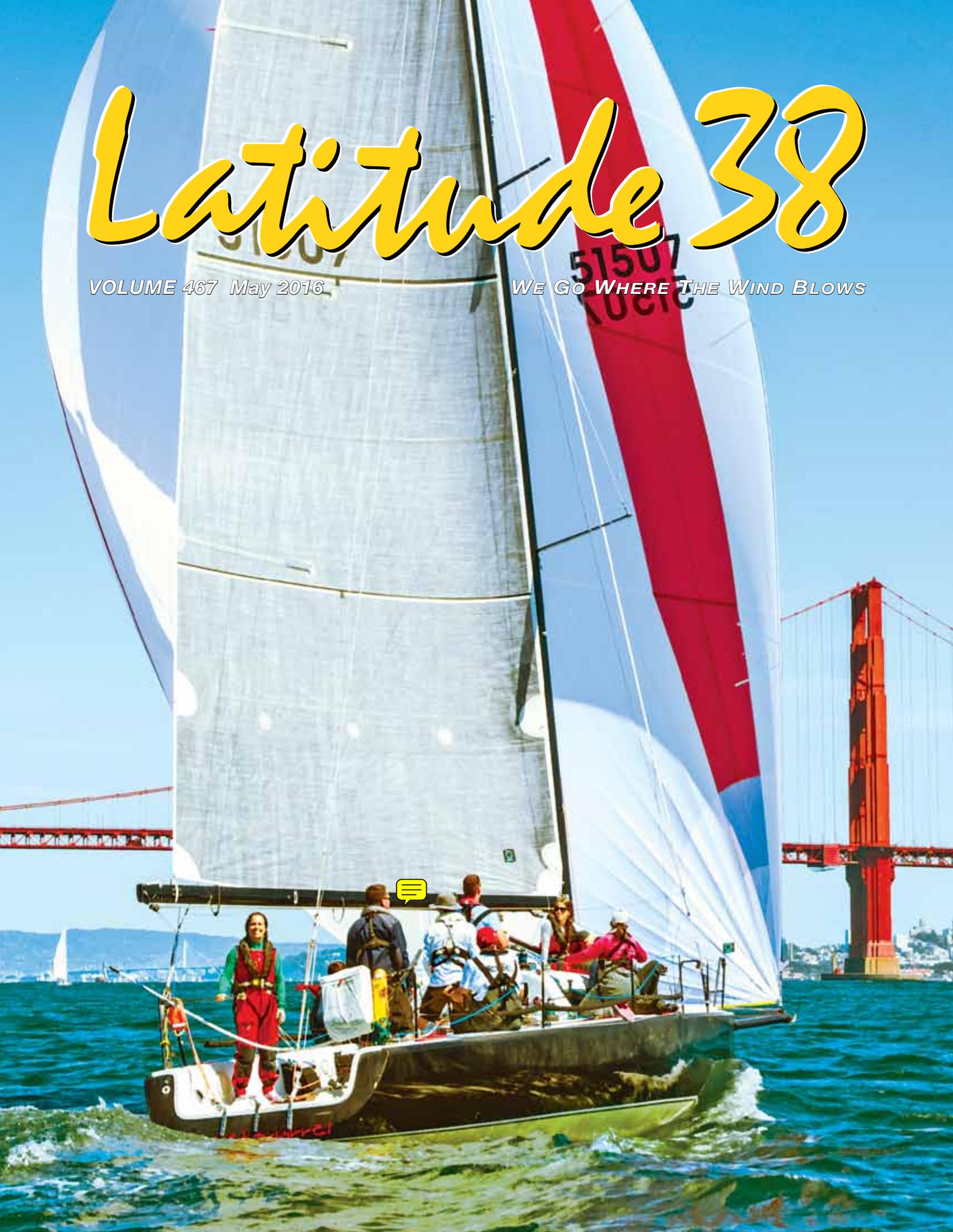


Latitude 38

VOLUME 467 May 2016

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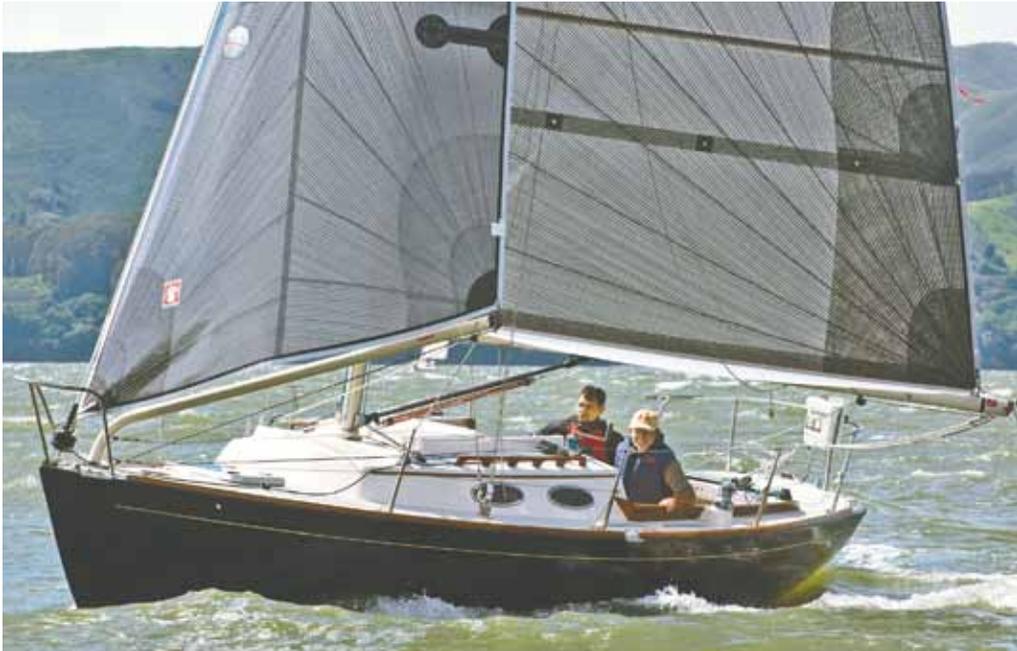
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Alameda Marine Metal Fabrication	
MarineLube	
Mosley's Cafe	
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UK-Halsey Sailmakers	

Must Have Been the Sails

PHOTO BY ERIK SIMONSON



*Skip**

That title was Monday morning's email from Richard Craig, winner of his double-handed division in last month's Singlehanded Sailing Society's Corinthian race.

