with the 1999 Baja Ha-Ha rally, then re-upped for additional doses of Ha-Ha fun in '06 and '13. Not only did they refuse to use their engine during any of those trips, but if we're not mistaken, Debbie got up and sang *La Bamba* with the band at each Bahia Santa Maria beach party.

We wish Jeff the best of luck with this ambitious personal challenge, and we'll certainly do our best to keep you updated on his progress in these pages. After all, we consider him to be a living testament to the attitude that 'old guys rule'.

— andy



What do you do for an encore after singlehanding around Cape Horn? Sixty-nine-year-old Jeff Hartjoy figures the obvious answer is to do it again, but this time complete a full lap around the planet — nonstop — via the Five Capes.

SIGHTINGS

southampton breakdown



DARREN KITCHEN

This drone shot of Southampton was taken at low tide on May 27.

Last month, Richmond YC announced that its race committee would no longer send their beer can racers around the old Southampton Shoal lighthouse platform, which was often used as the windward mark in the club's Wednesday-night series. As you can see by the accompanying photo, several of the old pilings have toppled over and are hidden just under the surface, except during very low tides.

For years, the decaying relic has also been used as a mark in the Master Mariners Regatta and the SSS Corinthian Race. We'll be interested to see if that changes next year, and if the YRA drops Southampton from its list of marks.

— chris

rally update —

and a jam session at SSC are in the works for Sunday the 19th. To sign up or find more info see www.deltadoodah.com.

Registration for this September's SoCal Ta-Ta has now closed, as the 50-boat limit has been reached. Why the limit? There isn't room for more boats than that in a couple of the anchorages. So, sorry if you'll miss the fun this time, but there's always next year (www.socaltata.com).

And there's still time to get in on the annual Baja Ha-Ha rally, which runs from October 25 to November 7. (See www.baja-haha.com.) Sixty-five boats are currently registered for this two-week, San Diego-to-Cabo San Lucas rally, ranging in size from John and Deb Rogers' San Diego-based Deerfoot 62 *Moonshadow* to two 32-footers: Ron and Gail Hodel's Dana

Just as the 2013 Transpac featured the return of the S&S classic 'Dorada' — which ultimately took top honors — this year's L.A.-to-Honolulu race will be graced by the classic elegance of the 85-ft (LOA) schooner 'Martha.' Built in 1907 at the WF Stone Boat Yard in San Francisco for the commodore of the San Francisco YC, she remains today the club's official flagship, even though she has long called Port Townsend, WA, home. Seen here racing off San Diego during this year's America's Cup Schooner Race, she also competed in both the Master Mariners Regatta and the Great San Francisco Schooner Race. After reaching Hawaii, she'll return to her homeport, where the Schooner Martha Foundation offers public participation aboard her on a wide variety of cruises and events.



continued

Point-based Catalina 320 *Lokomaikai* and Steve and Sherri Brenner's Santa Cruz-based Westsail 32 *Pablo*. Boats as small as 27 feet may enter, as long as they were built for, and are equipped for, overnight offshore sailing. Before the September 15 deadline, we expect the diverse fleet to swell to between 160 and 180 boats, as in recent years.

For skippers in all these events, deciding whether to take additional crew is often a tough question. We say the more the merrier — and safer. But we highly recommend that you get to know potential crew before heading offshore with them, if possible. To meet potential crew or find a ride see our online Crew List at www.latitude38.com. Happy rallying!

— andy & chris



DARRAL SLATER / WWW.BAYSHOTS.COM

dorade attempts transatlantic repeat

When the first Transatlantic Race divisions depart Newport, RI, on June 28 (after this issue goes to press), among the 13 yachts on the line will be the classic S&S yawl *Dorade*, which won the race way back in 1931. Current owners Matt Brooks and Pam Rorke Levy of Tiburon are on a quest to repeat *Dorade's* historic victories, a campaign called 'Return to Blue Water'. Collaborating with Sparkman & Stephens, Brooks and Levy restored her to her intended use, open ocean racing, during a complete overhaul in 2010-11.

The 52-ft yacht was barely a year old in 1931 when her designer and her builder, brothers Olin and Rod Stephens, with a crew of five that included their father, took just 16 days and 55 minutes to complete the Transatlantic Race. Not only was *Dorade* the first boat to finish the 2,800-mile course to Plymouth, UK, and the overall champion, but she won decisively, arriving two days before the next boat and four days ahead on corrected time.

In 2013 *Dorade* won the Transpac from L.A. to Honolulu overall on corrected time, repeating her Transpac victory in 1936. This August, the S&S flagship will follow the Transatlantic Race with the Rolex Fastnet, a race she won in 1933. For much, much more on *Dorade*, past and present, see www.dorade.org.

The second Transatlantic Race start is scheduled for July 1 with 21 boats. The four fastest boats will start last on July 5: Jim and Kristy Clark's 100-ft *Comanche*, skippered by Ken Read; George David's Juan K-designed *Rambler 88*; Lloyd Thornburg's MOD70 trimaran *Phaedo*²; and the Irens 63 tri *Paradox*, owned by San Francisco's Peter Aschenbrenner. To cheer on your favorites, go to www.transatlanticrace.org.

— chris



SHARON GREEN / WWW.ULTIMATESAILING.COM

In the 2013 Transpac the 1930 S&S yawl 'Dorade' made history yet again. Her owners now hope to make more headlines.

america's cup world series begins

Readers who are still interested in the Bermuda-based 35th America's Cup will want to note July 23-26 on their calendars, and the truly obsessed may be shopping for plane tickets to Heathrow. That's because the whole show kicks off in Portsmouth, England, this month with the first AC World Series event.

With Italy's Luna Rossa out of the picture, Ben Ainslie Racing's homeport is the first venue on the 2015-2017 schedule. (BAR, by the way, has picked up a new title sponsor, Land Rover.)

Hoopla surrounding the event will include aeronautic displays, rock concerts and a children's art contest. Sport sailing demos will feature a singlehanded foiling dinghy, Moth racing champions, and the kiteboarding family Team Bridge.

All that fan-pleasing activity will prop up the actual racing, in which the six America's Cup teams will meet for the first time to compete with each other in the one-design wingsail AC45f. These foiling catamarans carry a crew of five plus one guest.

This will be our first chance to see who might have what it takes to go all the way in 2017: Oracle Team USA, Artemis Racing, Team France, Emirates Team New Zealand, Team Japan or Land Rover BAR.

continued on outside column of next sightings page

SIGHTINGS

a-cup world series — continued

The Portsmouth regatta will consist of two races per day on Saturday the 25th and Sunday the 26th, preceded by non-scored practice races on Friday. The racing on 'Super Sunday' will count for higher points, and the points garnered during the ACWS in 2015 and 2016 will count toward the America's Cup Challenger Series to be held in 2017.

After Portsmouth, the next scheduled series will take place August 23-26 in Gothenburg, Sweden, followed by an ACWS event at Hamilton, Bermuda, October 16-18.

Four to six World Series events are expected in 2016, including another Portsmouth series next July and a regatta in Chicago sometime next summer.

— chris

volvo ocean race finale

On the morning of June 22, the once-again seven-strong fleet of Volvo Ocean 65s sailed into Gothenburg, Sweden, to cross the finish line of this 12th edition of the Volvo Ocean Race, formerly known as the Whitbread Round the World Race. Two teams that hadn't won a previous leg — SCA and Alvimedica — both did so on the final two legs, with SCA first into Lorient, France, and Alvimedica leading the pack into both the pit stop in The Hague, Netherlands, and the finish in Sweden.

Claiming the overall race victory however, in his third attempt, is Briton Ian Walker and the rest of the Abu Dhabi Ocean Racing crew. Pre-race favorites, the Emirati team set the tone early with a close win over Dongfeng Race Team during the first leg from Spain to South Africa. Closely challenged throughout much of the race by Dongfeng, Walker and crew used a third-place finish into France at the end of Leg 8, as well as poor finishes by Brunel and Dongfeng, to secure the overall victory a leg early.

Just behind Abu Dhabi on the overall leaderboard, Brunel, Dongfeng, MAPFRE and Alvimedica would battle for the final two podium spots during the ninth and final leg of the race. Departing Lorient, France, for the Netherlands, the fleet sailed upwind along the Breton coastline before encountering light air off the western tip of France. Once the westerly filled in, however, Alvimedica caught the breeze first and lit the afterburners to pull out to a commanding lead. In a supremely tactical leg with literally hundreds of rocks and shoals to avoid, as well as 17 traffic exclusion zones and the notorious tidal influence of the English Channel and Northern Europe, Dongfeng, Brunel and MAPFRE split from the fleet and took a northerly option along the English coast with a traffic-exclusion zone giving Alvimedica no opportunity to cover. After several tense hours, Alvimedica emerged as the clear winner into The Hague, with Dongfeng, MAPFRE and Brunel forced to re-cross the English Channel and fall into line behind Alvimedica.

After a mandatory 24-hour pit stop in the sailing-crazed Netherlands, the fleet left The Hague the following afternoon in the same order and timing intervals in which they had arrived. Alvimedica maintained an hour-and-a-half advantage over the fleet as a challenging and complex weather scenario played itself out, though few major tactical options existed as several traffic separation schemes and land features forced the fleet into single file. Alvimedica was never

continued on outside column of next sightings page

JOHN VON SEEBURG / OTUSA



Artemis' and Oracle's foiling AC45s get airborne during practice in Bermuda.

maserati sets s.f. to

When Giovanni Soldini and his international crew headed west through the Golden Gate on May 9 aboard the VOR70 *Maserati*, they were probably relatively confident that — barring catastrophic gear failures or mishaps in the Pacific Garbage Patch — they could break the San Francisco-to-Shanghai record, despite the fact that it had stood since 1853. Back in the heyday of the China tea trade, the clipper *Swordfish* made the 7,000-mile crossing in 32 days.

But with her arrival May 31, *Maserati* shaved more than 10 days off that number, establishing a new benchmark of 21d, 19h, 32m, 54s, which was quickly ratified by officialdom.



INSET: MATT KNIGHTON / ABU DHABI OCEAN RACING

shanghai benchmark

The team had relatively good luck along its route, reaching the longitude of Hawaii in six days, then later running under the sloop's largest spinnaker for 10 straight days. But early in the trip they dodged two tropical storms as well as debris in the Pacific Garbage Patch.



Giovanni and the boys celebrate their victorious Shanghai arrival.

— andy

vor finale — continued

challenged for the leg victory — their first — yet the battle for second through fourth place, in both the leg and overall, came down to the wire with the trio finishing within seven minutes of one another after four days of racing. In the end, Brunel finished the leg in second place to secure the runner-up position to Abu Dhabi in the overall standings. Dongfeng slipped to fourth in the leg and third overall. With Alvimedica's victory in the final leg and MAPFRE penalized three points for two rules infringements earlier in the race, a winner-take-all in-port tie-breaker will decide which team finishes fourth overall in this edition of the VOR. That Gothenburg in-port race takes place on June 27 — just after this issue goes to press.

Several good stories emerged from this race: Ian Walker and Abu Dhabi relied on experience, dedication to the race, and cool savvy to win overall. Team Vestas Wind overcame a devastating grounding on an Indian Ocean reef to fully rebuild their boat and finish second in their first leg back, and their sponsor reportedly wants to enter the

continued on outside column of next sightings page



Spread: Skipped by 30-year-old American sailor Charlie Enright, Team Alvimedica arrives in Gothenburg to win Leg 9 from Lorient, France. **Inset:** Skipper Ian Walker and the Abu Dhabi Ocean Racing team celebrates their overall Volvo Ocean Race win in Sweden on June 22.

SPREAD: CARLO BORLENGHI / VOLVO OCEAN RACE

SIGHTINGS

vor finale — continued

next race. The girls of Team SCA improved throughout the race to win a challenging upwind leg into Lorient after a series of disappointing last-place finishes. Brunel relied on consistency and skipper Bouwe Bekking's extensive experience to grind down Dongfeng and finish second. MAPFRE became heroes during the latter stages of the race, finally living up to expectations and redeeming themselves from an embarrassing start to nearly make the podium.

Most impressive of all has been the Franco-Chinese entry, Dongfeng, which overcame the challenges of having multiple Chinese rookies onboard, a blown-up rudder in Leg 1, and a dismasting in Leg 5, to nearly win a race in which the team wasn't even supposed to be competitive.

The Volvo Ocean Race is better than ever. Autumn 2017 can't get here fast enough!

— ronnie simpson

improbable

In any other context, venerable Bay sailors Hank Easom, 81, and Ron MacAnnan, 89, would be highly unlikely choices to become movie stars. But for the locally produced series of video vignettes called *Life on the Water*, they've proved to be ideal subjects.

Last month, a special debut screening of a newly completed film on Easom's lifetime of sailing and boatbuilding drew such a large crowd to Mill Valley's Throckmorton Theater that the fire marshal showed up to do a head count. In attendance were a who's who of local sailing stars and industry leaders, as



Two of the North Bay's 'leading men', Hank Easom (left) and Ron MacAnnan teamed up to win their division in this year's Master Mariners Regatta aboard 'Pursuit'.

LATITUDE / ANDY

movie stars

well as many mere mortals. When the MacAnnan film debuted last fall it drew similar enthusiasm, as did a screening of the third release thus far, *Wander Bird's Cape Horn Passage — A New Perspective*. It is narrated by another legendary Bay Area salt, Commodore Tompkins, who was a feisty lad of four when he rounded the Horn with his family in 1936.

Easom, who grew up sailing in Marin County and started beating adults in club races at the age of 11, still frequently finds his way to the winner's circle, most often sailing aboard his beloved 75-year-old 8 Meter *Yucca*. A few days before his film debut, Easom helmed MacAnnan's 82-ft M-Class sloop *Pursuit* to a class win during the Master Mariners Regatta — although he insisted, like the gentleman that he is, that Ron drive her across the finish line.

Both longtime icons of the Sausalito waterfront, Hank says his old friend is "a bit of a curmudgeon, but has a heart of gold." An engineering ace by profession, MacAnnan's ingenuity was responsible for renovating the old San Francisco YC building in downtown Sausalito and moving it out 70 feet into the Bay, where it remains today, as the Trident restaurant. But he's best known as the decades-long caretaker of *Pursuit*, the last of her type.

After purchasing her from a Hollywood luminary in the 1950s, he raced her frequently, including the '61 and '69 Transpacs. For decades she's occupied a slip on the front row of Sausalito Yacht Harbor, where Ron could be seen working on her tirelessly six or seven days a week. Since 1978, however, she had rarely left the slip, and many in the marine community assumed she'd never sail again. But they underestimated Ron's tenacity and resolve. Ten years ago, when Ron was 79, *Pursuit* re-emerged on Bay waters and has been seen out periodically ever since.

The next portraits to be released by filmmaker Oleg Harencar and his team are *Ramblin' Jack [Elliot]*, *Beyond the Music*; *Warwick Tompkins, A Lifetime of Sailing*; and *Harold Sommer & His Restoration of Wander Bird*. You can view the trailers and order DVD copies at www.lifeonthewater.us.

— andy

momentum building for 12 meters

A couple of months ago when Golden Gate YC Vice Commodore Tom Ehman announced his dream of reviving 12 Meter racing here on San Francisco Bay, we weren't convinced the idea would find many supporters. But according to the event's website, www.sfyrc.com, 20 teams from 12 countries have shown serious interest. Organizers stress that the proposed annual event, recently renamed the San Francisco Yacht Racing Cup, is not intended to compete with America's Cup 35, but to offer an alternative for monohull traditionalists that costs much less. Speaking of money, get this: Cash prizes totaling a half million dollars will be offered as enticement, with \$300,000 going to the winner, \$150,000 to second place, and \$50,000 to third.

In order to keep campaign costs down, a variety of Bay Area clubs are expected to host teams at their facilities. All competing boats will be new builds dubbed Super 12s. Although expected to retain the classic look of previous 12 Meters above the waterline, the new breed will all be built to a "tightly controlled" one-design rule using carbon-composite construction. Below the waterline, each new boat will carry a fin keel with bulb and winglets. Both deck hardware and sails will be kept to a uniform standard, with a limited sail inventory allowed.

Here's where the concept gets really interesting — and, no doubt, appealing to many. There will be strict nationality rules, so that 100% of each 12-person crew must share the nationality of their sponsoring club. Pro sailors are allowed, but within each crew, two must be 22 or younger, there must be at least two men and two women, and one teammate must be older than 62!

The racing format will be completely different from what we've seen in recent America's Cups. Competition will begin with fleet racing, with the top four boats advancing to a match-racing series and the Finals. But here's a twist: "Those who don't make the cut will be kept racing in a fleet-racing series that will determine the places from fifth to last. All competitors will be kept racing and involved in serious competition until the end of the two-week regatta." The two top boats will race in the Finals, a best-of-five match-racing series.

— andy

pac cup prep and planning

Entries for the 2016 Pacific Cup — the 'fun' race to Hawaii — are adding up. Forty-five boats had registered as of mid-June, with a maximum of 70 starters allowed due to space limitations at the beautiful Kaneohe Yacht Club. Of this number, 12 have entered the cruising division, 13 will be doublehanded, and the rest are fully-crewed racers.

Over the years, Pacific Cup organizers have worked hard to set their race apart from other ocean races by the amount of support provided to first-time racers and cruisers, as well as veteran entrants. Part of this support comes from the series of Alaska Airlines Pacific Offshore Academy preparation seminars. The first session, held on June 13,

continued on outside column of next sightings page



Despite the international enthusiasm for foiling catamarans during the 2013 America's Cup, some race fans want to revitalize 12 Meter competition here, with a new breed of boats.

SFYRC

SIGHTINGS

pac cup — continued

welcomed 70 attendees to a combination of lectures and breakout sessions, as well as inspections of two fully prepared boats in the water — the Cal 40 *Nozomi*, and the Beneteau 423 *Tiki Blue*. The primary topics covered were: Rookies' Perspectives by Greg Newman and Joe Wells, Making Sure Your Rig Will Get You There by Scott Easom, Hull and Rudder Integrity by Jim Antrim, Communications Alternatives by Eric Steinberg, and 2016 Minimum Required Equipment by Buzz Blackett and Michael Moradzedeh.

The first Pacific Cup, then known as the Kauai Yacht Race and sponsored by the Ballena Bay YC, was held in 1980 with 40 starters and 32 finishers. One veteran of the race, John Tysell, who sailed his Cal 3-30 sloop *Soufriere*, shared his experiences with seminar participants. Back then, only boats 29-ft and longer were allowed to enter, and a minimum of four crew was required, as was a spare

continued on outside column of next sightings page

beware of migrating

"There are large numbers of humpbacks right now in the Golden Gate Straits," wrote Mary Jane Schramm late last month with a sense of urgency. "They're in harm's way; some are just off the Cliff House."

In her position with the Greater Farallones National Marine Sanctuary she's always gravely concerned for the safety of migrating whales, especially between May and mid-November, as more than 7,500 commercial vessels transit into and out of the Bay annually.

Just as bridge deck officers need to beware of striking cetaceans, so do sailors

'Elizabeth Muir' (left) battles 'Brigadoon' during the Great S.F. Schooner Race on June 13. For our report and results, see Racing Sheet pages 93-94. For much more on local vintage vessels, see our Master Mariners feature on pages 70-73.



AMIE SPENCER

whales near shore

traveling in near-coastal waters — for the safety of both their boats and the whales.

Ships traveling through the Sanctuary have been asked to slow to 10 knots during the migration season. And NOAA asks mariners to report to them any collisions with whales, or any observed injured or dead whales, by calling 877-SOS-WHALE (877-767-9425), or advising the Coast Guard on VHF Channel 16.

Boaters can also report whale sightings to whales@noaa.gov, or through the free, downloadable Whale Alert smartphone app found at www.whalealert.org.

— andy



pac cup — continued

sextant. As he looked back on that race, which he sailed with a crew that included his then-girlfriend (and now wife of 34 years), John spoke enthusiastically with a smile on his face. It was an adventure of a lifetime.

Will the 2016 Pacific Cup be your adventure of a lifetime? See entry details at www.PacificCup.org and save the date for the next Pacific Offshore Academy on October 17.

— leslie richter

old ironsides renewed

*Her thunder shook the mighty deep,
And once again she's saved...*

We think Oliver Wendell Holmes would be okay with our riffing on his iconic poem *Old Ironsides*. After all, those 24 lines, written in 1830, are credited with the first rescue of, as he put it, "The Eagle of the sea from the harpies of the land." Now *USS Constitution* is being 'saved' once again with a regular haulout and refit at the Charlestown Navy Yard, just a short distance from her permanent Boston waterfront berth, where half a million visitors a year walk "her decks once red with hero's blood, where knelt the vanquished foe."

Well, maybe not the exact decks. As all wooden boat aficionados know, the years take their toll and wooden vessels all need to have bits and pieces replaced from time to time. For the 207-ft (LOD) *Constitution*, so many bits and pieces have been replaced that only an estimated 10 to 15% of the original wooden DNA remains from when she first slid down the ways in Boston in 1797.

Constitution is still a commissioned Navy ship (the world's oldest), and as such has a captain, and regular Navy crew who perform normal upkeep. But every couple of decades, she's hauled out for more extensive work. For the latest \$15 million job, the ship went into dry-dock at the Navy Yard on May 18 and will likely stay there until at least the fall of 2017.

Wood used in the restoration has been sourced just as it was in the old days: scouts go out into the woods and look for it. Okay, it's a little more choreographed these days. The white oak that will be used in the refit was sourced from trees growing at the Naval Surface Warfare Center

in Indiana. About 60 of the big trees will be needed for the restoration. (Compare that to about 1,500 trees to build the ship the first time.) With an eye to the future, a number of white oaks on the Indiana base have been earmarked for use in *Constitution's* next refit, due in 2035 or so.

USS Constitution will remain accessible to the public — via both viewing areas and (occasionally limited) onboard tours — during her layup. So you can still capture that Kodak moment (do they still call them that?) with her bell or wheel. Not in the area but still interested? You can follow the restoration via a 'restoration cam'. Check out the ship's regular website, www.usconstitutionmuseum.org, for much more info.

— jr



Smoke on the water: In this painting by Michel Felice Corne (1752-1845), 'USS Constitution' (left) and 'HMS Guerriere' pound each other in the opening days of the War of 1812. 'Constitution's' victory was the first major defeat of a British warship by an American one.

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MASTER MARINERS REGATTA —

ALL PHOTOS LATITUDE / CHRIS & ANDY
EXCEPT AS NOTED



Looking back at pictures of recent Master Mariners Regattas — and reminiscing about editions we've sailed in — we're struck by the rugged vessels bucking through white water parted by cleaving prows, creating classic 'bone-in-the-teeth' bow waves. The crews are soaking wet from splash and spray, and the heavier craft really get romping. But that look was mostly absent from this year's Master Mariners on May 23.

Conditions were relatively mild that Saturday, and a monotone fog cast a dull light on the slow start, between St. Francis and Golden Gate Yacht Clubs on the San Francisco waterfront, where the Marina meets Crissy Field.

The seven-boat Bear one-design class started first, along with the scow schooner *Alma*, at high noon. Starts continued every five minutes until 1:05 p.m., when the fastest-rated boat, the M-Class sloop *Pursuit*, started all by herself. During that hour, a building flood pushed the boats around, but the breeze did fill in a bit for the later starts.

Getting around Little Harding Buoy, the first mark, was slow going, as was getting back to Blackaller at the west end of Crissy Field. But at 2 p.m. the fog finally lifted off the Cityfront, and a narrow lane of wind in the Slot intensified and spread out. John Tuma, sailing on the Angelman ketch *Makani Kai*, would

later report a top wind speed of 15 knots.

From Blossom Rock downwind all the way to Southampton Shoal, *Pursuit*, helmed by Hank Easom, had a boat-for-boat race with the lovely Port Townsend-based schooner *Martha*, which was visiting the Bay — where she was built in 1907 — before heading south to Los Angeles for this month's Transpac race to Honolulu. *Martha* kept trying to pass *Pursuit* to leeward, but to no avail.

A STATELY PARADE



Janice and Bill Belmont's Farallon Clipper 'Credit' sails to leeward of the Port Townsend-based schooner 'Martha' on the way from Little Harding, in the shipping channel, to Blackaller Buoy, near the San Francisco shoreline.

The two boats rounded the dilapidated Southampton platform together. "Hank took it so close," exclaimed one of the *Pursuit* crew. "Oh my God, aren't there pilings under there?!"

During the final beat, *Pursuit* finally pulled away from *Martha*. "They go to weather better," commented Skip Allan, *Martha's* tactician.

At the finish east of Treasure Island, the breeze was light and the flood strong

again, but *Alma* was the first in the Big Schooner division to finish. This was her second win (the first was in 2001). The crew of *Freda B* handed the crew of *Alma* a bottle of champagne in the Estuary.

Freda B and *Seaward* competed with *Alma* in Big Schooners, with the two faster vessels both starting at 1 p.m. "Our start time was changed so that we started with *Seaward*," said John Skoriak, crew aboard *Freda B*. "We played the *Mission*

Impossible theme at the start, but then we beat *Seaward* anyway."

After the finish, many of the classic craft continued on down the Estuary to Encinal Yacht Club in Alameda for a big raft-up, party and awards ceremony. First to the dock was neither *Alma* nor *Pursuit*, but rather *Aida*, Skip Henderson's 55-ft LOD Colvin gaff schooner. "We were making one knot against the flood in San Francisco," Henderson explained,

MASTER MARINERS REGATTA —



MARTHA BLANCHFIELD / RENEGADE SAILING

Clockwise from top left: The Herreshoff 41 'Radiant' and a pack at Blackaller; mutual photography on the 52-ft S&S yawl 'Legend'; a Jim DeWitt painting of 'Sunda' adorned this year's shirts (longtime shirt and mug artist Caleb Whitbeck passed away last year); the 40-ft Chapelle schooner 'Bluenose'; a lot of bailing kept the partially-restored Farallon Clipper 'Mistress II' afloat; besides being popular for fishing, the Torpedo Pier has a great view of the jibe at Blackaller Buoy.

"so we dropped out."

But despite the lack of really big breeze, a good time was had by all.

— **latitude**/chris

MASTER MARINERS REGATTA, 5/23

BIG SCHOONERS — 1) **Alma**, 88-ft LOD

Steiner scow schooner, 1891, Jason Rucker; 2) **Freda B.**, Charles Wittholz topsail schooner, 1991, Marina O'Neill/Paul Dines; 3) **Seaward**, 82-ft Russ Wooden Marconi schooner, 1988, Alan Olson. (4 boats)

GAFF I — 1) **Yankee**, 52-ft Stone schooner, 1906, Alexis McNeill; 2) **Brigadoon**, 65-ft Herre-

shoff schooner, 1924, Terry Klaus; 3) **Tiger**, 38-ft Pinky schooner, 1993, Luc Maheu. (6 boats)

GAFF II — 1) **Makani Kai**, 40-ft Angelman Sea Spirit ketch, 1970, Ken & Kristine Inouye; 2) **Sea Quest**, 36-ft Angelman Sea Witch ketch, 1961, Stephen Carlson; 3) **Sequestor**, 36-ft John Hanna ketch, 1940, Hans List. (3 boats)

MARCONI I — 1) **Pursuit**, 82-ft M-Class sloop, 1929, Ron MacAnnan; 2) **Martha**, 68-ft Stone schooner, 1907, Robert d'Arcy; 3) **Elizabeth Muir**, 51-ft McInnis schooner, 1933, Peter Haywood. (8 boats)

A STately PARADE



NATHAN BOSSETT



JOHN TUMA



MARCONI II — 1) **Sunda**, 35-ft Seaborn sloop, 1941, Bob & Colleen Rogers; 2) **Lydia**, 40-ft Schock cutter, 1956, Bob & Christine Hanelt; 3) **Stroma of Mey**, 41-ft Reginald Freeman Bermuda ketch, 1936, Barry Rabbitt. (4 boats)

MARCONI III — 1) **Viking Red**, 30-ft whale boat, 1938, Sea Scouts; 2) **Random**, 30-ft Hurricane sloop, Kers Clausen; 3) **Vixen**, 31-ft Swanson yawl, 1904, Steve Kibler. (8 boats)

MARCONI IV — 1) **Jabulani**, 28-ft Herreshoff, 1997, Jeff Wilson; 2) **Morning Star**, 32-ft sloop, 1984, Barbara Ohler/Gary Costigan; 3) **Eos**, 27-ft

Clockwise from top left: 'Pursuit's' owner Ron MacAnnan stands behind helmsman Hank Easom; jibe-preventer Lee Krasnow on 'Stroma of Mey'; 'Aida' is greeted at EYC; the raft-up forms; Ken Inouye at the helm of 'Makani Kai'; prepping the jib on the bow of 'Martha' during the approach to Southampton.