Rich's Alerion 28, *Skip*, placed first by four seconds in front of Glenn Isaacson's Q (also powered by Pineapple Sails).

Rich's carbon main and jib from Pineapple Sails are the result of many hours of thoughtful sail development. Rich picked up his new sails on Friday, raced on Saturday, and won!

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Cover: The Schock 40 *Secret Squirrel* returns from a jaunt to the 'SF' Buoy (aka Lightship) in the OYRA season opener on April 16.

Photo by Erik Simonson/www.pressure-drop.us

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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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2000 • \$112,000



OLSON 34
1988 • \$34,000



HUNTER 380
2000 • \$79,500



BENETEAU 40
2008 • \$173,000



BENETEAU OCEANIS 34
2011 • \$127,000



BENETEAU FIRST 40.7
2000 • INQUIRE

SELECT BROKERAGE

BENETEAU BROKERAGE

BENETEAU 473, 2004	\$206,500
BENETEAU 37, 2013	\$165,000
BENETEAU 321, 2000	\$65,000
BENETEAU 321, 2000	\$62,000
OCEANIS 49, 2010	\$295,000
OCEANIS 41, 2015	\$269,450
OCEANIS 361, 1999	\$76,500
OCEANIS 37, 2013	\$159,000
OCEANIS 34, 2011	\$127,000
FIRST 40.7, 2000	\$129,500
FIRST 40.7, 2000	\$112,000
FIRST 36.7, 2006	\$99,900
FIRST 25, 2013	\$62,000
FIRST 20, 2013	\$39,000

SAIL BROKERAGE

CATALINA 400, 2000.....	INQUIRE
HUNTER 380, 2000	\$79,500
OLSON 34, 1988.....	\$34,900
CATALINA 34, 2008.....	\$119,500

POWER BROKERAGE

OFFSHORE 58 PH, 1995.....	\$795,000
CAMARGUE 48, 1988.....	\$196,850
GRAN TURISMO 44, 2015	\$546,000
GRAN TURISMO GT44, 2013.....	\$397,500
REGAL 3880, 2005.....	\$162,800
BAYLINER 3988, 2001	\$129,500
SEA RAY 340 EXPRESS, 2006....	\$139,000
BARRACUDA 9, 2013.....	\$132,000

May Events

LAUNCH PARTY OF THE YEAR: MAY 7
 11 am to 4 pm • Lagoon 450 SporTop
 Passage Nautical, Jack London Square

WELCOME ABOARD WEEKEND: MAY 14 & 15
 May 14 at 10 am • May 15 at 5 pm
 Passage Nautical, Pt. Richmond

WELCOME ABOARD WEEKEND: MAY 28 & 29
 May 28 at 10 am • May 29 at 5 pm
 Passage Nautical, Jack London Square

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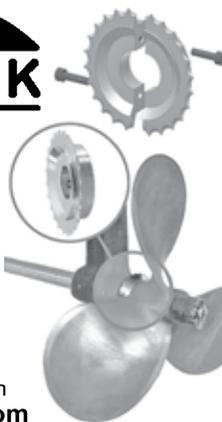
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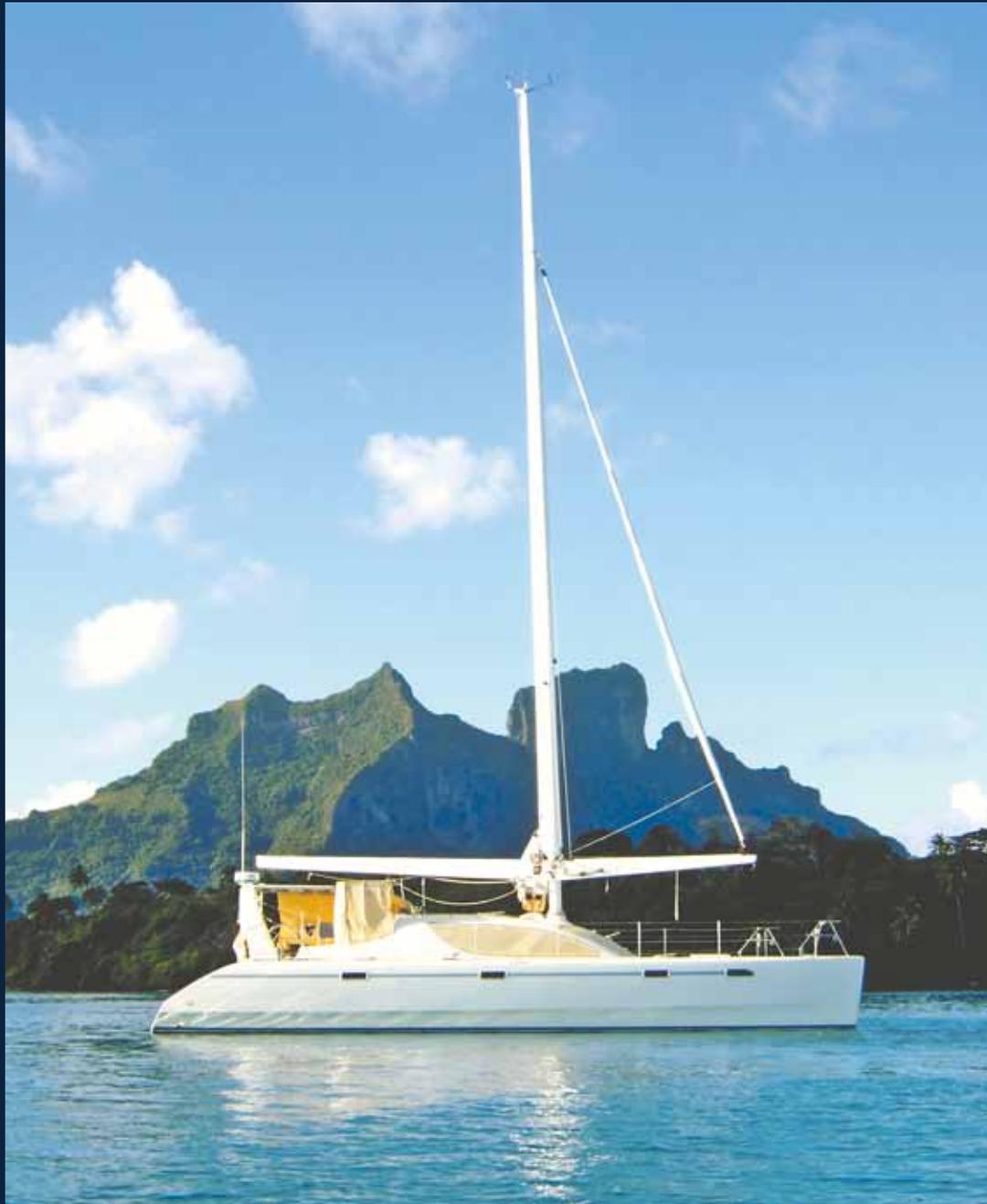
"we go where the wind blows"