Feather, 1945, Keith Dunlop. (5 boats)
 OCEAN I — 1) **Bounty**, 52-ft Sparkman & Stephens yawl, 1950, Sue & Dan Spradling; 2) **Legend**, 52-ft Sparkman & Stephens yawl, 1954, Tim Mullins; 3) **Nirvana**, 44-ft Fellows & Stewart, 1946, Bill Conneely. (4 boats)
 OCEAN II — 1) **Spirit**, 33-ft Sparkman & Stephens sloop, 1960, George Kiskadden; 2) **Neja**, 35-ft Lapworth, 1961, Jim Borger; 3) **VIP**, Farallon

Clipper, Don Taylor. (5 boats)
 BEAR — 1) **Magic**, Tim Maloney; 2) **Puff**, David Sandry; 3) **Renegade**, Russ & Christine Katz. (7 boats)
 BIRD — 1) **Cuckoo**, Bill Clausen; 2) **Skylark**, Jim Josephs. (3 boats)
 L-36 — 1) **Leda II**, David James; 2) **Papoose**, Allen Edwards. (2 boats)
 Full results at www.mastermariners.org

A BRIEF (MOSTLY) SAILING HISTORY

We hope you enjoyed last month's Part 1 of our *Brief Sailing History of San Francisco Bay*, which took us from Juan Cabrillo and Francis Drake sailing by (but not entering) the Bay in the 1500s, to the antics of Jack London and the launching of *Alma* at the end of the 19th century. This month, we board the way-back machine in 1900 and ride it back to the present.

1901 — On February 22, in thick fog, the 370-ft auxiliary sailing liner *City of Rio de Janeiro*, inbound from Hong Kong, strikes rocks off Baker Beach. She goes

COURTESY MYSTIC SEAFORT



The deadly sinking of the auxiliary liner 'City of Rio de Janeiro' in 1901 was one of the saddest days in Bay Area history.

down in 10 minutes with 128 of the 210 souls aboard. This remains the worst maritime disaster in Bay Area history. While a few of the survivors manage to launch lifeboats, and a few are rescued by the United States Lifesaving Service (which later becomes the US Coast Guard), most are rescued by members of the local Italian fishing fleet. Sections of the wreck, along with bodies,

The Mile Rocks light originally had multiple layers. Construction began in 1904.



wash ashore for years afterward, including the wheelhouse 18 months later — with the remains of Captain William Ward still in it. Although many searchers claim to have found the ship over the years, her exact whereabouts are not known for sure until 2014, when NOAA scans finally reveal the *Rio's* ghostly form 285 feet below the surface.

1902 — Brothers Theodore and Robert Stephens open a boatyard in the farming community of Stockton and begin construction of the sloop *Dorothy*. In its 85 years of operation, the Stephens Brothers Boat Builders will design and build many great yachts (including 19 Stephens-designed Farallon Clippers), and many more utility and military craft. Their last wooden boat is built in 1974. The yard closes its doors in 1987.

1904 — Contractor James McMahon is awarded a contract to build the foundation of a lighthouse at Mile Rocks (so named because it is a mile inshore of the shipping lanes). On a boat trip out to assess the job, his entire crew takes one look at the wind- and wave-swept rock and quits. McMahon heads

down to the wharf to hire some real men, and a crew of deepwater sailors toughs out the conditions to blast the rock flat and build the four-foot-thick, 35-foot-high concrete walls that form the base of the light. The elegant lighthouse is first lit on February 15, 1906. Sixty years later, in 1966, the light is automated and its top blasted off for a helicopter landing pad, leaving us with the stumpy eyesore seen today.

1906 — The Great Earthquake occurs in the early morning hours of April 18. When the estimated 7.8 magnitude shaking is over, 3,000 people are dead and 80% of the City is destroyed. It remains the worst natural disaster in the history of California. At Stone Boat Yard, on the present site of the St. Francis YC, the schooner *Yankee*, under construction, is shaken off her cradle. She is eventually righted, repaired and completed and is still sailing today.

1906 — Clarence MacFarlane sails his Honolulu-based 48-ft schooner *La Paloma* into San Francisco in mid-May. He has worked hard to gather together a fleet for a race to Hawaii that spring. However, arriving less than a month after the Great Earthquake decimates the City, he realizes nobody cares much about sailing right then. So he sails south, gathers together a small fleet — only two other boats — and Transpac #1 gets underway off LA in June.

1908 — In perhaps the biggest sea-going spectacle the Bay has ever seen, Teddy Roosevelt's Great White Fleet steams through the Golden Gate. An estimated one million people line every available piece of real estate to watch the 16 battleships, six destroyers and several auxiliary ships stream in. As well as a show of support for the City after the earthquake two years earlier, the event sets a model for regular Navy visits, a tradition that eventually becomes Fleet Week.



1915 — The Panama-Pacific International Exposition — created to celebrate the opening of the Panama Canal the year before — kicks off in San Francisco. Famed British America's Cup Challenger Sir Thomas Lipton is scheduled to field a 12-Meter team for part of the sailing festivities, but is unable to make it because of World War I. He returns in later years to participate in a race series that by then has been named for him. The Lipton Cup lives on today as a competition among West Coast yacht clubs.

1915 — The 216-ft steam schooner *Wapama* is launched in Oregon. One of an estimated 235 ships built for the



LATITUDE / ANDY

The lovely schooner 'Yankee' tacks up Raccoon Strait in 2008 — 102 years after she was shaken off her cradle during the Great Earthquake.

"Scandinavian Navy" (for the many Danes and Norwegians who crewed them), the *Wapama's* early peers are actual schooners that braved the dangerous 'dogholes' of the North Coast to load mostly lumber for the growing cities to the south. As the boat type develops, they are fitted with larger and larger en-

OF SAN FRANCISCO BAY, PT II



An artist's rendering of the Panama-Pacific Exposition. The Palace of Fine Arts (lower right) is all that remains of it. Inset: An overpowered sailboat takes a spin through the yacht basin.

engines and smaller and smaller sail plans until, like *Wapama*, they are essentially steamships with small masts. After dozens of schemes to restore her over the

almost up to the day he dies in 2000, at age 94.

1919 — Fred Brewer, a naval architect with Sausalito's Madden & Lewis boatyard, sketches an affordable, heavy-duty 30-ft sloop able to handle the Bay's boisterous conditions. Alden Designs draws up the final plans for what is originally called the S Class, but is quickly named the Bird Boat, San Francisco Bay's first one-design class.

1927 — Possibly the largest yacht to be built in the Bay Area slides down the ways at Stone Boat Yard. She is 140-ft auxiliary schooner *Northern Light*, commissioned by the Field Museum of Chicago and built extra-heavily to withstand conditions during her intended scientific expeditions to the Arctic. Later on, *Northern Light* serves as a Boston pilot boat and is part of the Hooligan Navy (more on that later) during World War II.

1930-31 — Millionaire Templeton Crocker completes the first known circumnavigation that starts and ends in San Francisco. The voyage is aboard his 118-ft schooner *Zaca*, which is built in Sausalito (and christened by Oscar-winning actress Marie Dressler). During preparations before he leaves, his mother visits the boat and remarks, "Templeton, surely you're not going to sea in this little thing."

1931 — Construction begins on the first Bear Boats at the Nunes Brother's Boatworks in

Sausalito. The hardy little 23-footers are an immediate hit. Bears are also significant in that the Nunes brothers may have been the first to offer a bare hull and deck for the owner to finish. In the 1990s, the original Bear, *Merry Bear*, is donated to the Maritime Museum, restored, and relaunched in 2008.

1936-1938 — Construction of the Golden Gate and Oakland Bay Bridges begins, along with a 400-acre artificial island north of Yerba Buena. Originally dubbed the Magic Isle, Treasure Island gets its permanent name from a line in the Marx Brothers movie, *At the Circus*. The original name of its little cove, 'Port of Tradewinds

Harbor', also doesn't last long. Nicknamed for Pan American's beautiful China Clippers (flying boats), it has been Clipper Cove ever since. Also underway: conversion of the formerly rundown Black Point area into Aquatic Park, with almost all funding coming from Franklin Roosevelt's Works Progress Administration, part of his New Deal.

1939 — The Golden Gate Exposition opens on the newly-completed Treasure Island. Created in part to celebrate the recent openings of the Golden Gate and Oakland Bay Bridges, the exposition also features sailing demonstrations — including the one and only start of the Transpac from San Francisco!

The legendary schooner 'Zaca' was built at Sausalito's Nunes Brother's Boatworks, and was once owned by actor Errol Flynn.



Myron was a marvel: a jack of all trades — including playing concert violin.



The arrival of Teddy Roosevelt's Great White Fleet was a very big deal. The procession was the precursor to our modern Fleet Week.

decades come to naught, *Wapama* is finally broken up in 2013.

1915 — Ten-year-old Myron Spaulding moves with his family from Eureka to San Francisco. He will grow up to become one of the true Renaissance men of the Bay Area, and the entire West Coast. His first and forever love is sailing, and he is good at it. His many racing victories — including skippering the 1936 Transpac winner *Dorada* — make him the West Coast's first 'rock star' sailor. He also becomes a boat designer and builder, mentor to many, and a professional musician, playing first violin with the San Francisco Symphony! Myron's long life is blessed with amazing health and agility, a sharp mind, an almost photographic memory, and a kind spirit. He drives his own car and runs his own business — Spaulding Boatworks in Sausalito —



A BRIEF (MOSTLY) SAILING HISTORY

1940-42 — The Coastal Picket Patrol — aka the "Hooligan Navy" — is born of a deal between the CCA (Cruising Club of America) and the Coast Guard. The idea is to patrol both coasts with private yachts in the early days of World War II — before there are enough airplanes to

do it. Composed mostly of big sailing yachts, it involves a USCG officer and a largely volunteer crew heading out 50 or more miles, sometimes for weeks on end, sailing back and forth looking for subs or other warships — German ones off the East Coast, and Japanese ones off the West Coast.

'Merry Bear' was the first of her type, and she's still sailing today.

Many West Coast yachts (or eventual West Coasters) take part, including *Kelpie*, *Viveka* and *Zaca*.



1942 — The 375-ft LOA four-masted steel bark *Pamir*, built in Germany but under a New Zealand flag, calls in San Francisco. She may be the largest engineless sailing ship ever to visit. (For an idea of how big she was, imagine adding almost 75 feet and another mast to the the San Francisco Maritime Museum's *Balclutha*.) *Pamir* also holds the distinction of being the last sailing ship to carry a commercial cargo around Cape Horn in 1949. She is lost in a hurricane southwest of the Azores in 1957.

1951 — Deepwater sailor Karl Kortum convinces the City to let him open a small maritime exhibit in the old ship-shaped bathhouse in Aquatic Park. With the acquisition of the 301-ft steel bark *Pacific Queen* in 1954 (re-christened with her original name, *Balclutha*), the 219-

Taking the name of the entrance it spanned, the Golden Gate Bridge united North and South Bay communities, and became an international icon.



ft lumber schooner *C.A. Thayer*, in 1957, and a half-dozen other historical vessels over the years, Kortum's "small maritime exhibit" grows into what is now the San Francisco Maritime National Historic Park, one of the most renowned exhibitions of its kind in the world.

1960s — Philip Marion "Spike" Africa assumes office as President of the Pacific Ocean. The honor is bestowed by his brother, and there's not a single dissenting vote from any of his constituents. If anyone deserves the title, it's Spike. Born on an Ohio farm, Spike ventures west to become one of the last 'old school' tallship sailors. His sailing resume is too vast to even attempt to condense here. Most of his official duties as president — such as saving mermaids and sea serpents — are discharged from his own brand of oval office, the No Name Bar in Sausalito. Before he passes away in 1985, Spike transfers the POPO title to the late Merle Peterson of the Bay-based schooner *Viveka*.

1962 — Kenichi Horie, a 23-year-old Japanese national, sails unannounced into San Francisco on a 19-ft homemade boat named *Mermaid*, becoming the first person to sail solo west-to-east across the Pacific. He arrives with no money and no passport — and is promptly arrested. Fortunately, things soon get sorted out and Mayor George Christopher awards Horie a 30-day visa and the key to the City. In the following decades, Horie returns to San Francisco many times for outrageous trans-Pacific sailing projects, all aboard boats named *Mermaid* — the smallest boat (9 feet), a pedal boat, a catamaran made of beer kegs — all of which raise money and awareness for ecological and recycling causes. Horie's last voyage to the Bay in 2002 is a recreation of his initial one, from Japan to California aboard a replica of his original *Mermaid*, this one built entirely of recycled materials.

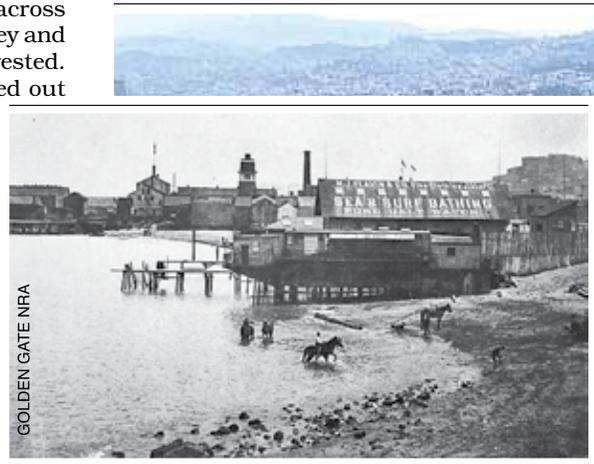
1963 — Sterling Hayden defies a court order and sails out the Golden Gate bound for the South Seas with his four children aboard the 95-ft former pilot schooner *Wanderer*. Upon his return a year later, he's brought before a judge for essentially kidnapping his children. The judge calls it "a regrettable incident." Hayden calls it "the best year



At first, authorities didn't know what to make of 23-year-old Kenichi Horie, who arrived from Japan aboard the 19-ft sloop 'Mermaid' of my life."

1964 — The St. Francis YC creates a series to showcase big boat racing talent from around the world. Only nine boats show up that first year, with Jim Wilhite's S&S 63 yawl *Athene* beating Jim Kilroy's brand-new *Kialoa* for top honors. After the first race up to Duxbury Reef stalls out in no wind, the decision is made that all future races will be held inside the Bay. The official name is the St. Francis Perpetual Trophy Series, but a few years later, someone coins "Big Boat Series," and that's what it's been ever since.

1965 — The Master Mariners Re-



OF SAN FRANCISCO BAY, PT II

gatta is revived, and has been raced on Memorial Day weekend every year since. Participant boats must have been built before World War II, or built to pre-war designs using traditional methods and materials. Nowadays, as in the original 19th-century competition, winners of the top classes receive a long banner with a strutting gamecock and the word 'Champion' emblazoned on it.



Actor Sterling Hayden was a regular on the Sausalito waterfront, where he berthed his schooner 'Wanderer'.

1969 — American Indians occupy Alcatraz in November and stay for 19 months. Almost all of the transfer of people and supplies to the island is done under the cover of darkness by private yachts which run a gauntlet of Coast Guard craft.

1977 — A 29-year-old street artist and surfer "learns" to sail by capsizing a borrowed boat and getting rescued by the Coast Guard. Still, he likes sailing so much that he decides to publish a

magazine about it. The first issue of *Latitude 38* hits the streets in November.

1982 — In the worst recreational boating tragedy in Bay Area history, the 100-plus-boat Double-handed Farallones fleet is ravaged by unforecast winds of 35-40 knots, with gusts over 60, combined with an unusually strong northerly current. Seven boats and six lives are lost, with seven more boats and 17 sailors rescued. Only 40 boats manage to finish the race.

1987 — San Francisco puts together its first America's Cup syndicate. Led by Tom Blackaller, the Golden Gate Challenge, based at the St. Francis YC, builds two 12-Meters, both named *USA*. One of them, "R-1," sports a forward rudder. Despite showing bursts of speed, R-1 only makes it to the quarterfinals of the Challenger series off Fremantle. Dennis Conner's *Stars and Stripes* goes on to win America's Cup XXVI, whipping the Australian *Kookaburra 4*-zip.

1988 — Bay Area sailors John Kostecki, Will Baylis and Bob Billingham win silver in the Soling class at the Olympics in Pusan, Korea. Kostecki also wins the Soling and J/24 Worlds in 1988, and is named Rolex Yachtsman of the Year.

1989 — The Loma Prieta Earthquake rocks the Bay Area. Liquefaction busts water and gas pipes all over the place in the Marina District and fires burn out of control. Sailors are among those who help quench the flames by running length after length after length of firehose attached to the hero of the day, the fireboat *Phoenix*, stationed in the San Francisco Marina. Saltwater puts



During the politically turbulent 1960s, one of the craziest acts of protest was when Native Americans occupied Alcatraz for 19 months.

out almost all the big fires that day.

1996 — Bay Area sailors Jeff Madrigali, Jim Barton and Kent Massey win bronze medals in the Soling class at the 1996 Summer Olympics in Atlanta.

2000 — Paul Cayard forms the AmericaOne syndicate for the 30th America's Cup. Also backed by the St. Francis YC, the team makes it to the finals of the Challenger series, where a series of mysteriously explosion-prone green spinnakers ultimately lead to a 5-4 loss to Prada. Team New Zealand goes on to win the Cup bout over Prada, 5-0.

2003 — The third Bay-based America's Cup team is BMW Oracle Racing, created by Oracle oracle Larry Ellison and sponsored by the Golden Gate YC. They are eliminated in the challenger series of the 2003 and 2007 America's Cups, both of which are won by Switzerland's Alinghi Challenge.

2008 — *Maltese Falcon*, the 289-ft 'modern clipper' built by Tom Perkins, visits the Bay. Although commercial sailing ships of the 19th and early 20th centuries were bigger, *Falcon* is the largest modern private yacht ever to sail under the Golden Gate.

2010 — Third time's a charm for Larry Ellison. Following prolonged legal wrangling, Ellison challenges Ernesto Bertarelli's Alinghi team to a one-on-one race, which is legal under the America's Cup Deed of Gift. The best-of-three bout is sailed off Valencia, Spain in Febru-



The now-venerable 'Latitude 38' made its debut in 1977.



Today, Aquatic Park and its adjacent Maritime Museum are among the Bay's most precious resources. Left: As it looked pre-development.

SF MARITIME NATIONAL HISTORIC PARK

A BRIEF (MOSTLY) SAILING HISTORY OF S.F. BAY

ary. Golden Gate Challenge's giant 90-ft catamaran trounces Alinghi's giant trimaran — and the Cup heads to its new home to San Francisco Bay.

2012 — On a visit to the Bay, the French foiling trimaran *Hydroptere* covers a measured mile at an average of 37.5 knots (43.2 mph). This is the fastest measured mile ever recorded on the Bay for a sailing craft. Back home in France, *Hydroptere* becomes the first sailboat to break the 50-knot barrier (in 2008). The boat has hit a top speed of 56.3 knots (almost 65 mph).

2013 — The Bay Area hosts its first-ever America's Cup. As holders of the Cup, Oracle Team USA changes the boats from the IACC (International America's Cup Class) 80-ft sloops, which had been used since 1992, to radical 72-ft foiling catamarans with hard wings for sails. Only three challengers show up. Emirates Team New Zealand easily wins the Challenger Series. In the actual AC



Once Oracle Team USA figured out how to foil upwind, they staged one of the most stunning comebacks in sports history.

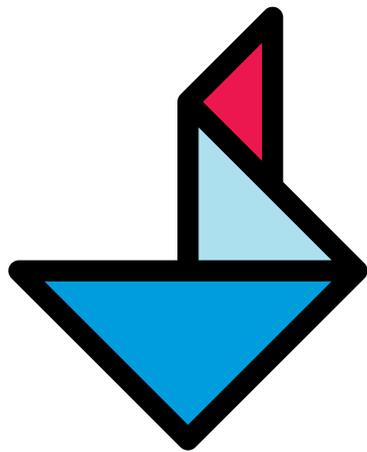
racing, the first team to score 9 points (1 point per win) wins the America's Cup. Before racing even starts, Oracle is nailed with a two-race penalty for a rules infraction from an earlier race series — so they actually have to win 11 races to win the Cup! ETNZ dominates in the early going, and by mid-series has 8 points to Oracle's 2. In one of the greatest comebacks in sporting history, Oracle Team USA never loses another race, and goes on to win AC 34. During the Cup racing, Emirates Team New Zealand posts the highest outright sail-

ing speed ever recorded in San Francisco Bay: 47.57 knots (55 mph) on September 24 — ironically, during a race they lost.

The "long version" of San Francisco Bay's colorful sailing history would take volumes to chronicle properly, and we hope someday that some brave soul takes on the task. Even the rough cut of this two-part 'short' version was so long that about half of it ended up on the cutting room floor. Still, it was a kick to put together and we hope it gives you some newfound respect for the great boats and characters who have sailed our waters in days gone by.

As for the things we didn't include — there are lots — we apologize to anyone offended by the omissions. They weren't intentional. If you feel strongly enough about some person, boat or event that didn't make the cut, please let us know and we'll include it the next time we do this . . . in 100 years or so.

— latitude/jr



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BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at www.baja-haha.com shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

See 'Lectronic Latitude' for updates at www.latitude38.com. In the magazine, look for fleet profiles this summer and a complete recap in December.



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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 2. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

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

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IMPORTANT DATES

Sept. 2, 4-6 p.m. – Mexico Cruising Seminar, featuring presenters from Mexico marinas. Free! Encinal YC in Alameda.

Sept. 2, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC in Alameda.

Sept. 15, midnight — Deadline for all entries to be received.

Oct. 17 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 24 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 26, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 26, 11 am — Start of Leg 1

Oct. 31, 8 am — Start of Leg 2

Nov. 4, 7 am — Start of Leg 3

Nov. 6 — Cabo Beach Party

Nov. 7 — Awards presentation hosted by the Cabo Marina.

Nov. 19, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.

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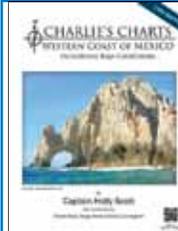
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TRANSPAC 2015 PREVIEW —

This year's 48th Transpac is shaping up to be one of the most high-profile spectacles in the history of the race. There will be all-out assaults on both the monohull and multihull (elapsed time) records, as well as the 'Barn Door' record. With the West Coast being invaded by two of Australia's fastest 100-ft supermaxis, a new California-based, fixed-keel 100-footer, and one of France's most famous racing trimarans of all time — in addition to a healthy fleet of sub-100-footers — this summer's biennial yacht race from Los Angeles to Honolulu promises to be full of excitement and perhaps a few surprises.

Covering 2,225 miles on the rhumb-line and dominated by the often-stationary Pacific High, Transpac is a big-boat chess match and downwind romp through the trades that attracts much of the world's top sailing talent, including many of its brightest navigators. Great talent can't guarantee a win however. Considering that the three starts for the 61-boat fleet will be spread over six days from July 13 to 18, plus the potential of atypical El Niño conditions, as well as the fleet's great diversity — ranging from a 30-ft monohull to a maxi-trimaran that's capable of logging 700-plus miles a day — competitors will not only need to be superior sailors to win, but they'll need to be lucky as well.

The Big Guns in Division 1 July 18 Start

The late Roy E. Disney and his son Roy Pat Disney have chased — and broken — Transpac records for decades with their famed *Pyewacket* racing syndicate. In fact, the senior Disney was so enamored with setting elapsed-time records to Hawaii that he created a trophy for it, and this year Roy Pat is determined to win it back for the first time in a decade.

With hopes of setting a record, Transpac die-hard Roy Pat Disney has chartered Australia's legendary 100-ft supermaxi 'Wild Oats XI'.

To do so, he's chartered what is arguably the world's fastest monohull, the legendary Reichel-Pugh-designed, canting-keeled, 100-ft supermaxi *Wild Oats XI* — the latest in a long line of Aussie-built boats to carry the 'Wild Oats' moniker, in honor of owner Robert Oatley. A faster, more highly-developed

Competitors will not only need to be superior sailors to win, but they'll need to be lucky as well.

sistership to the current record holder, *Alfa Romeo II* (5d 14h 36m), *Wild Oats XI* has been modified specifically for the Transpac with an 880-lb-lighter keel bulb, while her DSS horizontal foil has been removed. Combine this with a world-class crew from Australia and New Zealand (including the boat's regular skipper Mark Richards), working alongside several *Pyewacket* regulars, plus Palo Alto resident Stan Honey navigating, and it appears that *Wild Oats XI* has all of the tools necessary to sail into the record books. "Stan knows the numbers and the way the boat needs to go, and he feels very confident that we can get this done," says Bay Area rigger and longtime *Pyewacket* crewmember Scott Easom. "He thinks we can go plenty of extra miles to the south if need be, and that it won't be a problem."

Whether or not she'll get the record will likely depend on the weather, but *Wild Oats XI* should be a shoo-in for monohull line honors. Should she falter however, her long-time Australian rival *Ragamuffin 100* could sweep in for the victory and, if it's windy enough, the record. A nearly new boat from the one that claimed monohull line honors in the

2013 Transpac race, *Rags* has had a new hull, keel, daggerboards and twin rudders put under her existing deck and rig. She was launched last year prior to the Sydney Hobart. Compared to the continually updated and developed *Wild Oats XI*, Syd Fischer's

latest *Ragamuffin* shouldn't be overlooked. She represents a dark horse capable of changing the script at any moment.

The third 100-footer lining up for this year's sleigh ride to Diamond Head is Manouch Moshayedi's Bakewell-White fixed-keel *Rio 100*. Previously known as *Lahana* before a massive re-build in New Zealand, the now-Newport Beach-based yacht failed to impress in her first few outings, but looks to be getting up to speed after the SoCal 300. With a course that is heavy on VMG running in the trades — the precise conditions that *Rio 100* was built for — Transpac could well be the first opportunity for this boat to truly shine. Either way, she is the favorite to win the Barn Door trophy for fastest monohull that doesn't use movable ballast or stored power — that excludes both *Wild Oats XI* and *Ragamuffin 100*. Given favorable conditions, Moshayedi's new steed should have the pace to break *Bella Mente's* 2011 Barn Door record of 6d 19h 44m (that boat is now called *Wizard*).