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43' BENETEAU IDYLLE 13.5, 1986
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Non-Race

Apr. 30 — Open House, Lake Washington Sailing Club, West Sacramento, 10:30 a.m.-3:30 p.m. Refreshments, free sailboat rides. Info, www.lwsailing.org.

Apr. 30 — Youth Sailing Open House of Puget Sound, with 16 programs represented. Sail Sand Point, Seattle, 11 a.m.-3 p.m. Andrew, (206) 707-1266 or www.nwyouthsailing.org.

Apr. 30-May 1 — Wine & Cheese Open House, Oakland YC, Alameda, 1-4 p.m. Info, (510) 522-6868.

May 1, June 5 — Maritime Crafts for Kids, Hyde Street Pier entrance, San Francisco, 1-2 p.m. For kids ages 5-10. Free. Info, (415) 447-5000 or www.nps.gov/safr.

May 1, 15 — Hostile Territory on Land and Sea: Asian Cannery Workers in the Alaska Packers. Aboard *Balclutha*, Hyde Street Pier, San Francisco, 1-2:30 p.m. \$10; kids under 15 free. Info, www.nps.gov/safr.

May 1-29 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 3, 7 — Dockwalker Training Program. 5/3: Loch Lomond Marina, San Rafael, 7-9 p.m.; 5/7: Sacramento Marina, 10:45 a.m.-12:45 p.m. Vivian, (415) 904-6905 or www.boatingcleanandgreen.com.

May 4-25 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

May 4-25 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

May 6-7 — 20th (and final) Loreto Fest, Puerto Escondido, Baja California Sur. Info, sunloverconnie@hotmail.com.

May 7 — Delta Loop Opening Day, Isleton. Food & music from B&W Resort to Owl Harbor. Info, www.deltaloop.net.

May 7 — Nautical Swap Meet, Owl Harbor, Isleton, 9 a.m.-noon. Info, www.owlharbor.com or (916) 777-6055.

May 7 — Marine Gear Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Info, www.cvmarina.com.

May 7 — Chantey Sing aboard the ferryboat *Eureka*, Hyde Street Pier, San Francisco, 8 p.m.-midnight. Bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

May 7 — Opening Day on Lake Yosemite, Merced. LYSA, www.lakeyosemitesailing.org.

May 7-28 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 8 — Take Mom sailing.

May 11 — Singlehanded TransPac Seminar: Provisioning & Medical Considerations. Oakland YC Regatta Room, 7:30 p.m. Everyone welcome; free. SSS, www.sfbaysss.org.

May 12, June 9 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour, 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

May 14 — Swap Meet, Marina Bay Yacht Harbor, Richmond, 8 a.m.-noon. Info, (510) 236-1013 or www.mbyh.com.

May 14 — Race Training/Seminar, 8 a.m. MPYC, www.mpyc.org.

May 14 — Safe Boating Expo, Channel Islands Harbor, Oxnard, 9 a.m.-4 p.m. Free. Info, www.safeboatingexpo.com.

May 14-15 — Women's Sailing Seminar, Corinthian YC, Tiburon, 8 a.m. Morning classes, afternoon sailing. \$285. Info, (415) 435-4771 or www.race.cyc.org/2016wss.

May 14-15 — Safety at Sea Seminar, Encinal YC, Alameda. With Chuck Hawley & Bruce Brown. Second day is optional for ISAF certification and covers Lifesling, flare, storm sails,

CALENDAR

and rig-cutting demos; firefighting; hypothermia; in-the-pool liferaft training. \$155-\$380; discount before May 1. Pat, (925) 407-5507 or <https://pacificcup.org/16/sas-encinal>.

May 14-15 — USCGA Boating Skills & Seamanship Class, Noyo Harbor, Fort Bragg. \$40 by 5/6 or \$50 after includes book. Madeleine, (707) 937-3878 or mbrink1956@gmail.com.

May 14-15 — Open House, Marina Village Yacht Harbor, Alameda, 10 a.m.-6 p.m. Info, www.marinavillageharbor.com.

May 14-15, 21 — Amateur Radio License class, Oakland YC, Alameda, 8 a.m.-4 p.m. \$45 includes manual. OYC, (510) 522-6868 or Rich, (510) 565-4706.

May 15, June 19 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

May 17-22 — CORE Veterans Clinic, San Francisco. Activities include sailing adaptive dinghies & keelboats, kayaking, much more. Info & applications, www.coreveterans.org.

May 18 — Tom Ehman will speak about the San Francisco Yacht Race Challenge. Corinthian YC, Tiburon, 7 p.m. Free and open to the public, but RSVP to (415) 435-4771.

May 21 — Safe Boating Expo, USCG Station Golden Gate, Sausalito, 10 a.m.-2 p.m. Info, www.auxgoldengate.org.

May 21 — Sail under the full moon on a Saturday.

May 21-27 — National Safe Boating Week.

May 22 — Delta Doo Dah Kickoff Party & Delta Cruising Seminar, Berkeley YC, 4-7 p.m. Door prizes, no-host bar, buffet. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

May 22 — Open House, Modern Sailing School & Club, Sausalito, noon-5 p.m. Sailboat rides, music, food. Free admission. Info, (415) 331-8250 or www.modernsailing.com.

May 22 — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

May 22 — Bay Parade, Golden Gate Bridge to McCovey Cove. Boats needed to support swimmers. After-party hosted by Anchor Brewing. Info, www.baykeeper.org/bayparade.

May 22, 29 — The Sea of Invisible Riches: Asian Americans and the Alaska Salmon Grounds. Aboard *Balclutha*, Hyde Street Pier, San Francisco, 1-2:30 p.m. \$10; kids under 15 free. Info, www.nps.gov/safr.

May 30 — Memorial Day.

June 2 — RC Keefe presents 60 Yachts and 60 Years (1915-1975) on the San Francisco Bay. Corinthian YC, Tiburon, 7 p.m. Free and open to the public, but RSVP to (415) 435-4771.

June 4 — Ebony Boat Club's Jazz & Wine Festival, Stockton Downtown Marina. Info, www.ebonyboatclub.com.

June 4-5 — Post-Doo Dah Ditch Run activities at Stockton SC. Info, www.stocktonsc.org or www.deltadoodah.com.

June 5, 9, 12 — Volunteer Docent Training, S.F. Maritime National Historic Park, 10 a.m.-4 p.m. Free, but RSVP required to Terry or Erin, (415) 561-7160. Info, www.nps.gov/safr.

June 8 — Singlehanded TransPac Seminar: Weather/Race Strategy. Oakland YC, 7:30 p.m. SSS, www.sfbaysss.org.

June 24-26 — Tahiti-Moorea Sailing Rendez-vous celebrates the Pacific Puddle Jump's arrival in French Polynesia. Info, www.tahiti-moorea-sailing-rdv.com.

Racing

Apr. 29-May 1 — San Diego Yachting Cup. SDYC, www.yachtingcup.com.

Apr. 30 — 29er Winter Series. RYC, www.richmondyc.org.

Apr. 30-May 1 — Great Vallejo Race, using downwind ratings on Saturday. Hosted by VYC, YRA, www.yra.org.

Apr. 30-May 1 — Elvstrom Zellerbach Regatta/Laser District 24 Championships. StFYC, www.stfyc.com.

Apr. 30-May 1 — Moore 24 Regatta. SCYC, www.scyc.org.

Apr. 30-May 1 — Cinco de Mayo in Santa Barbara. SBSC,

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CALENDAR

www.sailsbsc.org.

Apr. 30-May 1 — Mayor's Cup. LBYC, www.lbyc.org.

Apr. 30-May 1 — Kyle C. McArthur Memorial Regatta at Coronado YC, San Diego. Info, www.challengedsailors.org.

May 1 — Spring PHRF. MPYC, www.mpyc.org.

May 1, 22, June 12 — Spring Series on Lake Elizabeth. FSC, www.fremontsailingclub.org.

May 2-7 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

May 7 — North Bay Series #2. VYC, www.vyc.org.

May 7 — YRA CBRA (WBRA) #2. YRA, www.yra.org.

May 7 — Single/Doublehanded Race #2. SeqYC, www.sequoiayc.org.

May 7 — Long Distance #2. SSC, www.stocktonsc.org.

May 7 — Cinco de Mayo Regatta. TYC, www.tyc.org.

May 7 — Team Race Scrimmage. StFYC, www.stfyc.com.

May 7 — Flight of the Bulls for El Toros on the Foster City Lagoon. Info, www.eltoroyra.org.

May 7 — Club Laser Championships, Monterey. MPYC, www.mpyc.org.

May 7 — Championship Series #2. CYC, www.cyc.org.

May 7 — UC Davis Sailing Benefit Regatta. LWSC, www.lwsailing.org.

May 8 — Frank Ballentine Race. CPYC, www.cpyc.com.

May 12-15 — 40th Oregon Offshore International Yacht Race. Corinthian YC of Portland, www.oregonoffshore.org.

May 14 — Singlehanded Farallones Race. SSS, www.sfbaysss.org.

May 14 — Behrens Regatta. TYC, www.tyc.org.

May 14 — Homecoming Regatta for Mercurys at EYC. Info, www.mercury-sail.com.

May 14 — YRA Spring #2. YRA, www.yra.org.

May 14, 22 — Spring Series. GCYC, www.gcy.net.

May 14, June 11 — South Bay Interclub Series. Info, www.jibeset.net.

May 14, June 11 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.

May 14-15 — J/105 & J/111 Fleet Series Stop. StFYC, www.stfyc.com.

May 14-15 — Elite Keel Regatta. SFYC, www.sfyc.org.

May 14-15 — 505 Regatta. SCYC, www.scyc.org.

May 14-15 — Lake Yosemite Regatta, Merced. LYSA, www.lakeyosemitesailing.org.

May 15 — Baxter/Judson Series Race. PresYC, www.presidiyachtclub.org.

May 15 — Spring One Design. MPYC, www.mpyc.org.

May 15 — Fremont Relays for El Toros on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 15 — Multihull Regatta. KBSC, www.kbsail.org.

May 15, 22 — Spring Series. SSC, www.stocktonsc.org.

May 15, June 11 — Andreas Cove YC Race Days, Isleton. Info, www.andreascoveyc.org.

May 21 — OYRA Duxship. YRA, www.yra.org.

May 21 — Summer #2, SeqYC. Info, www.sequoiayc.org.

May 21 — Ladies Day Race. MPYC, www.mpyc.org.

May 21 — One Design Series. LWSC, www.lwsailing.org.

May 21 — Rosenblum Regatta. SFYC, www.sfyc.org.

May 21 — Small Boat Races. EYC, www.encinal.org.

May 21 — Spring One Design #2. SCYC, www.scyc.org.

May 21, June 11 — Cal Cup. BYC, www.berkeleyyc.org.

May 21-22 — US Match Race Qualifier and Women's Qualifier in J/22s. StFYC, www.stfyc.com.

May 21-22 — Otter Cup, Moss Landing to Monterey and back. ElkYC/MPYC, www.elkhornyc.org.

May 22 — SCORE #2. SCYC, www.scyc.org.

CALENDAR

May 26-30 — Swiftsure Race Week, Victoria, BC. Royal Victoria YC, www.swiftsure.org.

May 27-28 — Spinnaker Cup, S.F. Bay to Monterey. Race #1 of the new California Offshore Race Week. Info, www.offshoreraceweek.com.

May 28 — MMBA Master Mariners Regatta. Info, www.mastermariners.org.

May 28 — Lady & the Tramp. FLYC, www.flyc.org.

May 28 — 3 Island Fiasco. KBSC, www.kbsail.org.

May 28-29 — Whiskeytown Memorial Regatta, Redding. Info, (530) 539-4471 or www.whiskeytownsailing.org.

May 28-29 — Easom Founders Regatta for Etchells. SFYC, www.sfyc.org.