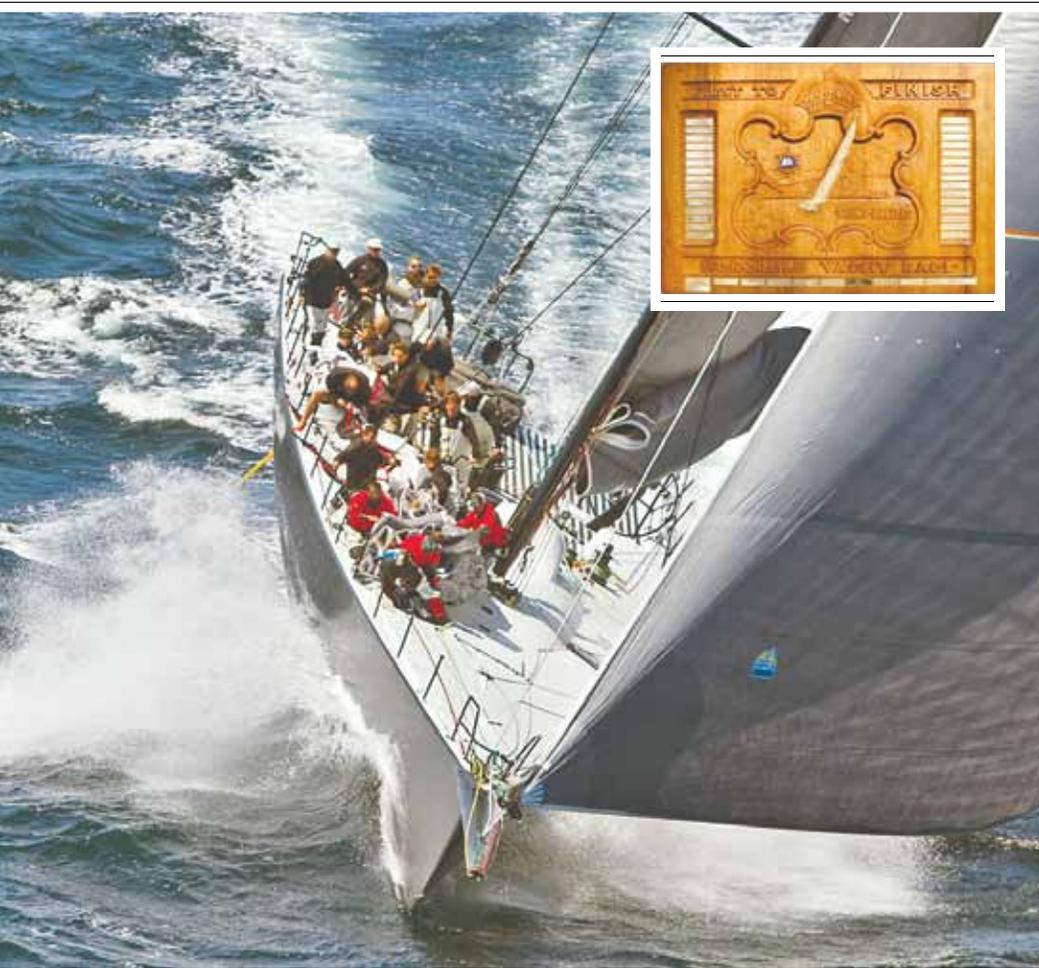
Multihulls in Division 0 July 18 Start

As if a trio of 100-ft supermaxis entering the Transpac wasn't flashy enough, Renaud Laplanche and Ryan Breymaier have entered the 105-ft maxi-trimaran *Lending Club 2* (ex-*Groupama 3* and *Banque Populaire VII*) in order to take care of some unfinished business from 2013 and make another all-out attempt at the Transpac record.

Lending Club 2 has a very real shot at knocking as much as two days off of the record currently held by Frenchman Bruno Peyron and his 86-ft catamaran *Explorer* with a time of 5d 9h 18m. Even more exciting than the potential of smashing the record is the campaign itself. Breymaier, a top American offshore sailor, teamed up with LaPlanche (who is CEO of San Francisco-based Lending Club) last winter before embarking on a record-breaking campaign aboard the 105-ft VPLP-designed trimaran, which sailed around the world in 48 days to win the Jules Verne Trophy before winning the last two Route du Rhum races. After a successful record attempt across the English Channel from Cowes to Dinard this spring, the big tri absolutely crushed the Newport to Bermuda record, lowering the reference time to just under a day.



HONOLULU, HERE THEY COME



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Manouch Moshayedi's fixed-keel 'Rio100' may not take monohull line honors, but she could capture the famous Barn Door trophy (inset).

The famous tri then sailed to San Francisco via the Panama Canal for a month of corporate outings, topping 40 knots with Lending Club employees aboard!

Mirroring a trend that is growing around the world, multihull participation is on the way up and Transpac is no exception. Lloyd Thornburg's Gunboat 66 *Phaedo* is back for 2015, two years after blasting off from Long Beach to put up a 427-mile day just before dismasting. Stacked with talent, including legendary multihull sailor Brian Thompson, *Phaedo* will have her work cut out for her competing against sistership *Extreme H2O* from Santa Barbara, which is loaded with pros including former *Wild Oats XI* and Volvo Ocean Race navigator Tom Addis, as well as Bay Area phenom Matt Noble. Also in the running is the Gunboat 62 *Chim Chim*. With a growing MOD70 and ORMA 60 fleet on the West Coast and 400-500 mile-per-day 'cruising cats' sailing up and down the West Coast, we can't wait to watch the Transpac unfold for the multihulls, both this year and in the future.

Division 2 — July 18 Start

In the wake of the 100-footers, there's a very exciting seven-boat division filled with everything from Mini-Maxis to TP52s. The R/P 74 *Wizard* is the fastest of the bunch, but a TP 52 is always a weapon with which to win on handicap. Upstart TP52 program *Bolt* is going well, and with Mexican stalwarts *Patches* and *Destroyer*, the TPs are well-represented this year. Add in the venerable R/P 78 *Zephyrus*, STP65 *Bad Pak* and Kernan 70 *Peligroso*, and Division 2 will be one to watch.

Sleds in Division 3 July 18 Start

Surfing long tradewind swells on the way to Hawaii is what the sleds were built for, and on many occasions — particularly when it's lighter — the classic sleds are the right horse for the course. The crew of the 2011 overall

winner, *Grand Illusion*, a Santa Cruz 70, will have their hands full fending off fellow SC70 *Holua*, which has recruited world-famous navigator Adrienne Cahalan and a host of top San Francisco and Santa Cruz talent for the race. Other factors in the sled division will be the SC70 *OEX* with Bay Area navigator Jeff Thorpe onboard, and 2013 division winner *Pyewacket*, an Andrews 70.

Division 4 — July 16 start

Division 4 pits two Rogers 46s against a trio of J/125s and the ultra-fast, canting-keeled Elliott 35 *Crusader* 35 from New Zealand. Chris Hemans' well-traveled Rogers 46 *Varuna* looks to be on form after an overall win in the Islands Race, though J/125s are contenders in any ocean race. VMG-running in the trades likely won't help the little Kiwi canter correct out well on handicap, although *Crusader* will be fun to watch regardless.

SC50s & 52s in Division 5 July 16 Start

No Transpac would be complete without the Santa Cruz 50s and 52s, and 2015 looks to be an epic showdown for the speedsters that helped define an era of West Coast boatbuilding. Dave MacEwen's SC52 *Lucky Duck* has perhaps the best chance of any true Bay Area-based program to win their division in this year's race. Loaded with local talent and fresh off wins in Cabo and the SoCal 300, she'll give perennial class champ *Horizon* a true run for her money. This legendary SC50 may have changed hands, but with Jon 'the Hippie' Shampain still at the nav station, *Horizon* can never be discounted in a Hawaii race.

Division 6 — July 16 Start

The slowest of the Thursday starters, *The Transpac is technically a sailing race to Hawaii, but if winds cooperate 'Lending Club' will be flying.*



LENDING CLUB

TRANSPAC 2015 PREVIEW

Division 6 has just four boats on the line. Scott Bradley's Honolulu-based DK 46 *Cazan* squares off against the much bigger Swan 651 *Second Wind*, while the Davidson 50 *Pipe Dream* and the S-40 *Crescent III* from Japan continue their close battle from 2013.

Division 7 — July 13 Start

The second-largest division in the race, with 10 entries, Division 7 is as diverse as it is large. At the quick end of the fleet, the Santa Cruz 37 *Celerity* is back, as is Santa Clara's Alex Farrell and his turbo'd 1D35 *Alpha Puppy*, which begins her third consecutive Transpac. With a J/133, J/120, J/44 and J/105 all in the mix, as well as the Santa Cruz-based SC40 *Kokopelli*, Division 7 is too hard to call. But surely don't disregard the possibility of the Hobie 33 *Bazinga* collecting the goods.

Division 8 — July 13 Start

Run what ya brung. Division 8 is the place where old boats go to stay relevant.



LATTITUDE ARCHIVES

Seen here at the start of last year's Pacific Cup, Dean Treadway's bright-finished Farr 36 'Sweet Okole' is always easy to spot on the start line.

It's also the biggest division in this year's race and home to some of the fleet's most interesting entries, one of which is the 84-ft schooner *Martha*, a 108-year-old historic sail-training vessel from Port Townsend, WA (see *Sightings* photo). Another famous classic is Dean Treadway's Farr 36 *Sweet Okole*. After sailing into Kaneohe in last year's Pacific Cup under emergency rudder, the distinctive

cold-molded racer is set to sail in her fifth Transpac, having won the race overall in 1981 and 1985.

A dozen boats will sail in Division 8 including the Bell family's immaculately maintained Lapworth 50 *Westward*, which will get a re-match with the Jeanneau 44 *Sleeper* and Jeanneau 52 *Between the Sheets*. The trio finished 2-3-4 in class in 2013 behind overall winner *Dorade*.

With a confirmed El Niño occurrence that's made water temps in much of the Pacific nearly 3° warmer than normal, and a fleet stacked with wild cards, there are plenty of uncertainties in this year's race. One thing that is certain, however, is that the 48th edition of the Transpac is as vibrant and diverse as ever.

Look for interim race reports in *Latitude* and a complete recap in these pages later this summer.

— ronnie simpson

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MAX EBB'S

It was an odd mix of fo'c'sle hands: Lee Helm, naval architecture grad student, had brought three of her colleagues to fill out the crew: A physics major, an oceanography post-doc, and a computer science student. And the boat's owner had brought a couple of his regular semi-pro crew to run the foredeck.

I'm used to mixing it up with the serious race crew — but Lee's contingent from the university was nothing like the crowd I usually find at the yacht club bar.

"I need some help with weather maps," confessed one of the foredeck crew.

We were motoring to the starting line for a local ocean race. The boat was already rigged up for the race, and there was not much to do but eat breakfast pastries and sit around in the cabin to stay out of the early morning chill. "I'm delivering a boat back from Hawaii in August," he explained, "and I told the owner I'm experienced with this stuff. But weather maps are mostly a mystery to me."

The small talk about occluded fronts and Bessel functions must have given him the idea that Lee and her friends could impart some knowledge on the subject.

"The key is in the 500 millibar chart," said the oceanographer. "That's where I would start. Those are the upper-level steering winds that drive the jet-stream flow, and that causes everything you see on the surface."

"The numerical models are available to download," added the computer science major, "if you have the bandwidth

Coriolis and the Ekman spiral result in surface water being pushed away from the California coast, not parallel to it. Cold water wells up from the deep, keeping the coastal water very cold all summer. (Adapted from Numerical Models of Oceans and Oceanic Processes, Kantha and Clayson, Academic Press, 2000.)

at sea."

"There are some basic concepts involved, and you need to learn those first," said the physicist. "Pressure gradients, vertical stability, thermodynamics, and the dynamics of flow in a rotating reference frame."

"I'm just trying to understand the darn weather map," said the delivery skipper. "I don't get how people can tell

They argued what happens when you roll a bowling ball on a merry-go-round.

which way the wind will be blowing, and how strong, just by looking at the highs and lows."

"Forget the 500 millibar chart," argued Lee. "The folks at the forecast office will worry about that for you. And trust me, they are better at evaluating the effect of the jet stream on the surface weather than any of us. There are some things you have to know about how the predicted wind field might relate to the actual wind you find at sea, but it's way better than it was back in the dark ages before they had satellites measuring everything everywhere."

"But I still need to be able to interpret a weather map," insisted the delivery skipper.

"You need to have a physical model of the atmosphere in your head," said the physicist.

"Agreed," said Lee. "And to start, you need to appreciate how strong the Coriolis effect really is on the Earth's winds."

"Coriolis effect?" I asked. "Isn't that the reason the bathtub drain whirlpool goes clockwise in the Northern Hemisphere and counterclockwise in the south?"

"You have it backward, Max. Coriolis acceleration is to the right in the Northern Hemisphere. The water approaching the bathtub drain would, like, deflect to the right, and you'd get counterclockwise flow around the drain. But that effect is too small to be significant compared to the background vorticity in the tub."

"That's wrong," pronounced the physicist. "Coriolis acceleration is the cross-product of the angular velocity vector and the linear velocity vector, so in the Northern Hemisphere, Coriolis acceleration goes to the left."

"No, it goes to the right," asserted Lee.

"Omega-cross-V, right-hand rule, it's clearly to the left," said the physicist as he manipulated the fingers of his right hand. "I teach this stuff at the graduate level."

"But look at the weather map," I said, taking Lee's side. "The air in a high-pressure region circulates clockwise."

They ignored my contribution and argued vector cross-products, dot-products, inertial reference frames, and what happens when you roll a bowling ball on a merry-go-round. After a few very long minutes they finally concluded that they were both right: In the rotating reference frame of Northern-Hemisphere Earth, Coriolis appears to make moving things turn to the right because in a non-rotating reference frame, the objects are going straight. The observer is being accelerated to the left, so moving objects appear to accelerate to the right. Order in the universe had been restored.

"But this doesn't help me understand the weather map one bit," complained the delivery skipper.

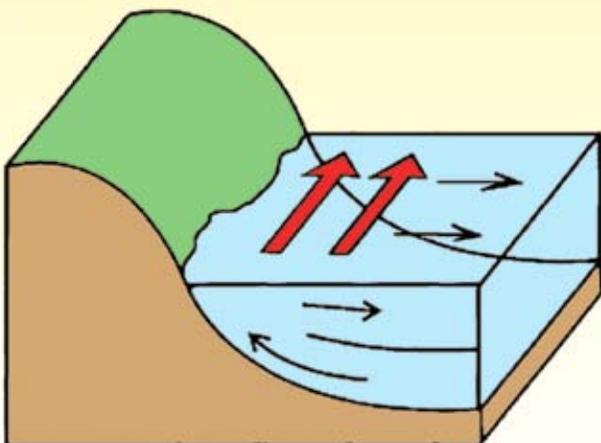
"Max, did you ever do that Coriolis-in-your-car experiment I suggested last year?" asked Lee.

"Yes, and it really works," I said, and went on to explain the procedure to the other crew: "When you're driving on local streets on a cold evening, turn up the heater fan and adjust the hot-air vent so a stream of hot air passes just to the right of your head. Now turn a sharp corner to the right. No change. Now turn a sharp corner to the left."

"The left turn simulates the rotating Earth in the Northern Hemisphere," Lee interrupted, for the benefit of the foredeck crew. "The sun rises in the east and sets in the west, so we're turning counterclockwise viewed from above the North Pole."

"When you make that sharp left turn," I continued, "you will feel the jet of hot air on your right ear because Coriolis diverts the flow to the right of its original path. Which is to your left, because you're looking at the flow backward from upstream, but you get the idea. The flow of air diverts to the right along its curved path."

"But what does this have to do with the weather map?" pleaded the delivery



SPIN ON THE WEATHER

skipper.

"Everything!" said Lee. "Because Coriolis dominates wind-flow patterns on Earth. I mean, think of how fast air moves as wind, and how fast the Earth turns. Take air moving at 30 knots, which is faster than usual at the surface. That's 720 miles in a day, which is only partway across an ocean or a major weather system. In that time, the Earth has spun completely around 360 degrees. All the air ever wanted to do was blow straight, going from high pressure to low pressure. But the Earth has wrapped it completely around in a circle. What we see in this spinning frame of reference isn't really the air circulating around weather systems. The air just wants to go straight; it's, like, us who are spinning around."

The delivery skipper still looked confused. The oceanographer tried to define zonal versus meridional flow in the upper air, the physicist expounded on the thermodynamics of unstable temperature gradients, and the computer scientist wanted to explain how to download the numerical forecast model.

"Here's how I think of it," Lee finally jumped in. "Imagine a large record player turntable."

"Are you old enough to remember record players?" I asked him.

He nodded, and Lee continued. "Now imagine that you are pouring maple syrup onto the turntable. Not at the center, but off to one side a little. And you're moving the dispenser around with the turntable so you're always pouring syrup onto the same spot on the record. This is a high-pressure area. Don't worry about where the syrup is coming from; that's, like, an upper-air thing and you only care about the wind on the surface. The syrup piles up in the middle and spreads out in all directions. It's like air flowing from high pressure to low pressure. But... the turntable is spinning pretty fast compared to how fast the syrup is spreading, so the dominant flow is around in a circle, as viewed by an observer spinning with the turntable. The flow is diverted to the right — and, like, you should convince yourself of this with the car heater experiment — so you get clockwise circulation around a high. The Coriolis effect is so strong for moving air masses that the wind just follows the isobars — lines of equal pressure that define the major features on the weather map, flowing around the high."

"I think it might be a more accurate model if you visualize pouring motor oil," suggested the physicist, "because the syrup is too thick and has too much viscous friction."

"But, like, we need some friction to model the next effect," said Lee. "Near the surface, friction against the surface slows down the flow, so Coriolis is a lot less powerful, and the flow is diverted from high pressure to low pressure, or out away from the center of the high."

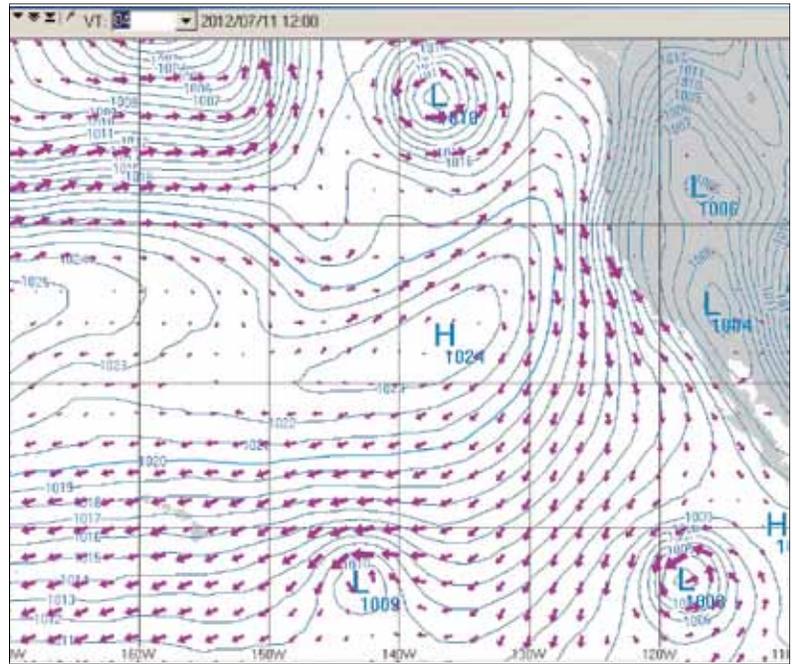
"That's why the wind aloft usually appears to be coming from a direction to the right of the surface winds," added the oceanographer, who couldn't help finishing the thought.

"Is that why squalls usually sail on starboard tack?" asked one of the other foredeck crew, one who had sailed several Transpacs.

"Are you old enough to remember record players?" I asked.

"We're not done with our conceptual model," Lee continued. "Think of a low-pressure area as, like, a drain hole in the turntable. Syrup flows toward the drain, diverts to the right by Coriolis as viewed by observers rotating with the turntable, and then spirals counterclockwise around the low that's sucking it in like a bathtub drain. If the low is small you get, like, very high velocities as angular momentum is conserved, and you have a storm system."

"But Lee," I protested, "you said the bathtub drain stuff was a myth, that Coriolis is not strong enough to cause



Typical July weather map for the North Pacific between California and Hawaii, showing surface pressure and wind flow. The 'syrup and drains on a record player' model predicts the clockwise circulation around the highs, and counterclockwise circulation around lows, with the surface winds deflected slightly away from high pressure and toward low pressure.

the spinning bathtub drain vortex."

"Depends on the Rossby number," asserted the oceanographer.

"Rossby number?" I asked.

"Rossby number," he repeated. "It's a non-dimensional measure of the relative importance of Coriolis forces compared to other momentum forces. It's just speed divided by angular velocity times distance traveled. A low number means Coriolis is important. A high number means you can ignore Coriolis."

"How do you get a non-dimensional coefficient out of speed divided by angular velocity?" asked the computer geek. "The value of the number would depend on whether you use knots or meters per second."

"You computer science people don't learn enough physics," complained the physicist. "It's speed, which is distance per time, divided by the quantity angular velocity times distance. Angular velocity is in radians per second, which has the dimension of one-over-time, so angular velocity times distance is also in speed units, and all the units cancel for a non-dimensional number. Use any consistent set of units you want."

"What this actually means," the oceanographer tried to explain, "is that if something is moving slow and far, Coriolis is important. If something is moving fast, or just for a short distance, you can

MAX EBB

ignore it."

The computer scientist asked for examples.

"A thrown baseball has a Rossby number of 32,000. Forget Coriolis. An ocean current typically has a Rossby number of about one, and an air mass around a low-pressure center has a Rossby number of about one-tenth, so it's dominated by Coriolis."

"The bathtub drain," Lee took a few seconds to calculate, "would be something over a thousand, if the water moves toward the drain at two inches per second over two feet of distance."

"What about the air vent in my car?" I asked. "That's a very short distance compared to an ocean current, so I would not expect Coriolis to be significant."

"Ah, but your angular velocity is much higher. You're probably turning the car at about one radian per second — that's 57.3 degrees per second — which is about 14,000 times as fast as the Earth's rotation."

"If the air vent discharge is three feet per second, and your face is two feet from the vent, and angular velocity is one

radian per second; that's three divided by two divided by one, so your car vent has a Rossby number of only 1.5 during a sharp turn."

"Sounds about right, considering the amount of deflection necessary to feel the hot air on your face," added the

"You should convince yourself of this with the car heater experiment."

oceanographer. "But there's more fun with Coriolis if you think of how ocean water is moved by wind stress."

"It's why the ocean off the coast stays cold all summer," noted Lee.

"I thought it was just because the northerly prevailing winds keep blowing cold water down from up north," said the delivery skipper.

"Much worse than that," said the oceanographer. "At first the wind starts

to blow the water to the south. But remember how fast the Earth is turning compared to how fast the water moves. Before the surface water has moved very far, the Earth has rotated halfway around, but the water's momentum is taking it way over to the right. Or at least what looks like way to the right from our rotating frame of reference. The direction of the current forms an underwater spiral called the Ekman spiral, and the net effect is that when the wind blows down the coast from north to south, the water doesn't get pushed south; it gets pushed west, forcing cold water to upwell near the surface and keeping our coastal water really cold and our local sea breeze cranking."

"No kidding," I said, turning around to retrieve my sea bag from a pipe berth and pull out a sweater.

"Let's get a jib on deck!" came the call from upstairs. The delivery skipper would have to learn about weather maps some other time.

— max ebb

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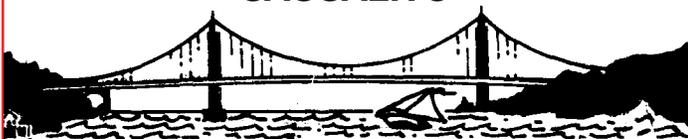
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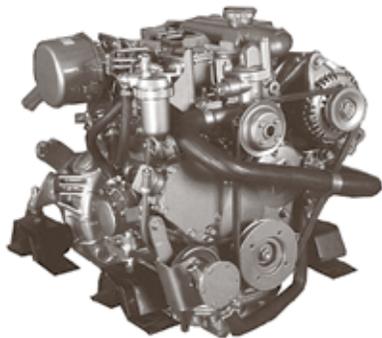
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THE RACING

Go north, the rush is on! Instead of gold, 40 teams competed for 10,000 greenbacks in the *Race to Alaska*; BYC hosted the *J/24 Nationals*; the *Delta Ditch Run* surfed to Stockton; the *YRA Spring Series* wrapped up; the *Great SF Schooner Race* strutted its stuff; the *SoCal 300* made its debut; and the *OYRA Junior Waterhouse* took to the ocean. Plus *Race Notes* and *Box Scores*.

North to Alaska

At the end of a recent long-distance Northern California race, two sailors were discussing the trials and tribulations they had gone through just to win a small trophy. "Why do we put up with all the hassle?" wondered one. "Why, because it's an adventure of course!" replied the other. That is the motivation for the ultimate Northwest adventure, the Race to Alaska, organized by the Northwest Maritime Center of Port Townsend, WA. Instead of a small trophy though, a cool 10 grand was on the line for first

from Port Townsend to Victoria, BC, to weed out the unworthy, and the 'Long Haul North' from Victoria to Ketchikan, AK, started on June 7. There are some rules — but not many — and two gates to keep the competitors on an inside course and out of the nasty open waters of the North Pacific Ocean. The biggest rule is that you can use any craft you want but it can't have a motor or any propulsion except for wind and/or human power.

The fleet was eclectic, with a mixture of production trimarans, beach cats, monohulls, rowing shells, and a

few custom boats purpose-built just for this race. Most had sails but some opted for paddle or oars only.

Although the path from Pt. Townsend to Ketchikan is usually fraught with light air and heavy currents, this year a strong northwesterly filled in for the start, and the fast sailboats had the advantage over human-powered craft. First to finish Stage 2 in a remarkable five days were Al Hughes, Graeme Esarey and Matt Steverson, aka Team Elsie Piddock, with a borrowed Farrier F-25c trimaran. They smoked the fleet even with strong headwinds and nasty waves throughout the course. The battle for second place and a set of steak knives came down to the wire between

Team Por Favor (John Denny, Robin Sliker and Al Carley) on a Hobie 33 and Team MOB Mentality (Wayne Gorrie, Francis Walsh and Angus Ellis) on the Farrier 28 *Mail Order Bride*. During

most of the race Por Favor was ahead, bashing north under reefed main and tiny jib. They didn't get passed by the faster trimaran until the very end. *Mail Order Bride* finished three days after Elsie Piddock, at 4:30 in the morning, a mere four minutes ahead of Por Favor, for second place after 750 grueling miles through tricky currents and unusually big breeze. At the awards ceremony the MOB Mentality crew gave half of the steak knives to Team Por Favor.

Oakland-based Team Kohara finished fifth in a borrowed Warrior 29 catamaran. "The funnest part of the race was the all-hands stretch into Seymour Narrows when we were dodging whirlpools and cruising at 15 knots against 8 knots of current," said skipper Matt Sornson. "Scariest was about an hour later in Johnston Strait when the mast got all bendy and almost came down. Hardest was the constant ducking out because of high wind and boat issues. We really, really didn't want to be stopping. But the boat held up OK considering she is 45 years old!"

The first rowing boat to finish was Team Soggy Beavers in seventh place, using a six-crew OC-6 outrigger canoe with sail assist. If it hadn't been for the surprisingly high winds, the rowers would have fared a little better.

If it's adventure you want it's all around you, but only the toughest will attempt the Race to Alaska.

— ncs

RACE TO ALASKA, NW MARITIME CENTER, 6/4-7/4

1) **Team Elsie Piddock**, F-25c, Al Hughes, finished on 6/12 at 13:55; 2) **Team MOB Mentality**, F-28 Super Racer, Wayne Gorrie, 6/15, 04:45; 3) **Team Por Favor**, Hobie 33, John Denny, 6/15, 04:49; 4) **Team FreeBurd**, Arc 22, Tripp & Chris Burd, 6/16, 08:24; 5) **Team Kohara**, Warrior 29, Matt Sornson, 6/16, 23:52; 6) **Team Un-Cruise**, Dan Blanchard, 6/17, 17:48; 7) **Team Soggy Beavers**, OC-6 outrigger canoe, Graham Henry, 6/18, 16:24; 8) **Team Mau**, Nacra 570, Phil Lampold/Joanna Ludlow, 6/19, 07:24; 9) **Team Blackfish**, F-27, Al Lubkowski, 6/20, 01:10; 10) **Team Grin**, Etchells, Jeremy Lucke/Jullie Jackson/Hannah Viano, 6/20, 02:07; 11) **Team Discovery**, Hobie Adventure Island trimaran, Roger Mann, 6/20, 14:10. (40 starters)

Full results at www.r2ak.com



NICK REID

"*Elsie Piddock*' was so clearly in her element it gave us chills, a gray carbon comet streaking through the wilderness," wrote airborne photographer Nick Reid when he found the Race to Alaska leader on June 9.

place. The second place prize was a set of steak knives. The rest? They have plenty of stories to tell for years to come.

The two-stage race began on June 4 with the 'Proving Grounds', a short hop





STEVE CRAWFORD

MARTHA BLANCHFIELD / RENEGADE SAILING

Scenes from the J/24 Nationals. Spread: The leaders of the J/24 pack, SoCal-based 'Jaded' (left) and 'Bogus' out-raced the NorCal locals. Inset: 'Little Wing' retrieves a crewmember who'd gone overboard to disentangle the boat's rudder from the mark's anchor rode.

J/24 Nationals

Three days of three races on each day with 25 boats on the line and wind to spare defined the J/24 National Championship, hosted by Berkeley YC and wrapping up in winning form on May 24.

Race officials report that it took all nine races to determine the victor, as Chris Snow's San Diego-based *Bogus* and David Klatt's Ventura-based *Jaded* went into the final day with just one point separating them. Snow took the glory by just a single point. His crew included 2014 J/24 World Champion Will Welles calling tactics, Chris Nesbitt on sail trim, Garth Reynolds at the mast, and Doug Weitz, a 1995 J/24 World Champion crew, on the bow.

— martha blanchfield

J/24 NATIONALS, BYC, 5/20-24 (9r, 1t)

1) **Bogus**, Chris Snow, SDYC, 18 points; 2) **Jaded**, David Klatt, Ventura YC, 19; 3) **Gekko**, Tokuma Takesue, Japan Sailing Federation, 32; 4) **3 Big Dogs**, Pat Toole, Santa Barbara YC, 36; 5) **Baba Louie**, Mark Laura, Seattle YC, 43. (25 boats)

Full results at www.2015j24nationalsfbay.com

Playing 'Wipeout' in the Ditch

What tune was playing for your Delta Ditch Run? *Surfin' Safari*? Or *Wipeout*? Both were top hits from the soundtrack of the 25th running of the 67-mile race from Richmond to Stockton. The wipeouts began right after the start, when a small catamaran hit the wake of a larger trimaran and flipped.

With the start line between the Richmond-San Rafael Bridge and the Brothers Islands, the 150 entries soon found themselves surfing ebb-chop waves on San Pablo Bay. The surfing characteristics of one's boat and the surfing skill of the helmsperson really paid off in this first part of the race. Catch a wave and you're sitting on top of the world!

Suisun Bay was where the mud began collecting victims, and the groundings would continue well into the San Joaquin. "We ran aground in the marshes on the north bank of the river," said Dan Alvarez, a crew on Andrew and Kristen Hura's *Run Wild*, a remodeled Wylie Wabbit. "A friendly powerboater took a line (and Rob Blackmore) from us and pulled us back to deeper

water. The volunteers on the RYC RIB were nice enough to transfer Rob back to us, as it would have been harder with the other powerboat."

Crew aboard the Cal 40 *Shaman* reported running aground, rounding up, blowing up a spinnaker, and hitting a log. A couple of other boats skipped off the same log, just past the irksome Mark 19, where the course takes a turn from a run to a white-sail reach.

Two Ultimate 20s lost their rigs during the race, and several crews got to practice their man overboard drills. Pat Brown fell off his Express 27, *Andale*, during a jibe in Santa Clara Shoals. He was at the helm pulling the main across and just kept going with the main sheet. The remaining crew had to douse the spinnaker and tack around to reach him. They reported that it took the boat one minute to get back to him and six minutes and three tries to get him back onboard. Craig Perez's Express 34 *Marrakesh* came alongside with a ladder down to offer rescue, but Brown said, "No, let them come and get me." His crew grabbed the strap of his PFD and he stepped on the cockpit drain hole to reboard his boat.

Eager to share their experiences with friends, sailors told these tales and more at the usual fine post-race party

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

In addition to the stories printed here, June's racing coverage included:

Coastal Cup • Volvo Ocean Race
Farr 40 West Coast Champs • Rose Cup
SF Bay Challenge • SF Perpetual
Woodies Invitational • Go for the Gold
Around Sherman Island Race
Hart Nunes • Opti Heavy Weather
X-Bay Regatta • SeqYC Summer Series
ISAF Sailing World Cup

Plus previews of the Van Isle 360, Ken Gardiner Regatta, BYC Tri-Island Race, Long Beach Race Week, and more!

THE RACING



ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

Delta Ditch Run, this page, clockwise from top left: The fleet was still finding waves to surf in Carquinez Strait; Rob Blackmore is repatriated on 'Run Wild'; the Moore 24 'Cadenza' gets in trouble on the approach to Mark 19; the Ultimate 20 'Salsa' crew has even more trouble on their hands in Suisun Bay; in Benicia, the Santa Cruz 27 'Dynaflow' is diggin' the Ditch — so far.

at Stockton Sailing Club, where seemingly everyone had a story. Pat Brown summed it up: "There was so much carnage."

— latitude/chris

DELTA DITCH RUN, RYC/SSC, 6/6

HEAVY 1 — 1) **Sir Leansalot**, Hunter 40, Tom Lueck; 2) **Marrakesh**, Express 34, Craig Perez; 3) **Stewball**, Express 37, Bob Harford. (10 boats)

HEAVY 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **RedHead**, Cal 40, Walter Smith. (7 boats)

HEAVY 3 — 1) **Raven**, Freedom 40 cat ketch, Erik Menzel; 2) **Stainte**, Cal 20, Paul Sutcheck; 3) **Bravo Zulu**, Sonar, Rommel Barrientos. (5 boats)

LIGHT 1 — 1) **Dos**, Sierra 26, Brad Butler; 2) **Rufless**, Melges 32, Rufus Sjoberg; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (6 boats)

LIGHT 2 — 1) **Flygfisk**, Melges 20, Tom Kasseberg; 2) **Kwazy**, Wylie Wabbit, Colin Moore; 3) **Syzygy**, Wylie Wabbit, Simon Winer. (11 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Get Happy!!**, Brendan Busch; 3) **Peaches**, John Rivlin. (12 boats)

SANTA CRUZ 27 — 1) **Mistress Quickly**,

Evan Diola; 2) **Worry Knot**, Joe Wagster; 3) **Rio**, Tom Faraola. (7 boats)

MELGES 24 — 1) **Shire Kahn**, Geoffrey McFarland; 2) **Average White Boat**, Kent Pierce; 3) **Insolent Minx**, Zhenya Kirueshkin-Stepanoff. (6 boats)

MOORE 24 — 1) **Pegasus-MotionX**, Philippe Kahn; 2) **Catch and Release**, Scott Sorensen; 3) **Wet Spot**, Mike O'Callaghan; 4) **Banditos**, John Kernot; 5) **Moore Wave*ohs**, Kurt Lahr; 6) **Ragtime**, JV Gilmour. (25 boats)

J/70 — 1) **Jaya**, Craig Tallman; 2) **Cake**, Scott Deardorff; 3) **Zero to 60**, Karl Pomeroy. (9 boats)

i550 — 1) **Poker Face**, Eric Rinkus; 2) **Boxed Wine**, Brian Lockwood. (3 boats)

MONOHULL OVERALL — 1) **Flygfisk**; 2) **Dos**; 3) **Kwazy**; 4) **Shire Kahn**; 5) **Pegasus-MotionX**; 6) **Catch and Release**; 7) **Wet Spot**; 8) **Banditos**; 9) **More Wave*ohs**; 10) **Syzygy**. (100 boats)

DOUBLEHANDED — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Fleebotlam**, J/22, Denise Imhoff. (4 boats)

CRUISING — 1) **The Other Women**, Pearson 26, Paul Brunello; 2) **Ghost**, Ticon ketch, Bill Goldfoos; 3) **Liberty**, Cal 27, James Bertillacchi;

4) **Moonset**, Alerion Express 28, Dan Courter; 5) **Brown Sugar**, Lancer 36, Don Quinly. (20 boats)

MULTIHULL 1 — 1) **Shadow**, ProSail 40, Peter Stoneberg; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck. (4 boats)

MULTIHULL 2 — 1) **Millennium Falcon**, Cross 27, John Donovan; 2) **Peregrine Falcon**, F-27, Bill Gardner; 3) **Trident**, Corsair 31R, Damien Campbell. (9 boats)

MULTI TEXEL — 1) **Gladstone's/Pieology**, Nacra 20 FCS, Pete Melvin; 2) **Inter the Dragon**, Nacra 20, Travis Vetter; 3) **It's Tomorrow!!!**, Hobie 18 SX, Brett Peterson. (5 boats)

MULTI TEXEL F18 — 1) **Capricorn**, PSA F18, Richard Vilvens; 2) **Mikey and Fei**, Nacra F18, Mikey Howser; 3) **USA 90**, Nacra F18, Ben Lamond. (6 boats)

Full results at www.stocktonsc.org

YRA Spring Series

I noticed three things on Friday, June 12, the day before the final YRA Spring Series race. I was walking our dog at Candlestick Point and noticed that Candlestick Park is almost gone, demolished to make room for I don't know what. I also noticed the wind was plastering our dog's fur to her body, and the current was turning a big swell against the wind in the South Bay. I realized that the YRA



race on the South Bay on Saturday was going to be fun and interesting.

The breeze early on Saturday was light and mostly northerly, but it continued to build and shift to the west resulting in a northwesterly 10-12 knots at the start. The Express 37s started without a hitch. The PHRF fleet was next, and then the Santana 22s.

The PHRF course started at SC1, went upwind to South Beach YC, down to NAS1 off Alameda, back up to SBYC, and then around a second time. At SBYC, a jibe-set would send us back out into the Bay, away from the piers below South Beach where the new ebb was starting to build, and into the center of the Bay where the ebb had yet to appear. The jibe-set proved to be the way to go.

The second race of the day got the same course as the first, but now the wind had built into the low 20s with gusts to 23-25, and the South Bay was in full rinse cycle with short, steep chop. The upwind leg was uneventful with boats jockeying for a lane upwind. After setting kites most took a high course to NAS1. The breeze continued to build for the beat upwind.

Ted Elliott's Beneteau Sunsail f40 T-

Delta Ditch Run, this page, clockwise from top left: The Ultimate 20 'Peabody' came from Monterey; Tom Kassberg's Melges 20 'Flygfisk' corrected out to first place monohull overall; Brad Butler's Sierra 26 'Dos' was the first monohull to finish at 5:03 (Jerome Ternynck's Extreme 40 cat 'SmartRecruiters' was the first multihull at 3:53); this i550 from Portland, spotted in New York Slough, finished the race this way.

rex was first across the finish line with much hooting and hollering — they had every reason to celebrate as they've really started to get the boat dialed in.

It was great to see the Express 37s out for a YRA race. The invincible Santana 22s were out as usual — they're easily one of the most active and fun fleets on the Bay.

The three-part YRA Summer Series will kick off with another visit to the South Bay on July 11.

— don ahrens

YRA SPRING SERIES FINAL STANDINGS

PHRF (5r, 1t) — 1) **Azure**, Cal 40, Rodney Pimentel, 5 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 8; 3) **Shameless**, Schumacher 30, George Ellison, 13. (12 boats)

SANTANA 22 (6r, 1t) — 1) **Byte Size**, Anna Alderkamp, 6 points; 2) **Meliki**, Deb Fehr, 9; 3) **Tackful**, Frank Lawler, 13. (7 boats)

Full results at www.jibeset.net

Great SF Schooner Race

Four gaffers and five Marconi rigs

promised some entertaining racing in the Great Schooner Race on June 13. The expected retreat of the fog bank meant a breeze building to an anticipated 20-25 knots. This was eagerly awaited by at least a couple of skippers whose boats, *Yankee* and *Martha*, both constructed in San Francisco more than 100 years ago, had been built specifically for these conditions. Unexpectedly, the fog lingered overhead most of the day, but this seemed not to affect the wind buildup, which meant the entire fleet had great opportunities to let it all hang out in the best the Bay has to offer. Racing was in some cases close, in others a runaway, but seemed well worth the effort on everyone's part.

The party at San Francisco YC after the racing was the usual bang-up affair, with a band, free beer, and all-you-can-eat barbecue. Eye candy was there in abundance with many of the spectacular boats from the race moored at the guest docks, a treat for all in attendance.

— jon price

THE RACING



SHARON GREEN / WWW.ULTIMATESAILING.COM

GREAT SAN FRANCISCO SCHOONER RACE, SFYC, 6/13

GAFF — 1) **Yankee**, 52-ft Stone, John McNeill; 2) **Jakatan**, 40-ft Jespersen, Jeff Hawkins/Janet Strauss; 3) **Brigadoon**, 65-ft Herreshoff, Terry & Lindsey Klaus. (4 boats)

MARCONI — 1) **Seaward**, 82-ft Russ Wooden, Alan Olson; 2) **Gold Star**, 46-ft George Krenkel, Jim Cullen; 3) **Mayan**, 59-ft Alden, Beau Vrolyk. (5 boats)

Full results at www.sfyc.org

SoCal 300

Dave MacEwen of the Santa Cruz 52 *Lucky Duck* called the inaugural SoCal 300 a beautiful race. Seven boats started in Santa Barbara on May 22. The course wove its way through the coastal islands before finishing in San Diego. "It's really one of the best venues I can imagine," MacEwen told us. "Great sailing grounds, with the islands. The wind is always pretty solid out there. It's bookended by two fantastic yacht clubs with Santa Barbara YC in the north and San Diego YC in the south. Each leg was scored independently, and then they did an overall too. So that was kind of interesting."

All seven boats, ranging in size from 37 to 100 feet, started at the same time. "It was really pretty incredible," described MacEwen. "When *Wizard*, an R/P 74, comes up and tacks underneath you — wow — stay away from that guy,

Dave MacEwen's South San Francisco-based SC52 'Lucky Duck' won her division in the first-ever SoCal 300.

he's got a big spear on the end of his boat."

Lucky Duck and most of the other entries are gearing up for the Transpac race to Honolulu. "For us it was kind of like a mini-Transpac because it starts close to the wind, then you get downwind, VMG-type sailing."

We wondered why only seven boats had entered such a scenic and interesting race. "It was all ORR and you have to get measured for that, versus PHRF, and so it was one of my recommendations to have a PHRF division too," explained MacEwen. "But I think people are a little intimidated too. It can get really windy, though low 20s was the most we saw. You have to have all the safety gear — a satphone, a raft. I think that turned

some people off too. But it can be really nasty out there, so it's important to be fully geared up."

— *latitude/chris*

SOCAL 300, SANTA BARBARA YC/SDYC, 5/22-24

DIV 1 — 1) **Rio100**, Bakewell-White 100, Manouch Moshayedi, 8.5 points; 2) **Wizard**, R/P 74, Peter Askew, 9; 3) **Bad Pak**, STP65, Tom Holthus, 15.5.

DIV 2 — 1) **Lucky Duck**, SC52, Dave MacEwen, 6.5 points; 2) **Prevail**, SC52, Bill Guilfoyle, 10; 3) **Varuna**, Rogers 46, Chris Hemans, 17.5; 4) **Expression Session**, Mod. Express 37, James Kirkpatrick, 21.

OVERALL — 1) **Lucky Duck**, 11.5 points; 2) **Wizard**, 13.5; 3) **Rio100**, 16.

Full results at www.socal300.com

OYRA Junior Waterhouse

On June 6, a cold, gray, foggy day of ocean racing began with decent wind at the start at Little Harding Rock Buoy. The breeze held, with the fleet riding the remaining ebb out of the Bay. The wind softened significantly beyond Point Bonita and continued to lighten for the next few hours. On Jim Quanci's Cal 40 *Green Buffalo*, we made the sail change to the #1 genoa and battled on to the first green channel marker. Quanci and Ian Matthew called the layline from about three miles out.

Then we were off battling the light

ELITE KEEL & J/24 WESTERN REGIONALS, SFYC, 5/16-17 (5r, 0t)

J/24 — 1) **3 Big Dogs**, Pat Toole, 9 points; 2) **Tremendous Slouch**, Scott Milne, 11; 3) **Feral Rooster**, Paul Van Ravenswaay, 23. (12 boats)

J/70 — 1) **Prime Number**, Peter Cameron, 8 points; 2) **IFA**, Geoff McDonald, 9; 3) **Jennifer**, Chris Kostanecki, 13. (8 boats)

MELGES 24 — 1) **Looper**, Duane Yoslov, 8 points; 2) **Personal Puff**, Dan Hauserman, 9; 3) **Insolent Minx**, Zhenya Kiruashkin-Stepanoff, 13. (3 boats)

MELGES 20 — 1) **Samba Pa Ti**, John Kilroy, 8 points; 2) **WildMan**, Liam Kilroy, 10; 3) **Pacific Yankee**, Drew Freides, 14. (6 boats)

ETCHELLS — 1) **Lifted**, Jim Cunningham, 7 points; 2) **Moneyball**, Blaine Pedlow, 11; 3) **JR**, Bill Melbostad, 15. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 5 points; 2) **Wyle E Coyote**, Dan Pruzan, 13; 3) **Libra**, Sergey Lubarsky, 16. (7 boats)

IOD — 1) **Bolero**, Richard & Mark Pearce, 10 points; 2) **Xarifa**, Paul Manning, 10; 3) **One Hundred**, Paul Zupan, 11. (4 boats)

KNARR — 1) **Three Boys & a Girl**, Chris

THE BOX SCORES

Perkins, 15 points; 2) **Benino**, Mark Dahm, 17; 3) **Svendkist**, Steve Taft, 17; 4) **Adelante**, Don Nazzal, 18. (16 boats)

OPEN 5.70 — 1) **Boaty**, Ben & CJ Anderson, 8 points; 2) **Petit Bateau**, Matt Siddens, 10; 3) **Frisky**, Dale Scoggin, 13. (5 boats)

Full results at www.sfyc.org

SSS SINGLEHANDED FARALLONES, 5/23

PHRF <108 — 1) **Saetta**, J/120, Ludovic Milin; 2) **Freedom**, Worth 40, Jib Martens; 3) **Light-speed**, Wylie 39, Rick Elkins. (9 boats)

PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Domino**, Wilderness 30, David Herzigel. (11 boats)

PHRF >153 — 1) **Rock On**, Olson 25, Tom Cavers; 2) **Galaxsea**, Nauticat 44, Daniel Wiley; 3) **Little Wing**, Pearson Renegade, Doug Soderstrom. (6 boats)

SPORTBOAT — 1) **Outsider**, Azzura 310,

Greg Nelsen; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Verve**, Express 27, Ron Snetsinger. (4 boats)

NON-SPINNAKER — 1) **Roxanne**, Tartan 4100, Michael Mitchell; 2) **The Flying Penguin**, Beneteau 375, John Shannon; 3) **French Kiss**, Beneteau Oceanis 350, Harmon Shragge. (7 boats)

MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham; 2) **Jabberwock**, Buccaneer 35, Ryan Galeria; 3) **Tri N Fly**, F-27, David Morris. (5 boats)

OVERALL MONOHULL — 1) **Whirlwind**; 2) **Green Buffalo**; 3) **Saetta**; 4) **Freedom**; 5) **Outsider**. (33 boats)

Full results at www.sfbaysss.org

WHISKEYTOWN REGATTA, WSC, 5/23-24 (3r, 0t)

BANSHEE — 1) Charles Witcher, 6 points; 2) Steve Cassingham, 8; 3) Dean Eppley, 8. (5 boats)

BYTE — 1) Kelsey Tostenson, 5 points; 2) Deirdre Collins, 7; 3) Laurie Davis, 8. (5 boats)

DAY SAILER — 1) Craig Lee, 5 points; 2) Dave Keran, 6; 3) Steve Lowry, 7. (4 boats)

LASER — 1) Bruce Braly, 4 points; 2) Jim



TONY BOURQUE

headwind and chop from the south in search of the Southern Approach Buoy. Again Jim and Ian called for a tack at the perfect time, putting us right on the buoy from several miles out. Up went the spinnaker for a tight and light spinnaker reach north to the Lightship.

Near that buoy, the breeze continued to lighten, making for a long, slow rounding and bear-away toward the Golden Gate.

Searching for wind under lowering fog, we finally found a bit south of the shipping channel, and, with a lot of patience, we continued to glide in toward the Bay entrance. As we left the last of the channel markers behind, the wind began building slowly until we saw 28 knots under the bridge.

As we approached Angel Island, the wind lightened again, and we followed the southern side of Raccoon Strait, fighting the new ebb, and then crossed to the finish at Richmond YC.

— tony bourque

OYRA JUNIOR WATERHOUSE, RYC, 6/6

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Kind of Blue**, 1D35, Stephen Saperstein. (2 boats)

PHRO 2 — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Elan**, Express 37, Jack Peurach; 3) **Maggie**, C&C 37, Bob Gunion. (6 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim

Christopher, 5; 3) Richard Leland, 11. (9 boats)

PELICAN — 1) Patrick Jones, 4 points; 2) Curtis Johnson, 7; 3) John Mahaffey, 16. (7 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell, 5 points; 2) **Kwazy**, Colin Moore, 7; 3) **Jombo**, Jon & Chris Stewart, 9. (8 boats)

CENTERBOARD — 1) Snipe, Thomas Hunt, 4 points; 2) Snipe, Curtis Moore, 5; 3) Sunfish, Raymond Denman, Jr., 9. (3 boats)

KEEL A — 1) Rondar K6, Steve Cameron, 6 points; 2) Holder 20, Frank Rowder, 8; 3) Capri 25, Carl Strahle, 9. (5 boats)

KEEL B — 1) Capri 22, Jerry Lewis, 3 points; 2) Venture 21, Dan Tubbs, 9; 3) Montgomery 17, Steve Fitch, 11. (4 boats)

MULTIHULL 1 — 1) Nacra 20, Wesley Wright, 4 points; 2) Hobie 21, Chris Strahle, 6; 3) Nacra 5.5 SL, Dennis Kerwan, 8. (5 boats)

MULTIHULL 2 — 1) F27 Formula, Travis Thompson, 3 points; 2) Nacra 5.2, Mike Archibald, 6. (2 boats)

Full results at www.whiskeytownsailing.org

TYC/CYC FRIENDSHIP REGATTA, 5/30

SPINNAKER — 1) **Kuai**, Melges 20, Daniel

Aboard the Cal 40 'Green Buffalo' passing Mile Rock on the way back into the Bay on a cold and gray day of ocean racing. Left to right: Kevin Dudeney, Ian Matthew, and Jeff Durst.

Quanci; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Ahi**, Santana 35, Andy Newell. (7 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Wetsu**, Express 27, Phil Krasner. (5 boats)

Full results at www.jibeset.net

Race Notes

The Intercollegiate Sailing Association has named Nevin Snow of San Diego **College Sailor of the Year**. An All-American in 2013 and 2014, Snow is a junior at Georgetown. Sailing is in his blood: "My dad works for North Sails, and my mom did an Olympic campaign in the 470," he says. (His dad Chris just won the J/24 Nationals.) The Sportsmanship Award went to Kieran Chung, a senior at Stanford, who took up sailing at age 13 out of Newport Harbor YC.

THE BOX SCORES

Thielman, CYC; 2) **Joyride**, J/105, Bill Hoehler, TYC; 3) **Abigail Morgan**, Express 27, Ron Kell, CYC. (7 boats)

NON-SPINNAKER — 1) **Raccoon**, Cal 20, Jim Snow, CYC; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern, TYC; 3) **Red Hawk**, Hawkfarm, Shirley Vaughan, TYC; 4) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, TYC. (16 boats)

TEAMS — 1) TYC, 68 points; 2) CYC, 81.

Full results at www.cyc.org

GO FOR THE GOLD REGATTA, GCYC, 6/6-7 (7r, 1t)

THISTLE — 1) **Drunk 'n' Thorny**, David Rumbaugh, 6 points; 2) **Deuce Coupe**, Hans Williams, 18; 3) **Osprey**, Dan Clark, 19. (6 boats)

LASER — 1) **Jim's Laser**, Jim Christopher, 10 points; 2) **Bruce's Laser**, Bruce Braly, 12; 3) **Greased Lightning**, Richard Leland, 14. (8 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 6

points; 2) **Cruzin**, Wayne Cassingham, 11; 3) **Rusalka**, Murray McLeod, 19. (6 boats)

BYTE — 1) Cooper Butler-Brown, 8 points; 2) Niamh Evenhouse, 11; 3) Cate Krystoss, 12. (5 boats)

DAY SAILER — 1) **Bubba**, Mike Gillum, 8 points; 2) **Hot Flash**, Craig Lee, 10; 3) **Vagabundo**, Dave Keran, 13. (8 boats)

CATALINA 22 — 1) **NoCatHare**, Don Hare, 6 points; 2) **Blue Diamond**, Dave Strain, 11; 3) **Kukana Luka**, Dennis Barry, 16. (4 boats)

OPEN CENTERBOARD — 1) **Hunt's Snipe**, Thomas Hunt, 10 points; 2) **Bob's Sunfish**, Bob Cronin, 14; 3) **Boatessa**, Windmill, Michael Johnson, 15.

OPEN KEEL — 1) **U Decide**, Ultimate 20, Phil Kanegsberg, 9 points; 2) **Trilogic**, Weta, Ned Nicolls, 10; 3) **Seikaiha**, Weta, Mark Simmel, 11. (3 boats)

Full results at www.gycy.net

NORCAL MERCURY SERIES, EYC (20r, 5t)

1) **Pacer**, Pax Davis; 2) **Stars**, Jim & Kathy Bradley; 3) **Marauder**, Larry Nelson. (9 boats)

Full results at www.mercury-sail.com

Among the sailors hoping to compete in the 2016 Rio Paralympics is none other than the legendary tactician **Dee Smith**. At age 62, Smith, a survivor of spinal cancer that was supposed to kill him, has taken on the 2.4mR singlehanded keelboat.

The International Sailing Federation is planning to press the International Paralympic Committee to reinstate sailing in the **Tokyo 2020 Games**.

We're sad to report the passing of a stalwart of the Santana 22 fleet, **Ernie Rideout**, on June 3. Born in 1917, Rideout had been a member of Santa Cruz YC since age 15. He won the Santana 22 National Championship in 2006 and 2008 — when he was 88 and 90. In 2011, he donated his Tuna, *Maybe*, to the UCSC Youth Sailing Program.

Other local sailing luminaries lost in recent months include **Ed Durbin**, age 87, who most recently raced the Beneteau First 36.7 *Mistral* out of Richmond YC. Before his death, the RYC staff commodore donated *Mistral* to the nonprofit RYC Foundation. A member of RYC since the '60s, **John Gilmour** also passed away this spring. Gilmour sailed 505s in his prime, then Etchells, and, most recently, a chartered Bird. Our condolences to the family and friends of Ernie, Ed and John.

— latitude/chris

With reports this month on the *Pros and Cons of Winter Holiday Charters*, a veteran charter crew's *Catamaran Daysail on the Bay*, and *Charter Notes*.

Are You Dreaming of a White-Sand Christmas?

As you might imagine, the two weeks surrounding Christmas and New Year's is the busiest period of the year in every tropical and near-tropical bareboat charter destination. So, in order to get the best choice of boats, many savvy travelers lock in their reservations a full year in advance.

As it's now July, those holidays are only six months out, so if you have any fantasies about doing a Christmas-break charter this winter, right now is the time to get serious and make your game plan. Let's look at the pros and cons.

First, the downside: Given the realities of supply-and-demand, the holiday season is not only the most popular time of the year, but the most expensive. How much more expensive? It varies from company to company and place to place, of course, but in the British Virgin Islands, for example — which is the world's most popular bareboat destination — rates for the year-end mini-season can be nearly twice what they are at the peak of the late-summer/early-fall hurricane season, for obvious reasons. But you'll pay only about 10% more than you would in the popular months of February, March and April. Other 'cons' are that anchorages and restaurants will be as crowded as they'll ever be, and flights will cost more also.