May 28-29 — Memorial Day Regatta in Long Beach. ABYC, www.abyc.org.

May 28-29 — Eugene YC Memorial Day Regatta on Fern Ridge Lake in Junction City, OR. Dean, (541) 912-9999 or www.eugeneyachtclub.net.

May 29-June 1 — Coastal Cup, Monterey to Santa Barbara. Race #2 of the new California Offshore Race Week. Info, www.offshoreraceweek.com.

June 1 — Santa Barbara In-Port Race. Race #3 of California Offshore Race Week. Info, www.offshoreraceweek.com.

June 3-5 — SoCal 300, Santa Barbara to San Diego, the final race of the new California Offshore Race Week. Info, www.offshoreraceweek.com.

June 4 — Delta Ditch Run & Doo Dah Ditch Run, 67 glorious miles from RYC to SSC. Info, www.stocktonsc.org.

June 4 — X-Bay/Friendship Regatta with CYC, TYC and SBYC. Info, www.cyc.org.

June 4 — Monterey Bay Leukemia Cup hosted by SCYC. Info, www.leukemiacup.org/svmb.

June 4 — Classic Boat Invitational for Knarrrs, IODs, Folkboats, Birds and Bears. SYC, www.sausalitoyachtclub.org.

June 4 — North Bay Series #3/Brothers Race. VYC, www.vyc.org.

June 4 — Shields Race Clinic. MPYC, www.mpyc.org.

June 4 — Mercurys at EYC. Info, www.mercury-sail.com.

June 4 — Merton Yolles Race. CPYC, www.cpyc.com.

June 4 — Junior Match Race Invitational. LBYC, www.lbyc.org.

June 4-5 — Go for the Gold Regatta/Laser Masters PCCs on Scotts Flat Lake. GCYC, www.gyc.net.

June 5 — Tri-Island #1. BYC, www.berkeleyyc.org.

June 11 — OYRA Farallones Race. YRA, www.yra.org.

June 11 — Great San Francisco Schooner Race. SFYC, www.sfyc.org.

June 11 — Race of Champions. SSC, www.stocktonsc.org.

June 11-12 — Laser NorCals hosted by SCYC. Info, <http://svendsens-grand-prix.myfleet.org>.

June 11-12 — US Match Race Qualifier and Women's Qualifier in San Diego. SDYC, www.sdy.org.

June 12 — Around the Pins on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

June 12 — Summer Series #1. GCYC, www.gyc.net.

June 23 — Race to Alaska, from Port Townsend, WA, to Ketchikan, AK. Info, www.r2ak.com.

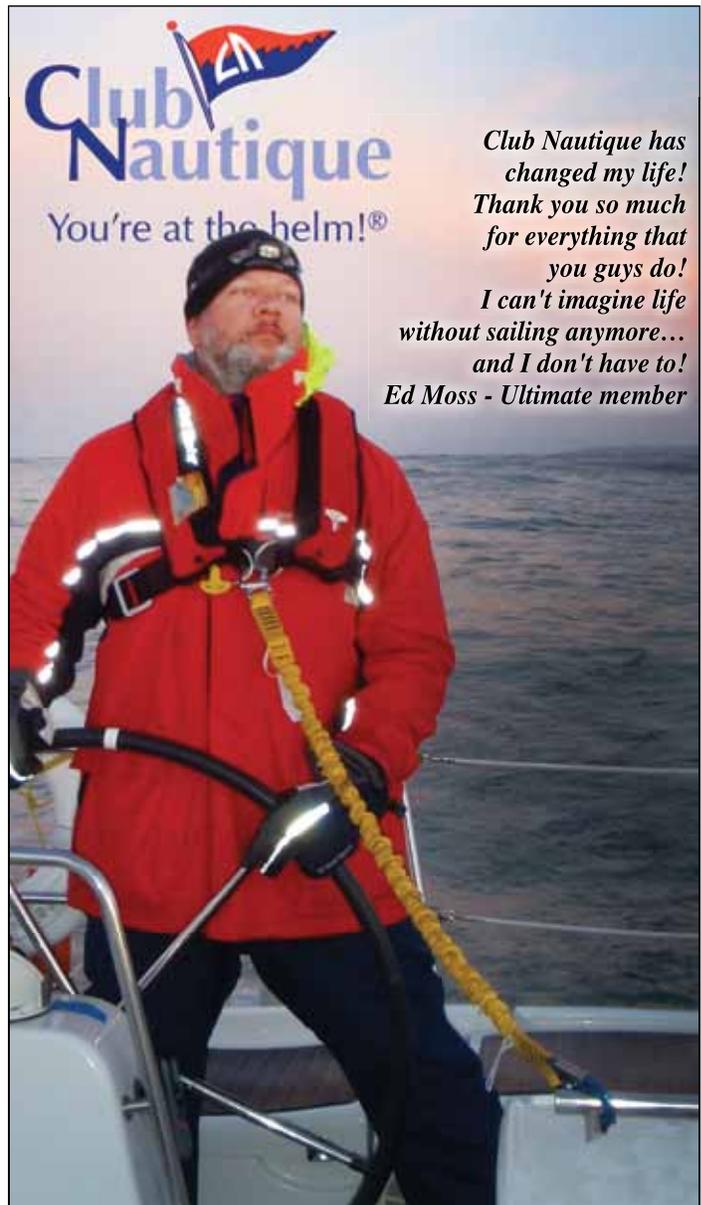
July 2 — Singlehanded TransPac departs Tiburon bound for Hanalei Bay. Info, www.sfbaysss.org.

July 7-11 — Vic-Maui Race starts. Info, www.vicmaui.org.

July 11-15 — Pacific Cup starts from San Francisco bound for Kaneohe Bay. Info, www.pacificcup.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 4/29, 5/13,



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5/27, 7/8, 7/22, 8/5, 8/19, 9/2, 9/16. Info, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 5/2, 5/16, 5/30, 6/13, 6/27 (make-up). Fall: 7/25, 8/8, 8/22, 8/29, 9/5, 9/19, 9/26 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YC — Thursday nights through 9/29. Joe, (707) 628-2914 or www.beniciaachtclub.com.