Whether skies are blue or gray, blasting around the Central Bay on a charter cat is always big fun — especially for out-of-towners.

All that being said, there's a pretty attractive upside to this vacation fantasy, especially if you have kids who are still in school. From personal experience we can testify that charter trips with school-age kids always yield special, long-savored memories. But a Christmas-time charter in some exotic venue would absolutely be a standout for decades to come.

Yes, it will be more expensive for the flights and the boat, but trust us, years later when the extra expense has been long forgotten, the good-time memories will still be vivid.

Why is this such an ideal time for a sailing vacation? In part because every charterer you meet and every local resident you interact with will be imbued with the holiday spirit — effectively more open, cheerful and responsive, just as you and your boatmates will be. Whether you celebrate Christmas, Hanukkah, Kwanzaa or whatever, the end-of-year season is a time when you naturally feel in a festive mood, an attitude perfectly suited for a successful sailboat cruise. Likewise, this is also an ideal time to spend quality time with close family members, and especially your kids, as you'll all be able to enjoy active, outdoor fun together — snorkeling, sailing, hiking and gunkholing in the dinghy.

Another big plus is that prime tropical sailing venues in the Eastern Caribbean usually experience picture-postcard weather during the holiday season: steady easterly trades, with clear blue skies above. Daytime temperatures typically average around 82° with much lower humidity than in the summer months.

If this whole idea sounds just a bit too far out of your budget, consider proposing to your family that you forego traditional presents this year, and spend your money on a Christmas cruise instead. If you do decide to make the leap, remember to book soon or you may be sorely disappointed.

— andy

Role Reversal for a Longtime Charter Crew

Having recently retired (for the third time) from the charter sailing yacht industry in the Caribbean, my captain and I were 'jonesing' for a sail on our home waters of San Francisco Bay.

Currently boatless, we decided to play tourist and sail on someone else's boat for a change. The last three boats we worked on were catamarans. The first was a brand-new Leopard 45 in The Moorings crewed yacht fleet. We then bought and offered charters on our own Lagoon 410. And most recently we owned a Leopard 43 that we pleasure-cruised in the Northern Caribbean. We have also crewed aboard *Latitude's* 63-ft cat *Profligate* during several Baja Ha-Ha rallies.

As catamaran converts, we wondered what it would be like to sail on a cat on the Bay, because before our stint in the Caribbean, we'd only sailed on monohulls here — or "unimarans" as we've heard them called. We were also curious what it would be like to be passengers for a change and watch the crew do all the work.

So we rounded up some buddies for this experiment, and on a spring weekday we all boarded the roomy 55-ft *Adventure Cat* at her Pier 39 berth. Meanwhile, there was a cacophony of barking and snorting coming from the neighboring docks — that is, from the large community of sea lions that call the marina home. Years ago, when they first occupied this pricey real estate, marina management took a variety of steps to shoo them away — all of which were unsuccessful. Today, of course, viewing these feisty marine mammals at close range is one of the most popular attractions of the Pier 39/Fisherman's Wharf area.

Ironically though they seem to have



OF CHARTERING



little way outside the bridge, we made a U-turn, and were soon gliding past Crissy Field and the San Francisco Cityfront.

As we arrived back at Pier 39, our pinniped neighbors seemed to be waving their flippers as a welcoming sign. Feeling relaxed yet energized, we'd had a worry-free sail. It was a delight not to be in charge and responsible for a change!

If you're interested in sampling the catamaran experience, a variety of professionally crewed charter cats are available for scheduled daysails and/or custom charters on the Bay. Among them are:

- **Adventure Cat**

— 55 feet; carries up to 48 passengers; berthed at Pier 39, dock J, San Francisco. Daily sails in spring, summer and fall at 1 p.m. and 3 p.m. and sunset sails. Also available for private group charters and special events. (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

- **Adventure Cat 2** — 65 feet; carries up to 90 passengers; same info as above.

- **Caprice** — Seawind 1160; carries up to 12 passengers; berthed in Point Richmond. Available for private charters,

Based at Point Richmond, the Seawind 1160 'Caprice' is another popular Bay Area charter cat. She takes up to 12 passengers.

If you find yourself boatless and 'jonesing' for a fast sailboat ride, consider taking a ride on a crewed cat like 'Adventure Cat'.

minimal interest in observing us silly humans. They barely glanced at us as we walked down J dock to climb aboard the cat.

After a pleasant greeting from the deckhand/hostess, we were impressed by the fact that there was plenty of room to spread out in the huge saloon.

I became curious about the background of our fellow passengers, and why they'd chosen a charter cat rather than a monohull. So after the captain briefed us on safety and our route for the day, I introduced myself to my neighboring shipmates, Paul and Kathy Meixl, visiting from Mankato, MN. He has sailed small boats in some of his state's 10,000 lakes, but had never been out on the ocean. Kathy, who was looking a bit apprehensive, had never even been on a sailboat before and wasn't really sure why she'd signed up for this.

The crew untied the docklines and we motored out of the harbor. Sails were hoisted, the captain shut down the engine and whoosh, we took off across the Bay like a rocket. Well, not quite like the

RocketBoat, a blazing-yellow craft that screamed past us that day, spinning doughnuts for their white-knuckled thrill seekers.

We, and the other passengers, preferred the subtler speed of *Adventure Cat*, and apparently so do the local porpoises. As we neared Angel Island, a school of five lively harbor porpoises entertained us. By this point in the daysail, most of the guests had ventured out from the protected saloon to ride on the massive trampolines or had found a comfy spot on the amas.

Our captain was quick to share the helm and offer sailing instructions to anyone who was interested, but most of the passengers just wanted to kick back, enjoy the ride and take photos. Those new to catamarans found that the ride was stable enough so that drinks didn't spill, yet the impressive speed made for a thrilling ride.

We slid under the Golden Gate Bridge, with our cameras firing. I asked Kathy how she liked the ride. She was enthralled, she said with a huge smile, and had fallen in love with sailing. Once a



WORLD OF CHARTERING

special events, preparation for bareboat catamaran charters and sailing instructions. (510) 232-5820; setfers@pacbell.net; www.sailingcaprice.com

- **Cat Ballou** — Catana 42; carries up to 12 passengers; berthed at Schoonmaker Marina, Sausalito. Available for private group charters, special events and corporate charters and team building. (855) 724- 5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com

- **Apparition** — 38 feet; berthed at Schoonmaker Marina, Sausalito; carries up to 6 passengers. Available for private group charters, corporate outings, regattas and racing. (415) 331-8730; info@sailapparition.com; www.sailapparition.com.

— Lynn Ringseis

Readers — We often run firsthand reports on chartering experiences beyond the Bay Area, but we love to hear about local daysail opportunities like this one also. So if you have a trip report, anecdote or photos to share please email andy@latitude38.com.



The high-performance Catana 42 'Cat Ballou' began her chartering career in the turquoise waters of the Caribbean.

Charter Notes

While we're on the subject of **charter cats**, let's address a common concern among potential bareboat charterers these days: They want to charter a cat in, say, the Caribbean, but they **only have experience on monohulls**.

Here in the Bay Area you probably have to have multihull experience to charter a cat from a local sailing school. But, of course, they'll be happy to provide you with lessons.

In our experience, rules are a little different when dealing with international charter firms. With most of them, you'll usually be allowed to charter a bareboat cat if you have **ample experience on a similar-sized monohull**. Worst case, you may have to pay to have a skipper come aboard for the first half or full day to show you the ropes.

While cats are generally far more stable than multihulls and their on-board systems are similar, the biggest differences are with **tacking** (in light air you'll need to backwind the jib), and **mainsail trimming** (even sailing dead downwind, you never ease the boom out as far as you would on a typical monohull, because most charter cats have swept-back spreaders and stays).

One of the pleasant surprises is that **driving and docking with twin engines is a cinch**. After a few tries, you'll be parallel parking like a pro.

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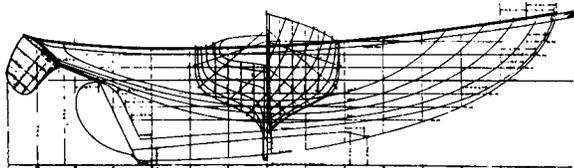


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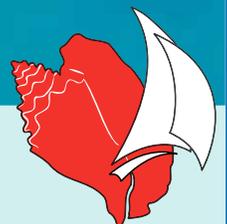
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CHANGES

With reports this month from **Escapade** on crossing the Atlantic; from **Pelagic** on fast cruising to the East Coast with three kids after last year's Ha-Ha; from **Esprit** on being rejoined by son Jamie; from **Coco Kai** on a bummer of a last leg of a nine-year voyage; from **Sonrisa** on Yanmar diesels and the sweet family life aboard in La Paz; from **Curare** on the east coast of South America; from the new **Fujin** in St. Croix; and **Cruise Notes**.

Escapade — Catana 52 Cat Greg Dorland and Debbie Macrorie Crossing the Atlantic to the Med (Squaw Valley)

On June 10 we crossed latitude 38° on our way to Flores in the Azores. But this was day 13 out of St. Martin for us, and we've still got 500 miles to go. If we

sail another 150 miles toward the islands, we'll finish off this leg under power, as the North Atlantic High has settled in over the Azores.

It's been a very light-air trip for the most part — although the first six days of being hard on the wind weren't the most pleasant, especially when our big genoa blew up on the second day. We're actually looking pretty ragged, with large patches of taffeta hanging from our Spectra main. I'm hoping it will make it to the Med. Actually, I'm hoping that it will last until the end of the season in October, but there's probably not much chance of that.

The light-air upwind conditions mean we're sailing with the Solent and the main. In close reaching to broad reaching, our Code 0 has finally become a good investment — after seven years

Before the real midnight, and long before 'cruisers' midnight', Debbie and Greg, plus crew Robbie, Lance and Pablo, made it to Cafe Sport.

of hardly ever being used. And we have finally become real catamaran cruisers, as we tried flying with the spinnaker with the main lowered in light air — and it worked! Quite well, too.

We've been in contact with two passing sailboats. The first was a Jongert 63, whose owner was obviously displeased with his captain and crew. He asked that we take them to the Azores, as he was turning back to St. Martin from 500 miles out!

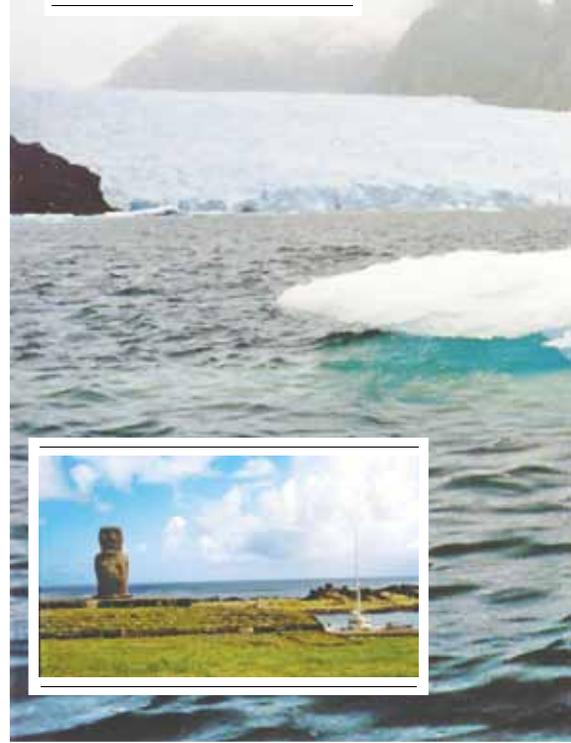
Our second contact this morning was with a 33-ft French sailboat that hailed us to say 'hi' — and to see if we had any extra cigarettes. They are already 20 days out of the Bahamas and are figuring it will take them another 10 days to the Azores. Nicotine withdrawal can be rough.

We made some Portuguese friends on the first Catana cat made, a Lock Crowther design from 1985. They've probably made it to Flores by now, but a few days ago they were hoping we might catch up with them with extra fuel. It's been so light that pretty much everybody is low on or out of fuel. Such is life in the mid-Atlantic. Last month there was a vicious storm, and this month we've been praying for wind — not that it will do an agnostic such as myself much good.

Life onboard has been just fine, with Robbie Walters from Tahoe and Lance Poulsen from Squaw Valley as two of our three crew. Lance doublehanded from Kauai to San Francisco with me in 2009, and Robbie had joined us for the 2008 Ha-Ha.

We also have a 21-year-old crew-member named Pablo from Valencia, Spain, with us. He took a year off from university to travel around Panama, Colombia and Venezuela, then flew to St. Martin to join us. How did he find out that we wanted crew? From our ad in *Latitude 38*. We both took a leap of faith, and it's turned out wonderfully.

Pablo has some fabulous photos of the jungles of Colombia and of the Bocas del Toro region of Panama. He also tells us that the marina in Valencia that was built for the America's Cup has turned out to be a pretty good deal, as they are filling it up with boats and renovating the team



bases into bars, restaurants and other tourist attractions.

It turns out that Michel and Isabel, our very good Parisian cruising friends, recently sailed to Valencia. They fell so in love with the city, people and marina that they've leased an apartment there for the winter. It might be a good place for *Escapade* to spend the offseason while Debbie and I are in the Dolomites.

Anyway, it's Pablo's birthday, so Debbie has baked a cake, and there'll be a dram of rum all around.

Update: We not only made it to the Azores, we made it to the famous Cafe Sport before the real midnight!

— greg 05/12/2015

Pelagic — Hallberg-Rassy 42 Michael & Amy Bradford, and Kids After the Ha-Ha to the East Coast (Portland)

Our family — which includes kids Zander, 12; Porter, 10; and Anakena, 5 — sailed in the 2014 Baja Ha-Ha and we wanted to give *Latitude* readers an

ESCAPADE



Tradition dictates boat names be painted on breakwaters in the Azores.

ESCAPADE



IN LATITUDES



PHOTOS COURTESY PELAGIC

Spread; We get chills looking at this photo of Amy sitting on a 'bergy bit' reading a 'Latitude' during her and Michael's first cruise. Insets left: Michael and Amy; 'Kipuka', the Bradfords' old boat at Easter Island. Inset; The Bradford kids and the Tzortzis kids of the Lagoon 470 'Family Circus'.

update on our considerable post-Ha-Ha progress. But first some context.

Latitude wrote a really lovely two-page article about Michael and me in the fall of 2000, when we were getting ready for our honeymoon at sea. At the time, we were cruising from the Golden Gate to Easter Island and beyond. Ultimately we spent two years sailing, 11 months of it in Chilean waters between Easter Island and Patagonia. Each of us having been to South Georgia Island on our own, and both having fallen in love with it, our goal was to return. Alas, our first son Zander, a stowaway at that, threw a wrench into those plans. So we returned home to Portland via the Humboldt Current.

We'd always meant to update *Latitude* readers about that adventure, but never got around to it. I even had the perfect photo to illustrate it — me in my 'Gumby suit' reading a *Latitude* while sitting on a drifting 'bergy bit' at Laguna San Rafael

in the Chilean fjords. Now that we have a new-to-us boat, and three kids in tow, we're trying to be better about our correspondence.

As I write this, we're sailing from Havana to Florida, making our way out of the hurricane zone. We've obviously covered a lot of ground — maybe 4,000 miles — since the Ha-Ha. We cruised up into the Sea of Cortez, explored the Copper Canyon overland, and sailed down the coasts of Mexico, El Salvador, Costa Rica and Panama, stopping to explore countless anchorages along the way. After transiting the Canal, we sailed north toward the Yucatan, with stops at San Andres Island, the Bay Islands, Honduras and Belize.

By just about any cruising standard we are moving pretty quickly, but we figure

we only have two to three years to see as much of the planet as we can by boat. But to be fair, even if we had more time, we'd probably be moving along almost as quickly. We have 'Traveler's ADD', as we're always anxious to see what's over the horizon.

With three kids, it's often difficult to move quickly, as the passages are not the highlight for them. But we try to find ways to keep moving without missing much. For short trips of up to 80 miles, we often choose to travel at night to minimize sea days for the kids. There is some selfishness in it, too, as I really enjoy sailing at night — in part because no one else is awake to request my time. If you've sailed with kids, you know what I mean. It's blissfully quiet, with only the stars and the moon for company.

Another time-saving trick is trying not to have a lot of downtime in ports. Sometimes we've been incredibly lucky with that. For example, while anchored off Cozumel, Mike dove on the boat and noticed some play in the bronze fittings that attach the rudder to the hull. He worried we might have problems sailing to Florida. Serendipitously, we were anchored just a few hundred meters from a boatyard.

At 8 a.m. the next morning, Mike was in the office inquiring about a haulout. By 9 a.m. we had *Pelagic* lined up waiting for the Travelift. By noon we had six guys sanding the bottom — why not get a much-needed bottom job at the same time? — and the rudder fixed. By 5 p.m. the bottom had been sanded and the first of two coats of bottom paint had been applied. By noon the next day, the second coat of anti-fouling paint was applied and we were waiting to go back into the water.

The haulout took about 30 hours, and the labor bill was only \$450. They did a great job, too. It helps that Mike is fluent in Spanish, as it allowed us to

Zander drives the 'family car' with passengers Lexie and Tristan Tzortzis of the S.F.-based Lagoon 470 'Family Circus', and bro Porter.



HEATHER TZORTZIS

CHANGES

cut some corners on everything from boat maintenance, to sourcing parts, to checking in.

Don't get me wrong, we still have lots of time for adventures and exploring, but we try to minimize the inevitable downtime often associated with cruising.

We have enjoyed many incredible experiences so far, including introducing our Pacific Northwest kids to diving in clear tropical waters at places such as Roatán and Belize. Then there was anchoring out in Panama's Chagres River with howler monkeys in the trees above our boat. And we've met some great folks who we know are going to be friends for life.

We've had our share of struggles, too. For example, nobody tells you how difficult home-schooling can be. Or maybe I just didn't listen. But there have been many tears shed, most of them mine. We are slowly figuring it out, and will probably have it down by the time we're done cruising. Meanwhile, the life lessons the kids are picking up are priceless, so we're trying to focus on that.

We plan to spend a few weeks in Florida resting and recuperating, and then sail up the coast to Maine where we will visit with family and friends. In August we plan to cross to Ireland, and from there explore Europe. After that, who knows? At some point we'll have to return home to the Pacific Northwest, but maybe by way of the Marquesas. We're trying to embrace this cruising life by making as few plans as possible.

The journey has been amazing so far, and we feel so fortunate to be able to spend these exciting and formative years with our kids.

— amy 05/15/2015

Esprit — Peterson 46 Chay and Katie McWilliam Cruising With Our Son Chay Again (Henderson, NV)

The most common question people

After 12 years of cruising, the McWilliams feel that both cell phones and the Internet are having an adverse effect on cruiser camaraderie.

have asked is whether anything has changed in cruising since we started with the Baja Ha-Ha in 2003. Having been most of the way around the world now, including across the Med, our initial response was that the boats kept getting bigger, and there are a lot more cats, especially in the Caribbean.

On further reflection, the biggest change we've seen is the growing lack of camaraderie among cruisers. It used to be that you'd hear about fellow cruisers via the VHF or SSB radio nets, which everyone listened to in order to get the weather reports. You'd later hail them on the radio, chat with them on the docks, or dinghy over to their boats to introduce yourselves. This now seems to be the exception rather than the rule.

We believe that much of the change is due to the Internet and cell phones. Twelve years ago you were lucky to have access to an Internet cafe. Now you can find Wi-Fi access almost everywhere. We see cruisers dinghy to shore, go to a cafe with free Wi-Fi, and spend hours there checking weather and doing whatever else they do online. They do this at the expense of interacting with other cruisers who are right there with them.

We've also noticed that the Internet adds stress to the cruising life that didn't use to be there. When we crossed the Pacific, we went almost six months without hearing the news — and we felt relaxed. Now it seems we can no longer escape the news. Just think of the stress that adds to life on land. You feel the stress just as much on the water. Nonetheless, we find ourselves falling prey to the same temptation of feeling we always need to be 'connected'. We have to remind ourselves that most of the time nothing really changes if you miss a few days or weeks — even months.

That said, Jamie, our son who sailed most of the way around the world with us, met up with us in St. Lucia after 23 hours of traveling from college in the States. Visions, one of the locals at Rodney Bay Marina, drove us to the airport on the other side of the island to pick him up — at half the price the taxi drivers were asking. Our route back from the airport was via the center of the island, so we were able to see much of the interior of the 'Isle of Spice'.

With Jamie over jet-lag on Saturday, we left the marina to anchor out to get his sea legs for the 20+ mile passage north to Martinique. The passage across the channel to Le

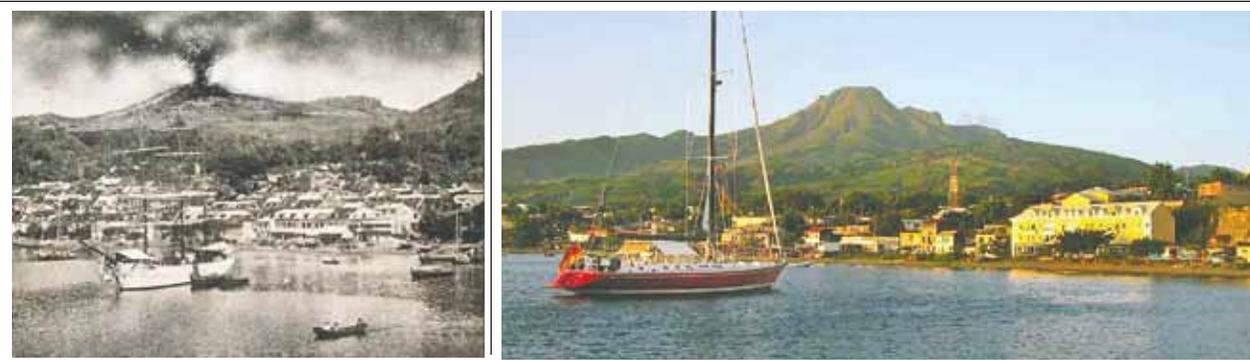


Marin and St. Anne's on Martinique was typical of most of the passages we've made between Caribbean islands this year — fast, but with choppy seas and green water over the bow.

We navigated our way through the reefs to the town of Le Marin, one of the largest yachting centers in the Caribbean. If you haven't heard much about Le Marin, it's because it's French and almost all the boats are French. But there were probably 1,000 boats between the marinas and anchorages. We found a nice spot to anchor and cleared in the following morning.

Clearing in at Martinique — and all the other French islands in the West Indies — is done via computer. It's simple and easy, and there is only a small administrative charge of between two and five euros. We later did some exploring of the town, including a jungle dinghy ride up a small river that ended at a shopping mall with a Carrefour grocery





Our stops included the old capital of St. Pierre, which was destroyed during the 1902 volcanic eruption of Mt. Pelée. Some 30,000 people were killed within minutes by the 2,000-degree pyroclastic flow. The two survivors were a prisoner in a poorly-ventilated dungeon and a young girl who jumped into a small boat.

On Monday, May 25, the day after a two-hour Pentecost mass at St. Anne's church, we departed Martinique for Pigeon Island at Rodney Bay in St. Lucia. We arrived in time to snorkel the reef off the point and climb the hill to Fort Rodney with Jamie. The next morning we headed into the marina to prepare for Jamie's Wednesday departure, as well as for our departure south to Grenada.

When in Grenada, we'll pick up our daughter Amy, our son-in-law Beau, and our granddaughters Trinity and Tasha. The 140-mile passage to Grenada will

Spread: The French enthusiasm for sailing can be seen by the number of boats at Le Marin. Stacked insets at left: Remembrance of cruising times past with Jamie — at St. Peter's, at Monaco, at the River Kwai in Thailand. Upper right to left; Fruit market, Grenada; Mt. Pelée going off; and St. Anne.

store nearby. We picked up a few things, including our traditional tub of Nueva Vida ice cream. We ate the whole thing right there!

Once back on *Esprit*, we were approached by the marine police, who informed us that we were anchored in an area where anchoring was forbidden. There were 10 boats in the area, but only our boat and one other were asked to move. So we weighed anchor while the police watched, and moved to St. Anne's anchorage. St. Anne's is supposed to have a sand bottom, but there are spots where the sand is too thin over rock, or just flat rock, which does not allow for the anchor to set. After a few attempts, we finally got the anchor set. We were glad to have Jamie on board once again to help find a good spot.

St. Anne is a quaint town with a beau-

tiful square in front of a church featuring European architecture. We snorkeled one of the reefs separating the St. Anne anchorage from Le Marin and saw lots of colorful tropical fish of all sizes. There was so much sea life right around the boat that we decided to scuba dive right off the boat. We saw a lion fish and a large lobster — not too bad for the middle of an anchorage. While we were at it, we cleaned *Esprit's* bottom for the first time in two months.

We rented a car for a day and toured a good portion of Martinique, which we found to be clean and lush. We drove up the west coast of the island and back down through a national park in the center of the island.

be our longest single passage this year. What a change from previous years!

For those of you worrying about home-schooling your children while cruising, it's worked out very well, at least in Jamie's case. Not yet 18, he completed his freshman year of mechani-

With beautiful water like this, you could never fault someone for sailing down to Grenada, the famed 'Isle of Spice'.



CHANGES

cal engineering with a 3.97 grade point average. Even more amazing is that he scored 100% on both of his two calculus finals. While we're glad he's doing so well at school, we sure miss his energy, banter, and of course, his seamanship.

— *chay and katie* 06/10/2015

Coco Kai — 64-ft Schooner Greg King, Captain A Really Rotten Welcome Home (Long Beach)

It would have been nice if Capt. Greg King of Jennifer Sanders' 64-ft staysail schooner *Coco Kai* could have had a pleasant last leg from Cabo San Lucas to Long Beach to wrap up a circumnavigation that started with the 2006 Baja Ha-Ha. But it wasn't to be.

First, there was a problem down around the Cape with the oil cooler.

Then, a day after rounding Cabo for California for the 18th time in his career, King and crew had to heave to off Mag Bay to withstand the winds of fading hurricane Blanca.

Later, on the way to Turtle Bay, there was a problem with the U-joint.

After leaving Ensenada on June 16th with an escort of hundreds of dolphins, what could possibly go wrong? King explains:

"I got up at 2 a.m., a bit groggy from the previous day's festivities in Ensenada, in order to make it up to Parker's Lighthouse in Long Beach for the homecoming celebration. After making coffee, I turned the key for the engine two or three times, but nothing happened. Three or four seconds later, while I scratched my head, the engine started without my doing anything. But the engine was making a weird noise, so I investigated.

"I found that the starter was still going, even though the starter key was switched off. I scratched my sore head some more, then figured I could take a

Greg, the captain of 'Coco Kai', with Jennifer, the owner of the schooner. This was one of King's most troublesome trips north.

lead off the starter, and just touch it to start the engine. Once the engine was going, I would be good to Long Beach. So I removed the lead, then hit the solenoid with a hammer — sometimes they stick — put the battery switch back on, and touched the wire. Nothing. That was good. So I reattached the wire, and the motor started and ran fine."

When you've been on a boat as long as King has, and you've done an extensive rebuild on her as he did in Thailand, you can diagnose problems and make repairs as he does.

But wait, there's more! King explains: "At 2 a.m. the following morning, 10 miles off of Dana Point, with only 10 miles to go, I get woken up and told something is wrong. At this point I'd only gotten one hour of sleep in the previous 24.

"It was an Orange County Sheriff's Task Force, and they wanted to board us. I politely helped two heavily-armed guys aboard. After going through papers and asking questions, they kept us under guard for the next 45 minutes while headquarters figured out what they wanted to do with us. No going to the toilet, no using the phone, no letting us go below. It was like we were criminals.

"At 2:45 a.m., they told us that the Coast Guard was coming to board us. At 3:30 a.m., while we were still under guard, they decided we should head to Long Beach for the boarding.

"But no, at 3:45 a.m., while underway for Long Beach, the Coast Guard showed up and three more heavily-armed guys came aboard. They told us to head for Newport Beach.

"At 5:15 a.m., we arrived at the Coast Guard dock in Newport. At this point my crew was crying and I was pretty pissed off at what I believe had been our nasty treatment. But we were still separated and questioned again. We were still not allowed to use the head or phone.

"The Coast Guard guys were going to rip the boat apart for a second time.

"At 6:30 a.m. I was able to call Jen, the boat's owner. And I was promised a report of the incident, with the names of all involved.

"At 7:30 a.m., they were done with their 'safety inspection' and took off. I got no report. I didn't even get any help with the docklines.

"For five and a half hours we'd been under heavy guard and threats were made if we moved.



It was a nightmare!!!"

It occurred to us at *Latitude* that the authorities might have been pissed that *Coco Kai* had bypassed San Diego and was going to clear into the States at Long Beach. It's legal, but sometimes the authorities get pissy about it.

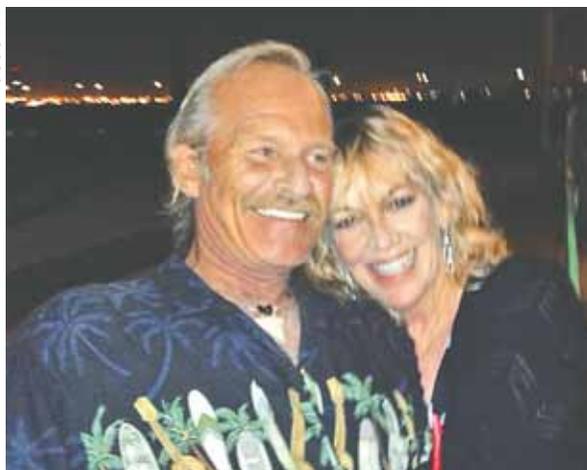
"Greg did bypass San Diego and did check in at Long Beach," confirms *Coco Kai*'s owner Jennifer Sanders. "Long Beach has a phone number you call during business hours two hours prior to your arrival, and officials will meet you at Rainbow Pier. That's what happened, and although Greg and the crew had to wait several hours, there was no problem. The only bummer was Greg's encounter with the 'task force' off Newport Beach. That's an entirely different story, and was a sad way to end a nine-year trip. Only in America."

— *latitude/rs* 06/15/2015

**Sonrisa — Lagoon 440 Cat
The Brettingham-Moore Family
Yanmars and La Paz
(Tasmania, Australia)**

We — my wife Melissa, our young

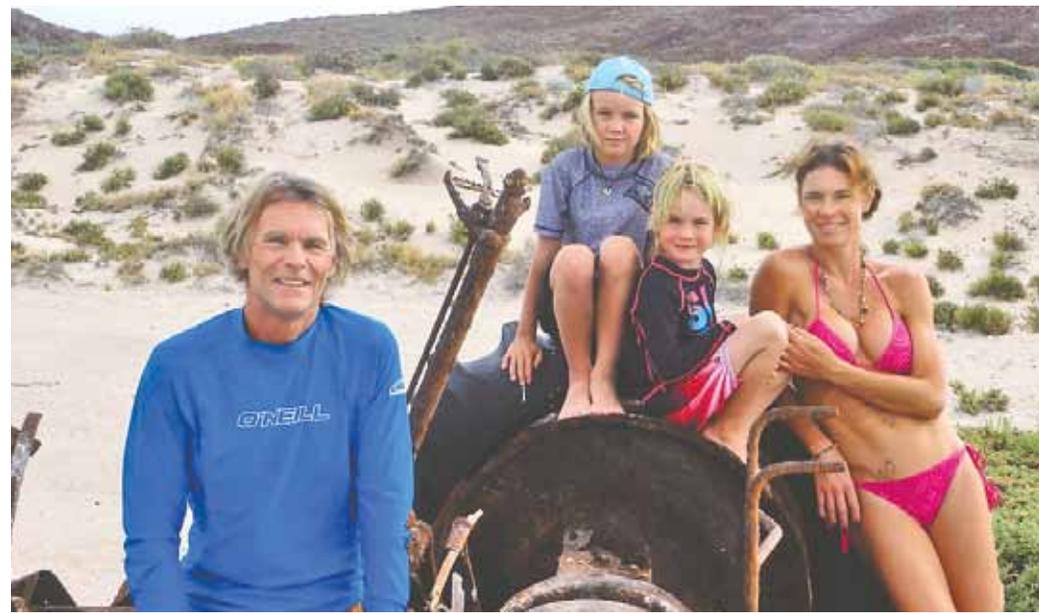
COCO KAI



IN LATITUDES



ALL PHOTOS COURTESY SONRISA



Brettingham-Moore family fun in the Sea of Cortez, clockwise from above: All ashore! Finding treasures in a salt pond. Mom looking good while getting the daily workout. The kids learning about finances through Monopoly. Pelichine, the family cat. And young Huon gets a dinghy driving lesson.

sons Huon and Ben, and myself — really enjoyed reading the Wanderer's May article on Yanmar cone-clutch servicing. We also found the Wanderer's link to *Leu Cat* — they had written extensively on the subject — to be most interesting. We'd met the *Leu Cat* folks in Panama's San Blas Islands around 2009. They had a damaged masthead unit. Being smaller, I went up and repaired it for them.

We have Yanmar SD-50 saildrives on the diesels on our Lagoon 440. In eight years and 1,500 hours, we've yet to have any problems. That said, I totally agree with the Wanderer's suggestion about minimizing the number of shifts, ensuring plenty of time between forward and reverse, and generally treating the engines and gearboxes with love and respect. We allow at least a 10-minute warm-up and a 10-minute cool-down for our engines. We rarely use both engines at the same time, we change the oil at 150 hours, and normally run the engines below 2,000 rpm.

Our only hassle has been the oil/sea water seals on the port engine prop shaft. We've had to replace them twice. The last time we hauled, I noticed a small amount of movement fore and aft in the prop shaft. Not having any shims, I filed a small amount off the seal housing where it fits into the leg. That was over a year ago and it's been sweet ever since.

The standard seawater inlet in the saildrive leg has been a continuing pain, as the paint/antifouling would always be falling off around the inlet. Plus the zincs were being consumed too quickly for my liking. So I blocked off the seawater inlets and put a normal seawater inlet valve and strainer in the hull. Since then, the saildrive legs haven't had any paint flaking off and the zinc consumption has been reduced to a yearly change.

Our family is now enjoying city life — phone, car and so forth — in La Paz.

We've been in Costa Baja Marina since December. It's really one of the better ones, particularly as we can use facilities such as the beach club, the great pool and the gym. And we get a double berth for the price of one. There is also a resident artist who takes the boys for art lessons a few afternoons a week.

Our sons Ben and Huon are in a local Montessori school, immersed in Spanish. As expected, they are picking it up like sponges.

For weekends, we either head out to Playa Bonanza beach on Espiritu Santo, which is less than three hours away, or we drive down to Todos Santos/Cerritos, where we found a delightful hotel on the beach with BBQ and pool for \$40 Ozzie. We're mulling over buying a block of land north of Todos, as it has surf, is quiet, and has delightful people.

All our sails have been put away for hurricane season. We also have a small air con unit. We wonder how long we can last like this.

— nick 05/15/2015

Readers — You may remember that Nick and Melissa ran a 'no expense spared' mega motoryacht in the Med for years. When Melissa became pregnant about eight years ago, they retired, bought their catamaran, and started a long sail back home to Tasmania. The trip home has taken a while longer because they fell in love with Mexico about four years ago and haven't been able to leave.

Curare — Bowman 36 Geoff and Linda Goodall Around South America (Vancouver, BC)

In part one of this two-part story, retired geologists Geoff and Linda had changed their cruising plans from the South Pacific to South America because of the problems there would have been bringing their beloved dog Jessie to the *Geoff with Jessie, the Goodalls' beloved dog. Were it not for Jessie, the couple would have never sailed to South America.*



CURARE

CHANGES

former. In 2010, they made landfall at South America at Valdivia, Chile, 75% of the way down to Cape Horn. They had gotten there via Easter Island because sailing down the west coast of South America would have meant battling the Humboldt Current the entire way.

After enjoying Valdivia, Puerto Montt, the glaciers of Chile, and the Patagonian canals, they called on the Micalvi YC at Puerto Williams, Argentina. This would be their jumping-off point for the 'Cape Horn Circuit', which is tightly regulated by the navy because of the lack of refuges in the area. Due to unstable weather conditions, only Linda got off the boat at Cape Horn, which is a small, detached island that is not connected to South America proper.

As we resume Geoff and Linda's adventure this month, they then obtained permission from the Argentine government to visit the Islas Malvinas, aka the Falkland Islands. They got permission in case bad weather forced them back to the Argentinian mainland.

"On the way there we first we stayed at Staten Island in the lee of an east-facing cove," remembers Linda. "We thought it would be safe from a blow from the north. But the hills didn't protect us at all, and we found ourselves on a lee shore in 40 knots of wind. We weighed anchor and motored around trying to find a better place to anchor, but couldn't find anything."

"We had sheets of water all around us," says Geoff, "so we just motored around outside the cove. We thought about heading out to sea until an exploration ship reported seas of 30 to 60 feet farther out! So we hove to in the lee of that island for two and a half days, going back and forth on one tack, then the other."

Were they reasonably comfortable?

"No," says Linda.

Were they scared?

Although the residents of the Falkland Islands tend to dress rather formally, they were very friendly. Particularly those on the outer islands.

"I was scared at times," admits Geoff. "At midnight, for example, when it was pitch black, we were heeled over like crazy, and we could hear a big wave coming."

"I emailed the record-setting circumnavigator Jeanne Socrates and asked her if we weren't supposed to be comfortable and nice when hove to," Linda remembers. 'No, not really,' she replied. I felt better after learning that."

"We eventually made it to the Falklands by the end of March, and spent a month there. It was really nice, but there was all kinds of paperwork involved with getting Jessie in," says Geoff. "Linda had started the paperwork, as well as the blood tests and shots, a year in advance. Jessie couldn't go ashore until the chief vet approved."

"The vet told us we had to keep Jessie on a leash at all times," says Linda. "People we met still asked if we had papers for Jessie because they hadn't seen her before, but nobody went so far as to ask to see them."

"The people on the outer islands were really friendly," says Geoff. "Going there was a great experience."

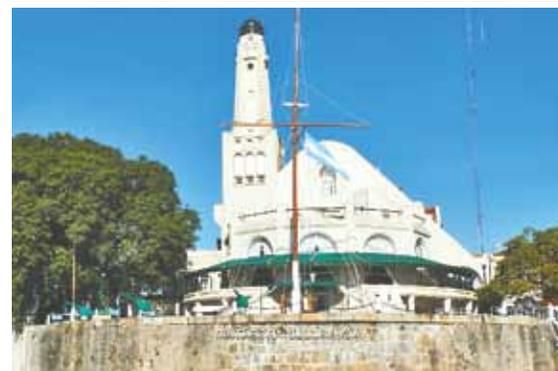
The couple's next stop was Uruguay, at latitude 35. "Although it's in the temperate zone and gets seasons, it was still so cold we couldn't take our foul weather gear off. It wasn't far from there to Buenos Aires, where we got a week free at the yacht club thanks to the reciprocal privileges we enjoy as members of the Royal Vancouver YC. Both Uruguay and what we saw of Argentina are beautiful, and the people were open and easygoing."

Eventually, the couple would spend six months going up the coast of Brazil. "It was long and tedious at times," says Linda. "We always waited for southerly winds, but as they were from the Southern Ocean, they always brought rain and cold — at least until we got up past Rio."

"Rio was fun," says Geoff. "A real party city."

"We liked the people in Brazil," agrees Linda. "There is a lot of crime in Brazil, but we didn't go out at night, so we didn't have any problems. And people would warn us. While in Salvador, for instance, we strayed two blocks from the main tourist area. People told us we'd gotten into a rough area and that we needed to leave."

"The funny thing about the east coast of South



America," Linda continues, "is that we could never go swimming because all the ports were up rivers with dirty brown water. There were a couple of offshore islands with clear water, such as Isla Grande about 60 miles south of Rio. It's the Brazilian boating center, with mostly powerboats. Even the small boats have captains, which is good, because they all drink *caprinas* and get smashed."

"At least the Brazilians anchor properly," says Geoff, "unlike in the Eastern Caribbean. The French there descend on you, and if they get too close, they just don't care."

The Goodalls got to the northern part of Brazil by September 2013. It was there at Jacarei that the couple's beloved Jessie, then 13½ years of age, passed away. Her death was a tremendous blow to both of them, and since Linda's father had fallen sick, they both returned to Vancouver for three months.

By January 2014, they were up an-



IN LATITUDES



ALL PHOTOS COURTESY CURARE



Photos from a circumnavigation of South America, clockwise from above: Geoff finishes a post-circumnavigation haulout with a paint job; the yacht club in Buenos Aires; a typical beach scene in Brazil; twin headsails was the common configuration; the windvane worked great; Rio floss.

other river, this time in Suriname. "We have a friend who lives there, and we visited with her for a couple of weeks," says Linda. Suriname has a big Dutch community, and lots of boats from the Netherlands either arrived from coming across the Atlantic or escaping hurricane season in the Eastern Caribbean."

"We sailed from Suriname to Barbados, which we really loved," says Geoff. "The big protected bay at Carlisle Bay was something we hadn't seen in three years, and the water was finally clear and warm. The Bajans were really friendly, there were no vendors hassling us on the beach, it's easy to get around, they speak English, they have horse races and cricket — we found much to like. In fact, we're hoping for a northeaster to take us back, as we'd really like to return."

"By this time we had a lot of work to

do on the boat, so just before Christmas 2014, we beat our way up to Trinidad to do a lot of work. It was a breezy trip!"

A 'brick shithouse', *Curare* has been in the family for 34 years, and Geoff and Linda have owned her for the last 17. Among many parts of the major refit, Geoff removed the gelcoat and painted the boat — and did a very nice job, too.

The Goodalls' Rival 36 is a smallish but very solid old-school boat. "She has a full cutaway keel, a rudder attached to the back of the keel, and is pretty heavy," says Geoff. "*Curare* always handled the bad weather

better than we could. But we sail conservatively, too. When you come up the Eastern Caribbean, it's blowing 15 to 20 all the time, except in the channels between the islands, when it blows 25 to 30. If it was blowing 18 knots, we always reefed, and we'd always skip the first reef and go to the second if not the third."

That's nothing compared to what they did in the southern part of South America. "We only used the main three times down there," says Geoff. "But we did use the spinnaker some. Our rule was that we took it down in 12 knots, although sometimes we waited until it blew 15. But the spinnaker provided for some nice sailing in the flat waters of the Beagle and other channels."

After *Curare's* refit in Trinidad, the couple sailed up the Eastern Caribbean to St. Barth, where we interviewed them in March. After South America, where they rarely saw another boat, most of the Eastern Caribbean was way too crowded for their taste.

The couple has no regrets opting to sail around South America rather than the South Pacific because of Jessie. "We thank Jessie for taking us the way we went," says Linda. Further plans call for them to sail to the Western Caribbean, Cuba, up the Eastern Seaboard, to Bermuda and Newfoundland. At that point, they either sail back down to warm waters for the winter — or cross the Atlantic. "We just don't know because we don't have any real plans."

Over the course of their cruising, Linda says she's been "meticulous" about keeping track of every single cent they've spent. As such, she knows that everything — including travel home, major refits, insurance and such — has cost them about \$3,500 a month. "When we were in La Paz years ago, we used to eat

Over the past five years or so, the Goodalls have spent about \$3,500 a month — for everything. Absolutely everything.



LATITUDE / RICHARD

CHANGES

out a lot," says Geoff, "but we don't that much anymore." Part of the reason is that there were so few restaurants that were easy to get to in South America. But even now, when they dine out, they tend to do so for lunch, which is generally considerably less expensive than dinners.

— *latitude/rs 05/15/2015*

Fujin — Bieker 53 Cat

Greg Slyngstad

First Sail

(Sammamish, WA/St. Croix, USVI)

Greg has long been one of the most competitive monohull sailors on the West Coast, having raced and done well in the Pacific Cup and Transpacs to Hawaii, in the St. Francis Big Boat Series, in several Voiles de St. Barth, and countless races in the Pacific Northwest and elsewhere. While he's still deep into monohull racing — he did the Voiles de St. Barth in April with his J/125 *Hamachi* and will sail her in this month's Transpac, too — he's also gone over to the dark side with a new 53-ft cruising catamaran.

As you can tell from the accompanying photos, the design by Portland-bred and Seattle-based Paul Bieker, who was part of the Oracle Team in the last America's Cup, is both unusual and exciting. We particularly like the bows, which remind us of the bow of the Boeing 314 flying boats that carried passengers across the Pacific for Pan American Airlines.

Fujin was built by Gold Coast Yachts of St Croix, an outfit that has built 117 boats, most of them large multihulls for the 'cattlemaran' industry. You have to have respect for any company that's built 117 large vessels — and keeps on getting orders. The Bieker design is Gold Coast's first all-carbon boat, and has a design displacement of a mere 12,000 pounds.

On June 6, Slyngstad and the honchos from Gold Coast took *Fujin* — it's Japa-

On her first day of sailing, the not-yet-complete 'Fujin' had no trouble getting the windward hull out of the water. She hit 22 knots in the process.

nese for wind god — out for her first sail. Although still not complete and missing some controls that resulted in less than perfect sail shape, she hit 22 knots in a reported 14 to 16 knots of wind. And she easily flew her windward hull. A couple of days later, she did 25 knots in 18 knots of wind! She's obviously a rocketship.

Slyngstad tells *Latitude* that she was not designed to foil, even though she has t-rudders and beautifully curved daggerboards. According to Peter Aschenbrenner of the San Francisco-based Irens 63 trimaran *Paradox*, who went from straight to curved daggerboards, the difference in speed is often tremendous. He told *Latitude* that his boat is 20 to 30% faster in many conditions because the curved daggerboard keeps the leeward hull from being driven deep into the water.

While nobody is going to mistake *Fujin* for a Moorings charter cat, Slyngstad insists that "despite *Fujin's* performance orientation, she has lots of room and cruising amenities — three queen berths, two single berths and two showers."

Nonetheless, Greg will be hitting the starting line of three big events in the Caribbean starting next February: The Caribbean 600, the St. Martin Heineken Regatta, and the Voiles de St. Barth. As such, she's going to be the first new 'cruising' catamaran to give the Gunboat G4, 55s and 62/66s a run for their money.

What would be really fun is if Bill Gibbs, owner of the 55-ft Ventura-based catamaran *Afterburner*, enters one or more of those events with his new all-carbon South African-built Schionning-designed fast cruising cat.

— *latitude/rs 05/15/2015*

Cruise Notes:

When is the best time to go north on a **Baja Bash**? We at *Latitude* continue

to believe it's after mid-June. And we're not alone. On June 15, Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 **Talion** wrote the following:

"It's really starting to warm up here in La Paz, so because of that — not to mention the early season hurricanes — it's time for me to head north. I'm calling it 'The Non-Bash' this year because, based



on my multiple easy trips north at the same time in recent years, that's what I'm expecting."

Talk about tempting fate, Patsy!

By the way, La Reina has signed up for both the September **SoCal Ta-Ta** and her umpteenth **Baja Ha-Ha**. The Ta-Ta has sold out, but there is still room in the late-October Baja Ha-Ha.

"I was en route from Panama to California and stopped for fuel at Huatulco, Mexico," reports Chris Dawson of **Aluda**. "We got stormbound because of hurricane Carlos. But the real reason I'm writing is because I had the customs officials aboard, and the most senior one insisted that we *didn't* need to get a Temporary Import Permit (TIP). Why? Because we're "in transit" to California. There seems to be a great deal of confusion about **TIPs**, and I'm worried that at my next fuel/rest stop, officials might insist that I have a TIP and/or fine me. But the harbormaster here in Salina Cruz checked to see if I'd been given the

FUJIN



IN LATITUDES



PHOTOS COURTESY GREG SLYNGSTAD



Greg Slyngstad's new Paul Bieker-designed 53-ft 'Fujin', one of the new faces of very fast cruising catamarans. How about dem bows!

correct information, and he said that I had. What does *Latitude* think?"

What *Latitude* knows is that many officials in Mexico do not know the law, or that it often gets interpreted differently depending on where you are and who is talking to you. Since a TIP only costs about \$50, and is good for 10 years, and most marinas won't let you in without one, we recommend that you get one.

We were unable to attend the presentation **Mexican officials** gave to potential nautical visitors at the San Diego Boat Show in June. Unfortunately, some of the well-versed people in the Mexican boating industry told us the information presented often wasn't clear or correct.

For example, one boatowner was about to change his mind about going to Mexico because he was left with the impression that he'd have to pay several hundred dollars every time he came into

a port for fuel. The real story is that some 'improved ports' in Mexico — such as Cabo and La Paz — charge a port fee. The last time we were in Cabo, it was \$17 a day. It's less in other places and many don't have a port fee at all.

This individual was also confused by the fact **IGY Marina Cabo San Lucas** has instituted a very expensive tariff before they'll allow you to take on fuel at their marina. To our knowledge, they are the only ones doing it, and you can get your fuel elsewhere.

We'll leave you with three thoughts about paperwork in Mexico: 1) While things are still confusing, by and large things have been going very smoothly for the last two years. 2) If you're going to Mexico with a boat you bought from someone else, or one that has a TIP that is expiring, you **must** get the old TIP canceled

before you take her to Mexico. Letting the TIP expire will *not* keep you from having big problems. 3) If your crew is going to get their visas online, make sure they do it *individually* rather than having the boatowner do it for everyone at once. Why? Because you only get one receipt per transaction, and when leaving Mexico everybody needs to show their receipt at the airport. If you don't have a receipt, you'll be delayed about an hour and have to cough up another \$20 or so.

Someone else said they heard that the **Baja Ha-Ha** was not compliant with Mexican law. We don't believe this is true. Technically, it may have been true for about 19 years until the online 'nautical visas' were made available two years ago, which to our understanding — and that of people familiar with Mexican law — precisely addressed the problem. We can also assure everyone that the Mexican government is not only very aware of the 22-year-old Ha-Ha, it loves the Ha-Ha, takes part in the starting ceremony and other ceremonies, and even contributes to it. And last year the head of immigration of Baja Norte wrote to immigration officials in Baja Sur and encouraged them to do all they could for Ha-Ha participants if any problems arose. To our knowledge, none did.

Don't go to Mexico with an expired TIP or a TIP that is in a former owner's name, and we believe you'll be fine.

The Eastern Pacific, aka Mexico, had been affected by three hurricanes as of the middle of June. **Andres**, in early June, was a Category 3 with 110-knot winds, but remained well offshore. **Blanca** also cooked up in early June with winds to 85 knots, and gave a fright to everyone in Cabo and La Paz, who still hadn't forgotten what **Odile** did to them last fall. Fortunately, Blanca took a turn for the west and missed both cities.

Although the eye of Blanca never really got close to Acapulco, her surf did, and caused very expensive damage to boats and beaches.



ACAPULCO TOURISM

CHANGES

Surprisingly, Blanca caused the most damage in Banderas Bay, even though she didn't come within 100 miles. Surf from the hurricane caused significant damage to waterfront restaurants and other shoreside facilities.

Carlos, a "tiny" hurricane with winds to only 80 knots, was a crazy Chihuahua-like storm. Although initial reports suggested that he'd eventually threaten Cabo and La Paz, he never got within 300 miles of either. However, his storm surf caused significant damage in Acapulco Bay, where at least 10 moderate to large boats were either badly damaged or sunk. Carlos continued to yap while following the coastline up toward Cabo Corrientes, where he fortunately died a sudden death at the hands of the Sierra Madre del Sur.

Speaking of West Coast weather, you've probably heard that weather forecasters say that based on ever more signs of an **El Niño** this winter, they are expecting normal to above-normal rain in California. What's the latest sign? An individual spearing a yellowfin tuna, which only come north with warmer water, from the dock inside the Dana



THAILAND TOURISM

After many years of almost-constant nautical scenery, the temples of Chiang Mai provided a nice visual change of pace.

Point Marina. The video went viral, so it's likely that you already saw it.

When you've been cruising as long as Gene and Sheri Seybold of the Honolulu- (formerly Stockton-) based Esprit 37

Reflections, it's good to get off the boat from time to time. So they've temporarily left their boat in Phuket, Thailand, to travel to Chiang Mai in the north. "We're very excited to visit the Golden Triangle, some hill tribes, and a new privately-owned temple," wrote Sheri. When they got there, Gene was probably too relaxed by the \$6/hour massage he was enjoying to get excited about anything.

Does your spouse have a **'knot rule'**, as in 'we don't turn the motor on until we get down to X knots'?

"After a strangely sedentary winter/spring, we finally got our Channel Islands-based Centurion 47 **Gazelle** out to Santa Cruz Island a couple weekends ago," reports former *Latitude* editor LaDonna Bubak. "It was about as mild as it gets, so we ended up doing a fair bit of motoring — although my husband Rob instituted an all-time low 'One Knot Rule'. Normally I get to start the engine when the boat speed drops below two knots, but for this trip it was one knot. But it was so nice both going out and coming back from the islands that I just

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lay back and pretended that I was at anchor. Saw some blue whales, too."

If your spouse has a 'knot rule', what is it?

Foraging in the Marquesas? Longtime *Latitude* friends Barry Stompe and Sylvia Steward Stompe of the Sausalito-based Hughes 48 ketch *Iolani*, which they completely rebuilt, report finding good stuff at Paul's Jungle Garden near Daniel's Bay in the Marquesas. "We were able to provision there with breadfruit, papaya, bananas, chilies, limes, pamplemousse and mint. Yum!" They always ask first.

They later continued on to Fakarava North in the Tuamotus. "We had an amazing week of drifting diving on the South Pass. We've since been catching up on the big world at our favorite Internet cafe, which is the porch of a nice couple who provide yacht services and whatever cruisers need help with."

That's a photo of Barry at the beginning of the **Esprit** story earlier in this month's *Changes*.

"I had never sailed before joining Mac and Wendy Setter, a great team,

for the 3,000-mile passage from Puerto Vallarta to the Marquesas aboard their Bellingham, WA-based Island Packet 370 **Kookaburra**," reports **Ciro Paolillo**. "After challenges and successes, times of frustration and times of elation, we arrived off the coast of Fatu Hiva in the Marquesas. From a geologic, artistic and emotional point of view, both the people and the island were breathtakingly beautiful. A day or so later we left Fatu Hiva and sailed down the coast to a cove a few hours away. Some in our group said it was the most beautiful place on earth. The owner of the cove invited all the Puddle Jumpers to a lunch at his beach. The accompanying photo is a testament to the pot of gold at the end of the trans-pacific rainbow. Puddle Jumpers rule!"

After a somewhat rough crossing from California to the Marquesas, Mike



Novice sailor but Pacific vet, *Ciro Paolillo* hangs with a bunch of Puddle Jump friends at a beautiful beach on Fatu Hiva.

and Deanna Ruel on the Delaware-based Manta 42 **R Sea Cat** had a nice three-day passage from Nuku Hiva in the Marquesas to Makemo Atoll in the Tuamotus. The latter part of the passage was particularly good: "Pleasant tradewinds, six-foot seas, and a moonlit sky filled with stars."

The Ruels make frequent use of their DeLorme inReach satellite communicator to post messages on Facebook.

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InReach uses the Iridium worldwide satellite network, and can be used to transmit emergency calls and receive responses. If you're going offshore, you might decide it has advantages over the traditional EPIRB and Spot Messenger.

Speaking of Santa Cruz Island, the largest of the eight Channel Islands, as we did a few paragraphs ago, the next four months are prime time for that 22-mile by between 2 and 6-mile wide local cruising favorite. Santa Cruz Island has 77 miles of rugged coastline, lots of sea caves, and 2,450-ft tall Devil's Peak. Although it only has two official residents, here's something you probably didn't know — it has three runways over 2,000 feet long. It is not, however, a hub for any of the major airlines.