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

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 8/26. Don, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/12. (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday nights. Spring Twilight Series: 5/6, 5/20, 6/10. Summer Twilight Series: 7/8, 7/22, 8/5, 8/19, 9/9. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday Night Beer Cans: 5/4-8/31. Friday Night Summer Sunset Series: 5/13, 6/10, 7/22, 8/5. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Dennis, (510) 703-5779 or www.ggyc.org.

ISLAND YACHT CLUB — Friday nights. Spring Twilight Series: 4/29, 5/13, 6/3, 6/17. Summer Twilight Series: 7/15, 7/29, 8/12, 8/26, 9/16. John, (510) 521-2980 or www.iyc.org.

KONOCTI BAY SAILING CLUB — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night on South Lake Tahoe: 5/18-10/5. David, (530) 545-9155 or www.tahoewindjammers.com.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night: 5/12-8/25. Dennis, (209) 722-1947 or www.lakeyosmitesailing.org.

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday night through 9/21; Fiasco Race, 6/8. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night: First Half, through 6/15; Second Half, 7/13-8/31. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 5/4, 5/11, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Wednesday Evening Series: through 6/29 & 8/3-8/24. Bluerush Thursday Night Kite Racing: 5/5, 5/12, 5/19, 6/2, 6/16, 6/30, 7/14, 7/28, 8/11, 9/8, 9/22, 10/6. Friday Night Windsurfing Series: 5/6, 6/17, 7/22, 8/12, 9/9, 9/23. Info, (415) 655-7756 or www.stfy.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 10/26. Info, (831) 425-0690, www.scyc.org.

SAUSALITO YC — Tuesday nights. Spring Sunset Series: 5/10, 5/24, 6/7, 6/21. Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/5. Rick, (650) 255-5766 or www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night: 5/3-8/30. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series south of the

CALENDAR

Bay Bridge: 4/29, 5/6, 5/20, 5/27, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Dan, (925) 209-3081 or www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night: 6/1-8/24. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Monday Night Laser Series: 5/30-8/29. Wednesday Night Beer Can Series: 6/1-8/31; on North Lake Tahoe. www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/20-8/19. Info, www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/28. Dave, (925) 580-1499 or www.vyc.org.

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

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/30Sat	0022/2.7	0558/4.6	1235/0.1	2000/4.7
5/01Sun	0131/2.3	0714/4.5	1334/0.2	2044/5.0
	HIGH	LOW	HIGH	LOW
5/07Sat	0004/6.6	0633/-1.4	1331/5.1	1830/1.5
5/08Sun	0047/6.5	0721/-1.5	1428/5.1	1921/1.9
	LOW	HIGH	LOW	HIGH
5/14Sat	0105/2.1	0634/4.3	1259/0.4	2015/5.1
5/15Sun	0209/1.7	0751/4.1	1353/0.7	2057/5.3
5/21Sat	0609/-0.4	1308/4.3	1752/2.3	
	HIGH	LOW	HIGH	LOW
5/22Sun	0002/5.7	0641/-0.6	1359/4.4	1827/2.5
5/28Sat	0421/4.7	1058/-0.1	1826/4.9	2359/2.4
5/29Sun	0532/4.4	1154/0.1	1913/5.2	
	LOW	HIGH	LOW	HIGH
5/30Mon	0108/1.9	0652/4.2	1252/0.4	1958/5.5

May Weekend Currents

date/day	slack	max	slack	max
4/30Sat	0239	0449/1.0F	0629	1042/2.7F
	1513	1803/2.1F	2113	
5/01Sun	0755	0013/2.2E	0348	0559/1.2F
	2154	1159/2.8E	1604	1854/2.4F
5/07Sat	0053	0422/4.7E	0843	1132/3.4F
	1435	1721/2.9E	2028	2318/3.0F
5/08Sun	0135	0508/4.6E	0935	1223/3.3F
	1531	1814/2.7E	2119	
5/14Sat	0308	0459/1.2F	0723	1116/2.6E
	1522	1759/2.2F	2112	
5/15Sun	0852	0031/2.6E	0417	0612/1.3F
	2158	1228/2.5E	1614	1851/2.2F
5/21Sat	0019	0402/3.6E	0841	1113/2.6F
	1415	1656/2.3E	1956	2238/2.1F
5/22Sun	0046	0432/3.6E	0916	1153/2.6F
	1500	1739/2.2E	2035	2317/2.0F
5/28Sat	0053	0320/1.2F	0503	0905/3.0E
	1320	1624/2.3F	1927	2227/2.2E
5/29Sun	0209	0425/1.1F	0611	1014/2.8E
	1416	1716/2.4F	2014	2324/2.5E
5/30Mon	0322	0535/1.3F	0739	1128/2.7E
	1511	1809/2.5F	2058	

Saturday

June 18



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LETTERS

↑↓ A BOAT DOESN'T HAVE TO BE ABANDONED TO BE SUBJECT TO SALVAGE

I just read the *Lectronic* piece on the fishermen who pulled a USGS buoy out of Monterey Bay and are claiming salvage rights. Marilyn Raia, the attorney *Latitude* quoted for the story, was either misquoted or has it all wrong.

The elements of marine salvage are not in dispute:

1) There must be a marine peril placing the property at risk of loss or destruction. I'd say that element is met in this case, as the buoy came unmoored and was adrift.

2) The salvage service must be voluntary, meaning the salvor can't be someone who was under a contractual duty to save the property anyway. It seems this is met also.

3) The salvage efforts must be successful, in whole or in part. Assuming the buoy was not completely destroyed during the process of being pulled out, it seems that this was met as well.

Assuming that the elements are met, the salvors get a maritime lien on — not the title to — the property. The award cannot be more than the value of the property saved. Courts base salvage awards on a variety of factors, including value of the property, time and labor expended to effect salvage, "promptitude, skill and energy" displayed in the salvage operation, and the degree of danger from which the property was saved.

It may be that the award amount is the sticking point here. Thirteen thousand dollars seems steep for pulling a small buoy out of the drink. But maybe they had to call off an otherwise profitable day of fishing?

Anyway, 'abandonment' really has little to do with salvage. Abandonment only comes into play when determining the



UNKNOWN

Because he's having to do a lot of work, the salvor in this case is going to be able to place a lien on this boat for a substantial amount of her value — which might not be much.

property owner's right to prevent a salvage. A salvor has a superior right of possession over property that the owner has 'abandoned', though he still does not have title to the property. Anyway, the important thing to understand is that property does not have to be abandoned to be subject to salvage.