Once the largest privately owned island in the United States, it's now owned 74% by the Nature Conservancy and 24% by the National Park Service. You have to get a permit — it's not hard to do — to visit the Conservancy part, but you do *not* need a permit to visit the National Park part.

In 1821, when Mexico still ran California, they sent 40 prisoners to Santa



R SEA CAT

After sending some messages on their DeLorme communicator, Mike and Deanna shocked locals by surfing tandem at Teahupo'o.

Barbara to help populate the area. Upon arrival, the prisoners were shipped out to Santa Cruz Island. You'll never guess the name of the place where they got off. No, it's not 'Freeman's Harbor'. Histori-

ans remain mystified as to how popular Smuggler's Cove came by its name.

Less crowded than Catalina but without stores or services, Santa Cruz Island is as little as 21 miles from Santa Barbara, 17 miles from Ventura Harbor, 17 miles from Oxnard Harbor, 54 miles from Marina del Rey; 85 miles from Newport Beach, 144 miles from San Diego — and 6,058 miles from Cape Horn. If there were cell and data service at Santa Cruz Island, we and a lot of others would spend a lot of time out there.

Seventy-eight and still going strong! Most *Latitude* readers are familiar with the amazing story of Jack van Ommen of Gig Harbor, Washington. After going bankrupt in his sixties, about all Jack had of value was the Naja 29 **Fleetwood** he'd built from a kit and done the Singlehanded TransPac with many years before. Armed with the boat, about \$15, and the promise of a modest monthly Social Security check, he took off around the world from Northern California. We've lost count, but in the subsequent nine years he cruised little *Fleetwood* at



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least 40,000 miles and to more than 40 countries.

Unfortunately, *Fleetwood* was splintered in a box cove at Tagomago in Spain's Balearic Islands after a wicked three-day storm in late 2013. When offered money following the loss of his boat, van Ommen declined, saying he had about \$5,000 in the bank and thus didn't need any support. Jack later found a sistership to his original *Naja 29*, bought her, and has been preparing her for more cruising. He told *Latitude* that he'll be leaving the Pacific Northwest for South America, via the California coast, starting in about September.

A native of Amsterdam and one of *Latitude's* heroes, van Ommen is also the author of *The Mastmaker's Daughters* and is working on *Soloman*, a book about his nine years of cruising the world on a small boat and small budget. We haven't had time to run this by Jack, but if your yacht club or organization is looking for a speaker during the time he cruises down the coast later this summer, we can't think of a better or more inspira-

tional one than Jack. You might email him at www.cometosea.us to see if he'd be interested.

As has been reported in *Latitude* several times in the last six months, thanks to the **Schengen Agreement**, Americans — even if they are Americans with boats throwing around big bucks — have to leave Schengen-Area countries (meaning almost all of Europe) every three months for three months before they can return for another three months. Yes, it's ridiculous, and it's counter to struggling Europe's financial best interests. The Europeans know it's a dumb policy, and legislation has been introduced to repeal or modify the law. Alas, government everywhere moves at a glacial pace — except when approving compensation packages for them and their friends.



The Wanderer and de Mallorca have been getting delicious filets like this, with bread, a nice glass of red, and dessert in France for \$14 U.S.

Hoping to spur the Schengen folks on is the **Ocean Cruising Club** of England, which has created a survey for potential nautical visitors to Schengen-Area countries. They hope the results of the survey will convince the Schengen folks to take action sooner rather than later. If you're planning on cruising to Europe anytime soon — and thanks to the big tumble of the euro and other factors, it's on sale as it hasn't been for a decade — you might



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want to fill out the Ocean Cruising Club's survey. You can find it at <https://goo.gl/wkMWxk>.

By the way, several *Latitude* readers who are cruising in Europe have been able to work around the 90-day limitation in various ways. But it's been a tremendous waste of time and money for all involved.

How inexpensive can it be to cruise Europe? It's not going to be cheap along the Med. But having been canal cruising **Majestic Dalat** for the last six weeks in the clean and sail-crazy Netherlands, Belgium and northeastern France, the Wanderer and Doña de Mallorca can report that it's stunningly inexpensive. Indeed, it's a perfect option for 'six and six' cruisers who want to do something fun and cheap when they're not on their boat in the tropics for the six months of winter.

First of all, you can buy all the canal boat you need for all Europe in Friesland for \$20,000 — or about the same as an RV. Insurance is a couple of hundred a year, winter storage is about \$800 for eight months. You can also moor all over

the place for free. But why? We're paying about \$7 a night in Charleville-Mezieres in a beautiful park-like setting with water, electricity, showers and high-speed Internet included.

The biggest surprise is how cheap everything is, including the food in the groceries to the food in the restaurants. We've been paying about \$28 U.S. — for the two of us — for terrific meals in great settings. That includes a glass of very passable wine for each of us, and sometimes dessert, too. If you don't believe it, we wouldn't be surprised, because after six weeks we still don't believe it ourselves. We are, however, in rural northeast France rather than Paris.

The downside of canal cruising is that it can be incredibly slow, as both many locks and speed limits of less than five mph mean it can literally take months to get from one place to another. It can be surprisingly tedious driving the boat, too, as the canals and rivers are often no more than 100 feet wide. But much of

it is very beautiful and tranquil. It's not something you'd want to give up sailing for, but it's a nice alternative for a few offseason months.

One reason **Europe** has been so much less expensive than before is the relative drop in the value of the euro against the dollar. In 2008, it was 1.60 euro to the dollar. In 2011, it was 1.47 to the dollar. In 2014, it was 1.35 to the dollar. Although recently it's settled at around 1.14 to the dollar, it was once as low as 1.04 to the dollar.

More next month, or you can follow Richard Spindler on Facebook for tons of photos and reports.

For Ha-Ha and others who will be **headed south this winter**, the exchange rate keeps getting more favorable in Mexico, too. In 2011, a dollar was worth 12.5 pesos. As late as 2014, it was 13 pesos to the dollar. Now it's been as much as 15.5 to the dollar! Unfortunately, some cruiser expenses, such as marina slips, are calculated in dollars. But almost everything else is lower because of the exchange rate.

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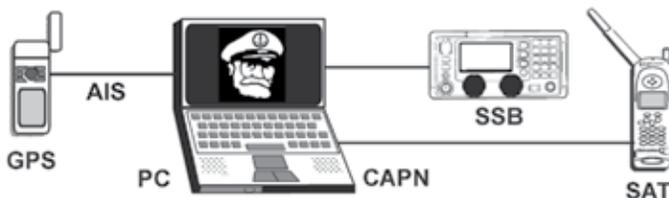
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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.



15-FT SKERRY, 2015. Petaluma. \$3,900. New. Gorgeous 15' mahogany, double-ended pulling boat. Beautifully made and finished using finest materials. Aluminum trailer. Spoon bladed oars. No rig or sail, but can be easily added. View at www.sailboatlistings.com/view/51003 or contact markl@archplastics.com.



20-FT SPIRIT-OF-TRADITION, 2012. Newport Beach. \$12,000. Noel 20-Ft LOA, 850lbs ready to go, epoxy/cedar 2012, new trailer. Carbon/glass mast, keel & rudder. 2 mains, 2 jibs. Classic looks, quality workmanship. Info and pictures at www.flickr.com/photos/exactair/sets/72157654611697551. Contact (714) 745-6789 or ExactAirUSA@gmail.com.



24-FT PACIFIC SEACRAFT DANA, 2001. Channel Islands Harbor. \$86,500. Excellent condition. Leave today. Monitor windvane, twin RF headsails, 2 poles, asymmetrical spinnaker, Maxwell windlass, Max-Prop, mast steps, B&G radar/chart and more. 50% partnership considered. Contact (805) 469-2460 or mwilson501@gmail.com.



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10-FT PORTA-BOTE, 2014. Elk Grove. \$1,500. New. Oars, tie-down straps and seats included. Information at (916) 647-6203 or (916) 595-8035 or davidgagne84@yahoo.com.

PYGMY OSPREY KAYAKS. Osprey Triple w/rudder \$3,500. Osprey 13' \$1,800. Or both for \$5,000. Spray skirts, cockpit socks, 3 paddles, 2 PFDs. New varnish, ready to go! Info at (707) 738-9387 or (707) 944-2311 or lee@awarecare.com. Stats on website: www.pygmyboats.com.

24 FEET & UNDER

24-FT C&C, 1976. Sausalito. \$4,400. Great sailing family Bay boat, stiff and fast, solid construction, roller furling jib, 6hp Mercury 4-stroke. Also have complete original owner's manuals. Contact Dave at davesdivingservice@gmail.com or (415) 331-3612.

22-FT CAL, 1987. San Mateo. \$6,500. Perfect condition, professionally maintained. New upholstery, sails, and trailer. Many extras: 9.9 Honda, dinghy, stove, toilet, bbq, autopilot, furler. Very comfortable. Ready to sail. Call or email: (415) 308-8597 or geoffreygales@gmail.com. Thanks, Geoff.



PACIFIC SEACRAFT DANA 24, 2001. Anacortes, WA. \$84,000. Cutter-rigged. Refit/relaunch 07/14. Yanmar 2GM20F - 685 hrs. Max-Prop. New: bottom paint, AGM batteries, laminated bowsprit, ocean canvas dodger and canvas covers, running rigging, GPS receiver. Contact rhamel@mac.com or (310) 823-8900.

19-FT WEST WIGHT POTTER, 1998. Sunnyvale. \$12,000. Excellent condition. Rigging and lines controlled from cockpit. Newer full batten mainsail and a self-furling genoa. Marine radio, knot-meter, depthsounder, more extras. Ask for pictures and listing at (408) 245-3218 or sebakewes@gmail.com.

24-FT LAPWORTH GLADIATOR, 1969. Alameda. \$2,000/obo. Solid Bay boat. Very clean, new interior. New cushions. New electrical power panel. New shore power hook-up. VHF. New lifelines. Roller furling. New Quantum jib. 15hp OB. For info contact (510) 776-0821 or srt80@live.com.



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DANA 24, 1991. Berkeley. \$64,900. Great shape. Staysail, Autohelm. Many new improvements: mainsail, AIS, Garmin chartplotter, battery monitor, LED nav lights, Max-Prop, 110% genoa, standing rigging, Furuno radar, Simrad VHF/Ais radio, North Sails gennaker. Contact dktalton@gmail.com.



24-FT TRUMP YACHT, MARGARET D. 1974. Reno. \$10,000/obo. Cutter-rigged ketch, fiberglass hull with teak trim and custom interior. Original sails in good condition, jib on roller furler, self tending staysail, main and mizzen. 2013 Tohatsu 8hp with electric starter in motor well. 1996 Trailrite tandem axle trailer with new tires. Summers only at Lake Tahoe; a very pretty little ketch. Ready to roll for some cash near \$10k. More info at <http://reno.craigslist.org/boa/5064986963.html>. Contact (775) 229-0976 or (775) 329-5690 or ted.fuetsch@gmail.com.

25 TO 28 FEET

25-FT CATALINA 250 WK, 2004. Tracy, CA. \$22,500. 2004 Catalina 250 swing keel, with trailer. Great condition. Honda 9hp outboard, VHF, stereo, speed and depth. Shorepower. Great day boat, and super camper! Info at (209) 836-2552 or cat250@sonic.net.



26-FT INTERNATIONAL FOLKBOAT. (Modified), 1972. Alameda. \$29,900. Blue-water cruiser, fiberglass, fully rigged for world sailing. Double-spreader aluminum mast. Lines to cockpit. Windvane. Autopilot. Radar. Liferaft. Parachute anchor. Sail inventory for all conditions. Asking price reduced. Beautiful, serious boat. Family events require sale. Email for info to jdarh@lycos.com.



26-FT MACGREGOR, 1987. Alameda. \$8,500. W/trailer includes a recently serviced electric-start 9.9hp in very sound condition. Complete cockpit cushions, interior is like new. New items include: jib, mainsail cover, LED lighting and all lines. Private toilet area, pop-top - canvas "like new," two new batteries. Immaculate and definitely ready to sail today! Info at <http://tinyurl.com/njw8sxw> or contact (510) 253-5883 or mac26forsale@gmail.com.

28-FT NEWPORT, 1980. Marina Bay, Richmond. \$6,500/obo. Diesel, wheel steering, new batteries, new fuel tank, spinnaker, pole, roller furling jib, depth/knotmeters, full cushions. Great Bay boat, sails beautifully! (209) 527-7530 or (209) 204-7137 or Mike.chiavetta@gmail.com.



CATALINA 27, 1981. Stockton Sailing Club. \$5,000/obo. Very reliable Universal diesel. The bottom has been completely redone. It has a roller furler, VHF, CD/radio, autopilot, and wash down pump. Cockpit cushions included. Sleeps up to 5. A great boat for the Delta or SF Bay. For information or pictures, contact Jerry. (209) 969-4982 or jerry.schwartz1513@sbcglobal.net.

26-FT MACGREGOR, 2003. \$18,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$23,500. Lyle Hess-designed world cruiser. Trailerable. \$20K restoration and partial refit. You add cushions, electronics. See website for photos, history, details: <http://sites.google.com/site/norsea27forsale/home?> Contact: lewiskeizer@gmail.com or (831) 345-9384.

26-FT ERICSON, 1968. Cheyenne, WY. \$5,000. Many new updates, including 9.8 Nissan. Ready for use. No updates needed! Will deliver for one-way fuel cost. Will email pictures. No trailer with sale. (307) 214-2454 or bbjacques@msn.com.



26-FT MACGREGOR 26X, 2001. Yuba City. \$18,500. Well kept boat with 50hp, 4-stroke Yamaha under 30 hours. Custom 1K cover, bimini, jib, 130 genoa, spinnaker, GPS, trailer, new batteries, stereo, VHF. Perfect for San Pablo Bay and shallow water. Light weight towing. (530) 674-1432 or wp_green@yahoo.com.

25-FT CATALINA, 1977. Clearlake \$6,600. Swing keel, pop top, outboard, autopilot, Sunbrella cover. Dual axle trailer, hydraulic brakes, tiller, swim ladder, Porta-Potti, main, jib, genoa, mast raising gear. Good interior. 30 feet from launch ramp. Contact greenlion@sbcglobal.net or (707) 489-6288.



27-FT US YACHT (BAYLINER), 1982. Emery Cove Yacht Harbor. \$10,500. Teak interior. Stove/sink/head, roomy. New outboard motor/mount/controls. All gear in good condition. Sails great. You will love this boat as we do. Contact (916) 524-8030 or clive.delany@gmail.com.

CATALINA 27, 1985. Oakland Marina. \$12,500. Good condition. Autopilot with many new lines. Bottom redone 2014. Ready to sail. Email for more information: guang_8412@yahoo.com.

29 TO 31 FEET



ERICSON 30+, 1986. Redwood City. \$15,900. Universal diesel with rebuilt Hurth transmission, wheel, furling jib, dodger. Autopilot, depthsounder, wind indicator, GPS. Good singlehanded with self-tacking jib and all lines led to cockpit. Please call (408) 691-7271.

29-FT CAL, 1974. Berkeley. \$14,000. 2GM20f under 300 hrs, recent clean survey, rebuilt/painted mast, lines run aft, new standing rigging, large sail inventory. Info at <http://cal29berkeley.wordpress.com/2015/05/11/2012-2015/>. For photos and list of upgrades: (415) 572-8014 or jasoniakis@mac.com.



31-FT CATALINA 310, 2000. Pier 39. \$75,000. Well maintained turnkey coastal cruiser. Ready for weekends on the Bay or racing. New mainsail 2011, new lifelines, new heat exchanger, aft motor mounts replaced and more. More information at <http://harmonyboat.weebly.com/>. Contact dreyses999@gmail.com or (408) 431-4333.



31-FT PEARSON SLOOP, 1978. San Rafael, CA. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing rigging. All manuals, most receipts, two surveys, more pics available. San Rafael berth. Contact Tom at (408) 316-3744 or tarlowt@gmail.com.



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30-FT WYLIECAT, 1997. Santa Barbara. \$84,500. *Dazzler*. Major refit 2007-08, Yanmar diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shore-power, charger. Seller highly motivated. Email: rrwawles@gmail.com.

29-FT ERICSON, 1975. Napa Valley Marina. \$3,000/obo. Good shape, newer rig, Pineapple sails, updated gear. Yanmar. No cushions, needs light mech/elec, tlc. Great Bay or coastal boat. As is - where is. Dry stored. Serious inquiries only please. Contact e29forsale@gmail.com.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. *MaxSea* sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.



30-FT ERICSON 30+, 1984. Richmond. \$17,500. Well maintained including recent yearly diesel service. Wheel, full battened main, self-furling jibs (new 110, good 140). Asymmetrical spinnaker w/dousing bag. Depth, speed and wind instruments at wheel. Autopilot, GPS, radar, VHF and stereo. Dodger, quick jacks, all lines led aft. Cockpit cushions, 2 anchors. A really lovely boat. Contact (707) 824-4403 or drboett@pacbell.net.



30-FT S2, 1978. Alameda. \$12,500. Center cockpit, wheel steering, autopilot, new Yanmar (2009) 5 hours on engine, aft bunk, TV, reefer, microwave, gas stove. Good condition, liveaboard. Needs bottom paint and miscellaneous maintenance. Call (530) 559-4639.

CATALINA 30, 1978. Berkeley Marina. \$15,000. Turnkey, thoroughly refitted over the last 3 years, actively cruised and raced inside/outside the Bay. Yanmar diesel, wheel. More info at <http://sfbay.craigslist.org/eby/boa/5065309583.html>. Contact (510) 708-5581 or greg@gregotoole.com.

WYLIECAT 30, 2004. Alameda. \$115,000. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pineapple carbon main, Santa Cruz dacron main, Yanmar 1GM10, cockpit cushions, shore power. Contact (510) 366-1476 or j_tuma@comcast.net.



CHERUBINI HUNTER 30, 1978. Sausalito. \$19,900. Very sound Bay boat, sailed at least twice a week. Self furling main and jib, all lines led to cockpit. Four cockpit winches, two self tailing, all rigging excellent. Lewmar v700 windlass w/ CQR 35, 80' chain and 300' rode. Wheel steering, custom seat, custom cockpit table. Yanmar 12YSM diesel freshly rebuilt. Fully rewired w/Heart inverter, 2AGM batteries. Belowdecks, new upholstery, LED lighting, oversized water heater, rebuilt head. Great sound system, Magma party kettle. Fresh bottom, new prop and shaft, dripless packing gland. Needs nothing, ready to sail. (415) 745-2292 or stephan.sowash@gmail.com.

29-FT CAL 2-29, 1978. San Diego. \$12,500. Well maintained Cal with tons of equipment. Galley aft layout(!). Universal diesel, wheel, gel batteries, radar/GPS, Autohelm 4000, furling, new North main, spinnaker(s), staysail, new Sunbrella. Pics on craigslist: <https://sandiego.craigslist.org/csd/boa/5067975561.html>. Call (949) 500-9631.



ERICSON 30+, 1982. Santa Cruz. \$16,000. Designed by Bruce King. Full inventory of sails, diesel engine with low hours, autopilot, electric tabernacle system. All lines led to cockpit for easy singlehanded. Good day sailer, pocket cruiser or liveaboard. (831) 332-4291 or californiapat@yahoo.com.

32 TO 35 FEET



33-FT RANGER SM, 1976. Paradise Cay Marina. \$20,000. Gary Mull-designed race/cruise boat. A well cared-for Bay Area favorite. Easily singlehanded or raced and a comfortable weekend. 18hp FWC Yanmar, 110, 135 and sym kite, depth/speed/wind gauges, Autohelm. Very comfortable below with TV, microwave, H/C water, 12V fridge, 12V head and 110V power outlets. Too many upgrades to list. Showing 7/1. Call (415) 525-7053 or Email for complete spec sheet: mike.sail@hotmail.com.



32-FT FUJI, 1976. Sausalito. \$16,500. Thick fiberglass hull and decks. Classic teak interior. Diesel engine-low hours. CNG stove. New head and canvas covers. Roller furling jib. Back on the market with brand new transmission and newly refurbished cockpit. See the boat - make us an offer. Contact (415) 272-1602 or ashirek@sbcglobal.net.

35-FT ERICSON 35-3, 1984. Berkeley. \$35,000 Firm. Offshore prep. Dodger, radar, SSB, belowdeck auto, AIS. Too much to list. Email for a complete list: thomas@spinnakerelectric.com or call (707) 235-6238.



32-FT MARINER, 1971. Sausalito \$39,500 Recent professionally refit classic Japanese-made (Hull #1) fiberglass ketch. New standing, running rigging, headsail, furler, cockpit teak overlay, dodger, canvas, panel, wiring, head, hoses, chartplotter, VHF, paint, varnish. Has Perkins 4-108, SSB, radar, wind, solar, 300-ft chain, 2 anchors, windlass, Force 10 stove, A-B fridge, davits, main, mizzen, staysail, trysail, shade canvas, 6'3" headroom, solid mahogany below. Great lines In *Good Old Boat* - Jan. 2014. Outstanding Mexico boat. See Craigslist for pictures: <http://sfbay.craigslist.org/nby/boa/5032683535.html>. Email: tom_kucera@hotmail.com.



32-FT WESTSAIL, 1972. Portland, OR. \$32,500. Factory finished with many upgrades. She is well maintained and is ready to sail south in the Baja Ha Ha, or? Double reef main, staysail, roller furling headsail, reacher/drifter, two-speed self-tailing primary winches and self-tailing main halyard winch are just a few things. Perkins 4-108, custom fuel filter and oil filter. High output alternator. Contact Gerald for photos and more information at gastrella@aol.com or (541) 556-1113.



32-FT PEARSON 323, 1979. Alameda (Marina Village). \$21,000. Sloop rig with fin keel, skeg rudder, keel stepped mast, with high bridge deck. Volvo Penta MD11-23 horsepower diesel. Great to singlehand or take a group out on the Bay. Boat has been well maintained and regularly sailed approximately once per month over the past 4 years. You can step aboard and sail. One mainsail, 2 headsails (95% and 125%), all good condition. More info at billaction66@gmail.com or (508) 439-1159.



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35-FT ERICSON, 1972. Berkeley, CA. \$20,500. Cherry condition. Good sails. Universal diesel. 2013 survey. Wood all refinished. Interior very clean: wood grain cabin sole, flat screen TV, surround sound/CD/DVD/X box. Great liveaboard. Contact quickjantony@gmail.com or (510) 213-0202.



32-FT ARIES 32, 1981. Maui, Hawaii. \$52,000. Bluewater double-ended cruiser, amazing sailer (not a wetsnail). South Pacific ready! New rigging, sails, radar, AIS, GPS, SSB, satellite, VHF and solar powered electric auxiliary motor! More information at www.sailingkealoa.com. Contact petert@petert.com or (808) 264-5891.



WESTSAIL 32, 1975. Brickyard Cove, Richmond, CA. \$28,000. Excellent condition. New 44hp Yanmar diesel, roller furling jib, 7 bags of headsails, Aries windvane, Shipmate 3-burner stove, 3 anchors, new dodger, AC/DC, VHF, stereo radio, trickle charger, galvanic isolator. Recently hauled and bottom painted. Teak and mahogany interior looks like new. Contact johnohareLL@comcast.net or (925) 324-6906.



35-FT J/105, 2000. Brisbane Marina. \$82,000. Well maintained J/105. A race boat that really performs and equally fun just cruising the Bay! See photos at website: <http://youtu.be/REJe584qU8s>. Contact Vivian for further details at (650) 619-4262 or herrera.viv@gmail.com.



RANGER 33, 1977. Santa Cruz Harbor. \$12,000. Gary Mull design. Good condition. In berth Santa Cruz Harbor (A-15). Dove Sailing routinely cleans bottom. Will need bottom paint. Atomic 4 diesel engine. Usual sails including spinnaker. For more information contact (831) 345-2656 or dranthonycalciano@gmail.com.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft. carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast and boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at www.danger-zone.net. Contact Steve at (617) 838-4648 or info@americanglobal.org.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. 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.



36 TO 39 FEET



37-FT HUNTER CHERUBINI CUTTER. 1984. Sausalito. \$32,000. Ideal Bay boat; popular cruiser. Navico below deck autopilot; cruising spinnaker, Garhauer solid vang, Avon inflatable, teak interior, sleeps 5, shower stall, microwave, low-hour Yanmar diesel. More info at www.lauralei.com/Hunter-37/. Contact (415) 332-2555 or boat@gregorys.org.



36-FT NONSUCH, 1989. Sausalito. \$87,500. Beautiful condition, recently refit, continuously upgraded and well maintained. Easy to singlehand with two electric winches and all sail handling done from the cockpit. New Pineapple sail. Trade +\$ for Amel Maramu. More info: www.sailboatlistings.com/view/50642. Contact: markl@archplastics.com.

38-FT BLUEWATER INGRID, 1977. San Rafael. \$38,000. Archer/Atkins ketch. 2-cyl Saab diesel. Solid teak interior and deck. Tanbark sails. Fully found. Needs topside hull paint. Liveaboard berth. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. (562) 899-0774 or sswells@att.net.

TAYANA 37 MK II CUTTER, 1986. French Polynesia. \$76,000. Well equipped, well maintained. Voyaged extensively, and is ready for more. Currently moored in Tahiti. Custom aluminum hard dodger and plenty of offshore gear. For photos and details go to website: http://go2anna.blogspot.com/p/boat_18.html or contact T37anna@gmail.com.



36-FT CATALINA, 1983. Coyote Point. \$39,000. Equipped for ocean racing or cruising. Two DSC VHF, two sets of running lights. Two asymmetrical spinnakers, spinnaker and whisker poles, three jibs, AIS, autopilot, wind, speed, depth, and dodger. Contact (650) 868-8882 or mark@gg401k.com.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveaboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact ingridketchseptember@gmail.com or (360) 507-0541.



39-FT C&C 37/40XL, 1989. Port Huron, MI. \$100,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: www.flickr.com/photos/cclver/. Call to discuss. (919) 656-8899 or sailingnc@gmail.com.



36-FT CATALINA, 1983. Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure & hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or cwurzner@yahoo.com.



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37-FT TAYANA, 1978. San Francisco Bay. \$92,000. Mk II cutter, Restored with upgrades and extras. *Soltara* is a salty classic, a beautiful and comfortable cruising boat in great shape. See website for details and photos: <http://sites.google.com/site/tayana37soltaraforsale/home>. For info: soltara.tayana37@gmail.com.

37-FT HUNTER, 1979. Alameda. \$39,900. Solid and well maintained Bay boat or coastal cruiser in sail-away condition. Beautiful and efficient Cherubini design. Cutter rig makes easy handling. Teak and holly interior woods. 27 Yanmar with low hours. Spare sails. Furling jib, self tacking staysail. Fresh bottom paint. Wheel steering. New dodger and sail covers. Shower. Electric head. Health issues force us to sell after 15 years. Specifications at the site: www.snplamont.blogspot.com. Please call (916) 207-3194.



39-FT CAL, 1971. Oceanside, CA. \$20,000. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: (949) 280-6220 or granahan@cox.net.



36-FT CATALINA CRUISER, 1983. Oxnard, CA. \$49,500/obo. Fully loaded and ready for coastal, long distance and/or regional travel. Very comfortable as a liveaboard. We have owned the boat for 15 years and moved to Hawaii, never thought we would sell her. Professionally maintained and upgraded. Will consider real estate trades or other tangibles. Big Island of Hawaii A+. Aloha, Captain Dave. For details contact (805) 218-4711 or captaindave_ventura@yahoo.com.



38-FT BENETEAU FIRST 38S5, 1991. Vallejo, CA. \$64,500. 2006 PacCup winner, SSB, heater, radar, recent rod rigging/bottom, Philippe Starck wood interior, dodger, Max-Prop, Volvo diesel, AGM batteries, Dutchman, private owner's head. Contact: (916) 233-6269 or (916) 441-4441 or jvetter@vetterlawoffice.com.