I thought I'd set the record straight on this, as the social policy behind the law of salvage is to promote and encourage efforts to save property and lives from being lost. I would hate to have your audience thinking there is no benefit — and a lot of potential detriment — in pulling a valuable piece of equipment out of the water if it is clearly in danger of being lost otherwise.

Kevin Baldwin
San Francisco

Kevin — A little knowledge is a dangerous thing, and that's about all we at *Latitude* have when it comes to the sometimes very complicated subject of marine salvage.

As Baldwin points out, the elements of salvage may be clear, but salvage awards are rarely as high as the general public seems to think. We can't remember where we saw it, but we recall reading that compensation is generally between 10% and 25% of the value of the property salvaged. And it's not unheard of for insurance companies or boat owners to have the salvor keep the boat rather than pay his or her claim.



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LETTERS

⇅ THEY DID THE TOW THEN CLAIMED SALVAGE RIGHTS

Having read *Latitude's* report of the USGS buoy that went astray in Monterey Bay in January, and the dispute over whether it was 'abandoned', reminded me of something similar a number of years ago.

A Columbia Challenger 24 from the Stockton Sailing Club anchored out in the Delta at Three River Reach with several other SSC boats for a cruise. The Challenger ran aground — it may have started to take on water — and called for a tow from Vessel Assist. The company did the tow and then claimed salvage rights.

The Challenger had certainly not been abandoned, as the crew was still aboard when the Vessel Assist boat came along. They were only requesting a tow.

I don't know how it all turned out, but I figure the Vessel Assist people would know their legal rights.

Peter Hine
Stockton

Peter — In the previous letter, Kevin Baldwin asserts that a property doesn't have to be abandoned to be subject to salvage. As we said, we're not experts in maritime law, but it's our belief that he's correct.

It's also our understanding that, depending on a number of factors, when a boatowner calls a towing service for help, it might also end up being not just a tow but a salvage. It all depends on the circumstances. The line between a tow and a salvage is not always clear, which opens the door to maritime lawyers.

What if you've run aground in the Delta, can't get off, and hail another boat for help? If the owner of the other boat gets you off, and you, your crew or your boat were potentially in any kind of danger — use your imagination — the other boatowner — or the towing service — could file a salvage claim even though you were still aboard.

Readers may remember that two Octobers ago Energy, the French AC45, broke loose from her dock one night and was found aground on Treasure Island. Rather than call the Coast Guard or the French team, a 'good Samaritan' towed the boat back to safety in calm conditions. His lawyer then filed a salvage claim of \$200,000, plus expenses, on his behalf, earning him the wrath of much of the sailing community. The matter went to arbitration, but we're not aware of the result.



GILLES MARTIN-PAGET / ACEA

France's AC45 'Energy' drifted off to Treasure Island and was 'salvaged'

If you find yourself in need of help, and somebody comes along to assist you, always ask them if they are doing it for free or for possible compensation. Most recreational mariners would probably be insulted that you even asked them, but when you live in a ridiculously litigious society such as ours, you have to be careful. Some experts suggest that you carry an open-form yacht-salvage contract aboard your boat. Such forms can be obtained by organizations such as Boat/U.S.

⇅ I THINK \$30/NIGHT IS A LITTLE STEEP

I'm glad the Park Service is improving the park and moorings at Ayala Cove on Angel Island. I've stayed there quite often, and am looking forward to trying the new moorings soon. That said, I think that \$30/night is a little steep for an

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LETTERS

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Gregory Clausen
Free Spirit, Beneteau Oceanis 390
Tiburon

Gregory — We can see how \$30/night would be troubling for a guy with a boat named Free Spirit.

For what it's worth, last year the Wanderer paid \$47/night to side-tie his 42-ft boat Majestic Dalat. Of course, it's not exactly



LATITUDE / RICHARD

A raft-up at the Arsenal Marina may cost \$17 more a night than at Ayala Cove, but you do get water, electricity, showers and toilets, a cruiser lounge with Internet — and all of Paris!

apples and oranges, as Majestic Dalat was side-tied at the Arsenal Marina in the heart of Paris. And the price included water, electricity, showers, a cruiser's room with Internet access — and all of Paris at his feet. He feels it was worth \$17 more a night than Ayala Cove.

Then again, \$30/night for a mooring would be a bargain during the summer at many places on the East Coast.

⇕ DREDGING SHOULD COME BEFORE BUOYS

I'm working on a campaign — calls and letters to my government representatives — to have Angel Island's Ayala Cove dredged, and wonder if Latitude 38 could help.

If you aren't aware, the average (mean low water) depth there is now about four feet. Numerous vessels have gone aground during low tide. Despite the pretty new mooring balls, at low tide it's nearly impossible to maneuver to tie fore and aft without getting one's keel stuck in the mud.

Personally, I think the shoaling of the cove's waters is the result of the way ferries pull into the cove. In my 50+ years of going to Ayala Cove, I see more of them all the time, and they



EMMY NEWBOULD

The mooring field at Ayala Cove is a popular S.F. Bay destination.

generally approach from west to east in Raccoon Strait. As they enter, they spin around to face bow out, pushing silt toward the mooring fields in the center of the cove. I'm not a hydrologist, so this is my amateur theory rather than a professional opinion.

The Ayala Cove docks aren't in much better shape when it comes to depth.

I'm certain that the cove is much more shallow than it used to be. I spent my first night aboard there on my father's boat in 1963. A year hasn't gone by when I haven't spent a few nights in the cove.

I don't think the ferries can be held liable for the silting, if indeed they are exacerbating the issue, but it may be economically viable for them to assist with the cost for dredging.

Wouldn't it have been great if any of the State Parks folks had understood anything about boats, and so had dredged before the pretty new moorings were put in?

Getting the Army Corps of Engineers to dredge may require a push the likes of which only the power of Latitude 38 can muster.

Dane Faber
WAFI, Islander 28
Sausalito



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LETTERS

Dane — We're flattered that you think that Latitude has the "power" to influence the Army Corps of Engineers, but we don't. The USACE is a federal agency under the Department of Defense, and if we wanted to influence the D of D, we'd need bigger bucks than we've ever seen to pay for an army of lobbyists — and probably whiskey and hookers, too. We'd also need more big bucks to try to get our state and regional representatives to even have dredging cross their minds.