36-FT FARR, 1976. Berkeley. \$15,000/obo. Experienced and successful IOR racing sloop. Rebuilt diesel BMW engine, 8-man life raft, full complement of sails. See website for photos and details: www.buckart.net/blog/. Contact (510) 841-1445 or buckartrocks@gmail.com.



38-FT MORGAN 382, 1978. Alameda. \$45,000. *Skylark* sailed in the Bay and offshore for 25 years. She is set up for doublehanding. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. More info: (650) 722-4546 or darlene@jscpm.com.

36-FT CAVALIER, 1976. San Rafael. \$24,500. Peterson design, cruise equipped. Never raced. Thirty-year owner. Gorgeous mahogany interior. Custom NZ build. Yanmar 3HMF, 675AH batteries with smart charging, 2 alternators, Marinetics panel. Hot/cold pressure water, cabin heater, two burner Kenyon, new cushions. Dodger/bimini frames, Bottomsider cockpit cushions, two depth sounders, Maxwell 44 ST, Nilsson windlass, two autopilots (tiller), two compasses. Main, #1, 2, 3, 4, storm, 3/4 oz spinnaker. (415) 312-1999 or triplewatson@yahoo.com.



39-FT HORIZON NEMO, 1985. Marina del Rey. \$69,000. SSB, liferaft, water-maker, EPIRB, solar, wind generator, AGM's, electric windlass, hard dodger, Yanmar 30, chartplotter, radar, dinghy, outboard, spinnakers, solid rigging, Monitor windvane. <http://losangeles.craigslit.org/wst/boa/5018522754.html>. Contact (831) 402-9069 or Heidyg28@gmail.com.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. \$69,000. Cruising sailboat, day trips, cruising (Mexico for month). Raymarine autopilot, dinghy w/outboard, bimini. Original owner CG captain. See Jeannau website, "previous models," for pictures. (760) 980-0204 or marshallkagan@yahoo.com.

38-FT INGRID, 1988. San Diego waterfront - Laurel St. \$28,000/obo. Seaworthy vessel, completed trip down Baja and the bash back recently. Has great sails/ground tackle/safety gear. Easy to singlehand, ready to sail. Contact (805) 332-1996 or Reid.brown333@gmail.com.

40 TO 50 FEET

41-FT NEWPORT, 1984. Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact chardonnaymoon@att.net or (916) 217-6908.



42-FT COMANCHE, S&S DESIGNED. Ft. Baker \$39,500/obo. F/G, bulletproof construction, ocean-cruising sloop. Modern underbody, fast, doublehander. Refit-mast, new Doyle sails, rigging, wiring, interior, dodger and anchor gear. Excellent Perkins diesel. New LPU topsides, bottom paint, prop. Liveaboard possible. 2-boat owner must sell. (415) 713-6876.

40-FT CAL, 1965. Alameda. \$29,995. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. Please email or call for information and pictures. (510) 507-0200 or sailorkh@yahoo.com.



42-FT TATOOSH, 1981. Alameda. \$110,000. By Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise ready. Beautiful teak interior, 2 cabins, 2 heads, Seasair heater/air conditioner, new dual Seafrist refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, Dyer sailing dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmin's, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. (415) 497-9079 or jonessail@aol.com.



50-FT STEEL CRUISING SAILBOAT. 2000. San Diego, CA. \$290,000. Comfortable, sturdy, lovely cruising sailing with around-the-world style. Backup Gardner engine runs at 1000rpm less than one gallon per hour. Reduced price for summer sale. Cutter rigged with power in mast furling and power furling. Some Spectra rigging. Custom interior. Great visibility. Dinghy and life raft. New Zealand-built precision, gorgeous. Contact (303) 845-0747 or (303) 442-7391 or Kendubach@msn.com.



40-FT SANTA CRUZ, 1983. Alameda. \$62,500. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. Contact (408) 807-9630 or egs@alum.berkeley.edu.



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47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$239,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosigne digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furlux genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Please call for additional equipment. Excellent condition. Original owner. Call (916) 969-8077 or curtis@surewest.net.



47-FT WOODEN OCEAN CRUISER. 1971. Opuia, New Zealand. \$100,000/obo. This is a one-of-a-kind San Diego custom-built wooden cutter with a beautiful story and a proven bluewater track record. March 2015 edition of *Latitude 38* magazine for her story. Come sail the waters of New Zealand, the Pacific Islands, and beyond! More info at <http://sandiego.craigslist.org/csd/boa/4984172082.html>. Contact brianamoseley@gmail.com.



40-FT HUNTER 40.5, 1996. Vallejo, CA. \$78,000/obo. 50hp Volvo diesel. Garmin chartplotter, depth, wind, radar. Autopilot. Wind turbine. Well maintained. Beautiful much loved boat, moving. Contact (707) 694-7323 or sailortinney@gmail.com.



43-FT BENETEAU 423, 1987. South Beach, SF. \$119,950/obo. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or beneteauforsale@gmail.com.



45-FT EXPLORER KETCH, 1979. Emeryville. \$42,000. Great cruiser or live-aboard, well-built fiberglass ketch, 2 cabins, 2 heads, 200hrs on Cummins diesel. Beautiful teak Interior, many new upgrades but still needs some work. Motivated seller! Contact (253) 370-0269 or dan@danhartjoy.com.



40-FT C&C, 1981. Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact garyfox@att.net.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxuvsa/4REqVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



41-FT CHEOY LEE KETCH, 1979. Sausalito. \$75,000. LOA: 40'9" / DWL: 32'6" / Beam: 12'6" / Draft: 6'. New 55hp Yanmar engine. Autopilot, feathering propeller. Call Wayne Brown: (916) 442-0933.



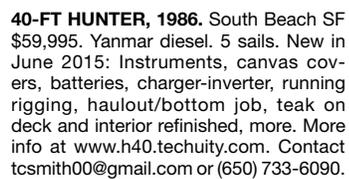
44-FT HUNTER 44DS, 2007. In California. \$185,000. Price reduced! Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 620 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handhelds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600Ah AGM starting and house batteries, 2.4kw inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! Please call (602) 421-9964.



41-FT CT, 1976. Vallejo, \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.



45-FT GARDEN YAWL. One-off, double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or ? to finish renovation. More info at (916) 847-9064 or steve@paradigm pilgrim.com.



40-FT HUNTER, 1986. South Beach SF \$59,995. Yanmar diesel. 5 sails. New in June 2015: Instruments, canvas covers, batteries, charger-inverter, running rigging, haulout/bottom job, teak on deck and interior refinished, more. More info at www.h40.techuity.com. Contact tcsmith00@gmail.com or (650) 733-6090.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. More info at www.sanctuarycharters.com/sabbatical.php. Email: office@sanctuarycharters.com



40-FT FARR DESIGN. Beneteau First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$109,500. This beauty has what it takes to win races and be a luxury cruiser all in one. Well maintained, in great shape, ready to win for you, coastal or ocean! Call (415) 250-1942.



44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgrippd new nonskid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlessummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



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43-FT ROBERTS FIBERGLASS KETCH. 1989. Morro Bay. \$65,000. Center cockpit, aft cabin ketch. In-mast furling w/new sails. Perkins 4-236 and 10kw diesel generator. Fully equipped, seaworthy family cruiser. Will consider smaller sailboat as partial trade. More info at (805) 674-0678 or CAPTJJ@charter.net.



45-FT REICHEL PUGH, 2007. KKM1 Richmond. \$350,000. *Criminal Mischief* R/P-45 ocean racer. Great condition. Four time Hawaii race division winner. Loaded with all necessary gear for ISAF cat 1 ocean racing, including support trailer. Email: andresownemail01@gmail.com.



53-FT SPENCER SLOOP, 1979. Alameda. *Cheers* is outfitted to go cruising. Well maintained in excellent condition. 24-year maintenance log is up to date. 3-staterooms. 2 heads each with a shower. Volvo TMD40A, 120hp. Numerous engine spares. 10 sails, 4 headsails, 3 spinnakers, storm sails and an anchor riding sail. Hydraulic backstay. 6 person Zodiac life raft. EPIRB. Raymarine radar. Simrad AP20 autopilot. 24gal per hour watermaker. SGC Ham/SSB. Northstar chartplotter. 11-ft dinghy with 15hp. Xantrex sine wave inverter. 200 amp Balmar alternator, 3 battery banks. Propane water heater. Surround sound music system, large flat screen TV. 3 anchors. Asking price: \$259,000. Photos online at <http://m.imgur.com/a/NjBUD>. Please contact (510) 846-2353 or casey_2020@yahoo.com.



33-FT SEAWIND 1000, 1998. Los Angeles. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at (512) 750-5735 or Cabosportsfrank@yahoo.com.



45-FT COLUMBIA, 1973. Oakland. \$35,000. The perfect liveaboard! Two staterooms, two heads, roomy galley and plenty of room for a couch and recliner! Perkins 4-108. For more information, contact Michael at michael@rossiexpo.com.



45-FT CUSTOM KETCH, 2013. Long Beach. \$69,000. New (almost) 45' full keel fiberglass ketch. Built on a bare CT41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr-old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@yahoo.com.



68-FT DEERFOOT, 1980. Newport Beach, CA. \$319,000. Beautiful Doug Peterson/Steve Dashew performance cruiser will turn heads in any harbor. Significant refits in 2000, 2004 and 2008. Hall Spars carbon rig, Yanmar diesel, Northern Lts genset, Spectra watermaker, Technautics refrig, North sails. Deerfoot is a Ha-Ha and Mexico veteran and ready to go again. For more details call (714) 915-8047 or john.fradkin@gmail.com.



35-FT BENETEAU CATAMARAN, 1986. Ensenada, Mexico. \$69,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



45-FT FASTNET, 1974. Portland, OR. \$49,000. Price reduced! Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.

51 FEET & OVER



60-FT PAMPERO, 1980. San Carlos, MX. \$59,000. For sale, partnership or trade: *Pampero*, a sixty-foot ketch with blueblood lineage, a "one off" duplicate of *Gaicho* (read *Seagoing Gaicho* by Ernesto Uriburu), a Manuel Campos design that won the bluewater cruising award in 1947. A few amenities: full complement of sails, Monitor wind vane and accompanying autopilot. Forward sensing sonar, radar, hydraulic windlass, an engine-driven bilge pump along with electrical and manual back ups, three anchors and high-tensile galvanized BBB anchor chain, boom brake, many spare engine parts, work bench with vise, SSB, VHF and so much more. (530) 620-7275 or (831) 383-8879 or syjen@pacbell.net.

51-FT JEANNEAU, 1994. San Francisco. \$129,000. 4 cabin, B Farr wing keel sloop design, Perkins 4236 8hp 4-cycle outboard w/dinghy, Frigoboat system. Recent survey. What a boat at this price! Contact bluheronmex@yahoo.com.



42-FT JEANNEAU 42DS, 2007. Marina del Rey. \$239,000. Turnkey, mint condition, beautiful deck salon. Light and airy. 220 engine hours. Radar/GPS/chartplotter/smart pilot, Raymarine electronics. In-mast furling mainsail, (3) electric winches. Roller furling genoa. Diesel heater, 600 amp hours, inverter, upgraded Balmar alternator. Yacht completely bonded with diver plate. New paint 2015. Aft owner's cabin has king-sized island berth with custom hinged insperspring mattress. Aft head with shower, electric toilet. Forward cabin with separate private head. TVs: 40-in, 30-in, 12-in w/DVD. Ice maker. Huge teak cockpit, twin helms, full enclosure, cockpit cushions. Hard-bottom dinghy and motor included. Inventory too extensive to list. You need to see to believe the detail in this yacht! More info at (858) 405-7107 or ellenjoy1118@aol.com.

MULTIHULLS



20-FT NACRA, 2002. Fremont. \$7,500/obo. With trailer. Carbon mast, spinnaker, cat box, beach wheels, storage bags for all parts. Super nice condition, always covered. Please call (510) 219-4673.



LEOPARD 46, 2007. Belize. \$359,000. *Hope*, our beautiful Leopard 46 cat as seen in *Latitude 38*, is now for sale. We've enjoyed sailing the beautiful waters of Belize, now it's your turn. Fully equipped and professionally maintained. New standing rigging 2013, New main and jib 2013/2014. Charter options available. Contact pettyd@comcast.net.



33-FT SEAWIND 1000, 2002. Santa Cruz, CA. \$165,000. New Yamaha motors, new main and screecher on Factor furler, new Garmin chartplotter/radar. Solar, new windows, AB aluminum dinghy with 8hp Yamaha. Great shape, and ready to go anywhere. More info on site: <http://seawind4sale.weebly.com> or contact seawind@muybien.net.



CLASSIC BOATS

46-FT JOHN HANNA CAROL KETCH. 1946. Berkeley. \$35,000. Carvel-planked fir on oak frames, diesel, windlass, good sails and rigging, well maintained. Last hauled Jan. 2014, priced under surveyed value. Owner moved out of state. See www.faithforsale.com. (970) 261-1611 or (510) 507-4589.

34-FT GEMINI 105M, 2000. Ventura. \$105,000. Many upgrades within the last 3 years, electrical, refrigerator, upholstery, canvas, solar panel, dinghy & outboard, counter tops in galley. Hauled June 2014 for new paint, survey and service outdrive. Contact (805) 235-3383 or mike.davis51@hotmail.com.



35-FT WINTHROP WARNER, 1939. Classic cruising yawl. Alameda. \$29,000. Beautiful and classic cruising yawl with great pedigree. Featured in *WoodenBoat*, *Designs that Inspire*, and *Rudder*. Mahogany planks, oak frames. New Yanmar diesel, wiring, running and standing rigging, ribs and frames. Bronze refastened. Great, livable Herreshoff interior sleeps 5. South Pacific vet. Excellent maintenance, many sails, dinghy, boomtent. Includes designer's original blueprints. Sails beautifully, Master Mariner. Looking for new owner to carry on the tradition. (415) 672-5176 or glenmargolis@hotmail.com.

12-FT ACORN SKIFF. Sonoma. \$2,800. Oughtred 11'9" glued lapstrake White-hull. Bristol condition. White hull, bright transom, and varnished inside. Custom oars. Two coats new varnish all around. Two rigs, Gunter and Sprit. Cover. Aluminum trailer available. (707) 939-9131 or MarineSurvey@gmail.com.

POWER & HOUSEBOATS



78-FT DUTCH KLIPPERAAK, 1916. Paris, France. \$495,000. Dutch barge, completely renovated. 2 staterooms, 2 baths, new galley, meticulously maintained. Includes furniture, ropes, covers, patio table and chairs, beds, linens, TV, VCR, stereo, washer, dryer, all galley equipment & tableware, tools, etc. Current owner has cruised the canals and rivers in France, Holland and Belgium. (925) 556-0312 or (011) 33 6 73 64 17 02 (France). Email: jm2neil@aol.com.



50-FT INTERNATIONAL OFFSHORE. Pilothouse, 1981. Sausalito. \$47,000. Shown by appointment. Wide fiberglass motor yacht, excellent floorplan, large salon, flybridge, heads, staterooms, 2 walkaround queens. W/D. Twin walk-in engine rooms, Perkins diesels. 1200 hrs, generator. Quite livable but needs some work. Owner may consider some trades or help finance. Contact rogercperry@gmail.com or (415) 999-5626.

PARTNERSHIPS



NON-EQUITY PARTNER. New Jeanneau, South Beach Harbor. \$799. I have a new Jeanneau 34 and I'm looking for non-equity partners. Great South Beach berth, fully loaded and includes self-tacking jib. For more info: (415) 867-8056 or dulcetlife@yahoo.com.

MORGAN 382 EQUITY PARTNERSHIP. Sausalito Yacht Harbor. Fully equipped for SF Bay and coastal cruising. History of meticulous professional maintenance. Solid well-run partnership of five experienced owners. Adequate budget, plenty of boat availability on turnkey basis. LLC status and workable partnership agreement. Reliable Perkins 50 diesel. Radar, VHF, stereo, refrigerator, sleeps 5. Constant upgrading including standing rigging. Financials available. Prime berth, parking included. \$400/mo plus equity share negotiable. Contact (415) 669-1963 or kjmanuel@gmail.com.



CAL 34 SAILBOAT. Sausalito Yacht Harbor. \$2,000/yr. Non-equity partner. Share annual expenses. We are currently 4 looking for an additional partner. Classic boat, spacious interior. Walking distance to downtown Sausalito. Sailing experience desired but not required. Contact Bill at woody38@sbcglobal.net.



36-FT GRAND BANKS. Classic trawler, Sausalito. Partnership: Share monthly expenses. Beautiful, well kept up, classic design, floating condo in Sausalito. All comforts of home, motor yacht cruising with flybridge. Walking distance to downtown, low engine hours and cruises like a dream. Engine and boat in excellent condition. Fresco_3054@sbcglobal.net.



ERICSON 35 MK I, EQUITY SHARE. Richmond Yacht Club. \$3,600 buyin/145 mo. 1/10th full-equity share. Classic lines, lots of exterior teak, well maintained and ready to sail. Tiller steering, roller furling jibs, Atomic 4 engine and spinnaker. Well suited for daysails and overnights, Bay, Delta and nearby coastal waters. Candidate must know how to sail. Yacht Club membership is mandatory and included in price. Contact Rich at (510) 528-3123 or richardiseals@prodigy.net or Bob at bobpadams@sbcglobal.net or (650) 967-7389.



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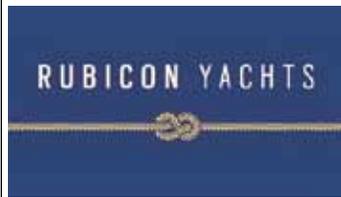
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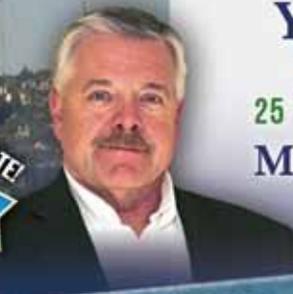
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ADVERTISERS' INDEX

AB Marine 6	City Yachts 7	Emeryville Marina 52	Helmut's Marine Service 114	Made in America Foundation 39
American Battery 110	Club Nautique 12	Equipment Parts Sales 110	Heritage Yacht Sales 127	Maine Cats 126
American Marine Training Centers 43	Conch Charters 99	Farallon Electronics 45	Hogin Sails 47	Makela Boatworks 99
BVI Yacht Charters 98	Cover Craft 45	Farallone Yacht Sales 11	Hood Sails 17	Marchal Sailmakers 110
Baja Ha-Ha Sponsors 79-81	Coyote Point Marina 99	First Watch Marine 110	Hydrovane 113	Marina Bay Yacht Harbor 43
Bay Marine Boatworks 8-9	Cruising Yachts 31	FlopStopper 42	Iverson's Design 46	Marina de La Paz 112
Bay Marine Diesel 128	CSprit/Rubicon Marine Products 115	Flying Cloud Yachts 127	J-Prop 44	Marina El Cid 112
Blue Pelican 125	Defender Industries 55	Fortman Marina 40	JK3 Nautical Enterprises 21	Marina Palmira 53
Blue Water Yacht Insurance 112	Desolation Outdoors 35	Freebag 47	KISS-SSB/Radioteck ... 114	Marina Vallarta 115
BoatU.S. 57	DeWitt Studio 89	Gentry's Kona Marina 115	KKMI - Brokerage 129	Marine Lube 99
Boat Yard at Grand Marina, The ... 16	Dinghy Doctor, The 39	Gianola Canvas Products 85	KKMI - Boatyard 132	Marine Outboard Company 14
Boome, Chris Insurance 48	Downwind Marine 28	Grand Marina 2	Kissinger Canvas 51	Mariners General Insurance 47
BottomSiders 112	Doyle Sails 29	Hansen Rigging 42	Lifeline Batteries 55	Maritime Institute 53
Brisbane Marina 45	Dr. LED 46	Harbor Island West Marina 51	List Marine Enterprises 89	Marotta Yachts 130
CDI/Cruising Design 51	Duffy Boats 126	Helms Yacht & Ship Brokers 32	Loch Lomond Marina 13	Mast Mate 114
	Easom Racing & Rigging 53		Mack Sails 49	Mathiesen Marine 125
	Emery Cove Yacht Harbor 37			

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ADVERTISERS' INDEX – cont'd

Mayne, Larry R. Yacht & Ship Broker.....54	Pacific Cup Yacht Club.....41	Sail Warehouse, The .. 113	Svensden's Boat Works.....23	Ventura Harbor Boatyard..... 128
McDermott Costa Insurance52	Pacific Offshore Rigging.....50	Sailrite Kits27	Svensden's Marine30	Volpar59
Minney's Yacht Surplus 115	Pacific Yacht Imports.....20	Sal's Inflatable Services.....84	Swedish Marine.....58	weatherguy.com 128
Modern Sailing School & Club.....54	Passage Nautical.....5	San Francisco Boat Works.....78	Swi-Tec America89	West Marine34
Napa Valley Marina 10	Peterson Power41	Schaefer Marine50	TMM Yacht Charters.....98	Westwind Precision Details58
New Era Yachts 128	Pineapple Sails3	Schoonmaker Point Marina26	ThunderStruck Motors ...57	Whale Point Marine Supply38
Norpac Yachts..... 131	Port of Redwood City....56	Seashine57	Trident Funding4	Whiting & Wedlock Marine Surveyors.... 128
North Sails..... 19	Predict Wind89	Seatech 114	Twin Rivers Marine Insurance59	Wichard Sparcraft, Inc.24
OCSC Sailing.....25	Punta Mita Beachfront Condos..... 115	Sequoia Yacht Club.....44	Ultra Marine West/Quickline41	Yachtfinders/Windseakers39
Opequimar Marine Center48	Quantum Pacific43	South Beach Harbor 18	US Sailing.....33	
Outboard Motor Shop49	Raiatea Carenage Services85	South Beach Yacht Club.....55	Vallejo Marina.....59	
Owl Harbor Marina49	Red Oak Realty..... 84	Spaulding Wooden Boat Center.....22	Vava'u Shipwrights..... 113	
Oyster Cove Marina.....88	Richardson Bay Marina85	Spectra Watermakers..... 111		
Pacific Crest Canvas.....36	Rubicon Yachts37	Starbuck Canvas.....56		
	Ryan's Marine 115	Sterling Associates 125		
	Sail California 15			



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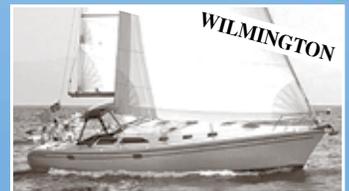
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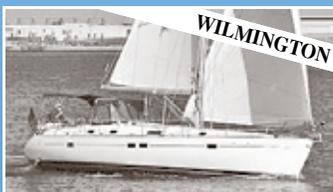
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36' ISLANDER Sloop. Pretty much the most popular sailboat ever designed & this is a very nice one. Diesel, roller furler, dodger, self-tailers, 2-course lifelines w/pulpits. Beautiful tropical hardwood interior appointments, cruise equipped and MORE! A great value! Asking **\$42,500**



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42' LACOSTE Sloop by SPARKMAN & STEPHENS. Extremely well-found high-quality blue-water cruiser in exceptional condition. Lavishly equipped with cruising gear & full electronics, this yacht is turn-key. Asking **\$129,950**

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44' CLASSIC 1936 Raised Deck Express Cruiser. Capable coastal cruiser. Twin 4-71 diesels, diesel auxiliary generator. Flybridge and pilothouse helms, aft canopy. Gatsby-era elegance, owned by same family since 1951. Very good condition and ready to cruise now. Must be seen! Asking **\$74,950**



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36' HUNTER VISION. Maintained immaculately. Comfortable, roomy & sunny down below & uncluttered on deck. ST winches, all lines led aft. Dodger, thru-transom boarding gate, low hours on dsl engine, wheel steering on pedestal, radar, GPS/plotter, A/P, full galley & MORE! Asking **\$69,950**



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42' SEA RAY 420 SUNDANCER Twin Cat 3208 TA diesels, full canvas, roomy, comfortable, fast and fun. Stereo, 2 dbl strms, sleeps 6, 8 KW genset, transom door, swim plat., trim tabs, full galley, encl. head & shower, Furuno radar, GPS/plot, depth, VHF, AP, windlass, MORE! Asking **\$59,950**



GREAT BOAT!

37' PEARSON Sloop. Outstanding performance cruiser. Diesel, furling, wheel, dodger, full galley, shower, spinnaker and good sail inventory. Near new inflatable and outboard, autopilot, vang, adjustable backstay, dual course lifelines with bow and stern pulpits. Comfort, seaworthiness and MORE! Asking **\$45,500**



31' HUNTER Sloop. Super clean & well maintained. Yanmar diesel, wheel steering, roller furling, lazy jacks, dodger, bimini, dbl course lifelines w/pulpits, GPS, TV/DVD, CD-radio sound system, depth, VHF, range w/oven, H&C pressure water, +MORE! Asking **\$23,500**



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35' CHEOY LEE Trawler Sedan w/flybridge, bow thruster, Lehman-Ford diesel, H&C pressure water, 8kw Onan, inverter, 1,200 mile range, radar, full galley, dinghy davits, ship's table, stereo, GPS/plotter, autopilot, fiberglass, dual helms & MORE! Asking **\$37,950**



36' ISLANDER FREEPORT. Perry's brilliant mid-sized cruiser. Dsl, full galley. Very light & airy below w/great visibility, priv. Pullman strm, wheel, encl. head w/shower, self-tailers. Comfortable & seaworthy. Transom door, dbl lifelines w/bow & stern pulpits, ++. **\$37,950/offers**



30' S-2 9.2C Center Cockpit Pocket Cruiser Sloop. Aft stateroom, dodger, diesel, roller furling, autopilot, radar, GPS/plot. Good inventory incl. spinnaker, lazy jacks w/bag, full galley, stereo/CD, enclosed head with shower/tub & MORE! Asking **\$22,450**



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37' RAFIKI Blue Water Cruising Cutter. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$49,500**



31' RUSTLER. A high-quality cruising sloop by Anstey yachts of England. Vessel shows as top condition. Well maintained & continually upgraded. Good sail inventory. ST winches, 50 hrs on new diesel, rewired, solar, vane steering, A/P, dodger, windlass. Asking **\$34,950**



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47 SCHOONER w/PILOTHOUSE, by Wm. Garden. Guff-rigged, 57' LOA. Inside & outside helms, dsl, port-side prt strm, full galley, encl. head & shower, radar & full electronics, ship's table, salon, MORE! Estate boat. Some def. maint. Very salty & beautiful. Great opportunity. Asking **\$54,950**



37' MOODY Center Cockpit Sloop. High quality UK-built performance cruiser in fine condition. Diesel, RF, self-tailing winches, aft & fwd dbl strms, 2 heads w/showers, large salon w/ship's table/settee, full galley, MORE! Asking **\$69,900**



REDUCED!

57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$100,000**



31' TRIMARAN. Very successful J. Brown design. Glass over ply, current commercial fishing permit & gear (w/tax advantages), Mexico vet., good Pineapple sails, solar panels, inverters, radar, A/P, plotting GPS & MORE! Asking **\$24,950**



27' NOR'SEA Blue-water cruiser by Lyle Hess. Rugged, compact heavy F/G layout, tropical hardwood appointments, aft stateroom, dsl, A/P, radar, roller furler, spinn., battened main, lazy jacks, heat, refri, dodger, + MORE! Cruise ready. Asking **\$32,500**



BARGAIN!

35' ISLAND PACKET Lightly used on San Francisco Bay so she's super clean/ready to cruise. Huge, comfortable cockpit w/room for everyone. Massive, well equipped galley & fantastic layout below w/roomy aft & forward cabins. Built to high standards to sail safely. Asking **\$98,500**



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34' STEPHENS BROS. Classic Sedan Cruiser Well-known & well-loved 1928 beauty. New Yanmar dsl, full galley. Perfect weekender. Always admired wherever she goes. Just tastefully refit & updated. **\$34,500/offers**

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