We apologize for being so cynical, but our faith in the desire of elected officials to do what's right as opposed to what will bring them more money or shamelessly pander to their voters is almost nil. Nonetheless, if you or anybody else wants to start a campaign to get the cove dredged, we'll be happy to give it all the publicity we can.

⇕ **BEST DRONES FOR BOATING**

I have a good friend who told me that the Wanderer is an expert on drones. I'm investigating which drones are best for boating, but without breaking the bank or losing \$1,000 because it landed in the ocean. Could you please advise me?

Tony York
 Outreach, Catalina 30
 San Diego

Tony — It's more accurate to say that the Wanderer is an expert at crashing drones into the sea. See this month's Changes for details. The good news is that right now drones are like computers were in the 1980s, as they are becoming both much more sophisticated and much less expensive.

⇕ **EARLY DRONES HAD SPORTS CAR ENGINES**

You'll get a kick out of this. When I was in the Navy in the late 1960s, many of the older World War II destroyers we operated with had DASH (Drone Anti Submarine Helicopters) drones. These were small unmanned helicopters that, for Navy use, could carry depth charges or torpedoes way out away from the ship and drop them on unsuspecting Soviet subs. Since there weren't many of those off Vietnam, some DASHs were used for reconnaissance.

As part of their updating program in the early 1950s, these older destroyers basically had the upper aft five-inch turret removed and a little 'hangar' built in its place. The drone was slid out of the hangar on rails, started, and launched by a guy on deck. Then someone in CIC would take over the 'mission.'

I can't begin to tell you how many of these frickin' things crashed. I think all the destroyers in our squadron lost theirs — during tests with dummy weapons, of course. The losses were mostly chalked up to 'electronic failures' — of which you can imagine there were many. But the scuttlebutt was that there were plenty of operator errors, too.

These drones were supposed to be able to land on the water, release weapons, and take off again. But many didn't make it back to the ship. And even when they did, that final landing wasn't always successful. Apparently they were a bee-atch to land in anything but absolutely calm conditions, and no one but the DASH crew was allowed aft until the thing was safely secured.

I seem to recall that they cost about \$10,000 each, and there were lots of "oh shit there goes another one" comments when I was over there.

According to *Wikipedia*, 378 of them were built — and the early ones were powered by Porsche engines! I couldn't find how many were lost but am guessing it was most of them.

Ironically, DASH is now considered a program that was way ahead of its time, and they're talking about bringing it



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LETTERS

back in a more modern form for recon, some combat roles, and even rescue.

John Riise
Lake Isabella

John — It's amazing that in those pre-computer and pre-GPS days they could get even one DASH back to the ship.

Drone technology was in the Stone Age then compared to what it is today, when for just \$499 you can now get an incredibly sophisticated and reliable drone. The other day we were at the dock and saw a guy with an out-of-the-box DJI drone from which he'd dangled a 'cube' of eight other cameras. He said it was to get a 360° view of things.

WHY WE STOPPED TAKING OUR BOAT TO NAPA

I just read the report that there will be dredging on the Napa River, allowing more sailboats to be able to make it up to Napa.

We took our boat up the Napa River two years ago, which is when they had just opened the new dock. Along with the dock they had erected a sign with a long list of things that weren't allowed. You couldn't stay overnight. You couldn't drink alcohol. And — I'm not making this up — you couldn't eat! Those limitations didn't make the dock very inviting, so we stopped going there.

We wonder if they still have the sign and the prohibitions — which seemed to have been compiled by the owners of bars, restaurants and hotels.

Former Sailor Now a Stinkpotter

A COPY OF A COPY OF A COPY OF THE 'CHART'

In the piece about the upcoming dredging of the Napa River, *Latitude* reported that the Napa Valley Marina has a nice set of "pix" and directions for negotiating the river — except for the most crucial area, which they omit. I'm referring to between

Marker 7 and Marker 13. There are no directions whatsoever, and navigating that stretch requires precision and attention.

Many of us have acquired a copy of a copy of a copy of a copy that was originally created by some entity called Jackson Charters. We



The scenic Napa River, another Bay Area sailing destination.

acquired our faded copy from the Napa YC.

The Napa River isn't part of our usual boating route, so maybe there are folks who are more knowledgeable than I am.

Armand Seguin
Vallejo

Armand — We're not sure, but the guide mentioned in the next letter might be what you're looking for.

A SAILING GUIDE TO THE BAY

Can *Latitude* recommend a sailing guide to San Francisco Bay? A friend has enlisted me to help move her Catalina 27 from Oyster Point to Emeryville, and I'd like to get more information than found in *Latitude's* 'Perfect Daysail' feature. I'm an experienced enough sailor to have a healthy respect for San Francisco Bay.

Greg Beron
Happy Hour, Cal 29
Marina del Rey

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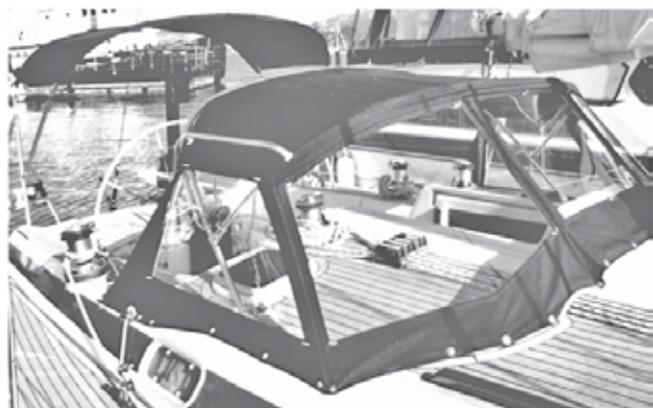
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LETTERS

Greg — It just so happens that the third edition of Carolyn and Bob Mehaffy's Cruising Guide to San Francisco Bay has just been released by Paradise Cay Publications. The new edition covers all the marinas and anchorages, and features all new charts and photographs — the latter being from land, sea and air. There are other guides, but it's always good to check out the most recent.

↑↓ THERE IS MORE THAN ONE

In a recent article about the new Tiburon fire boat, *Latitude* made the following inaccurate statement that "[The fireboat] will be the only boat on the Bay crewed by firefighters and paramedics to provide advanced life support medical care."



SO. MARIN FIRE DISTRICT

Sausalito's Fire Boat 'Liberty' stands at the ready.

The Southern Marin Fire District, located in Sausalito, which operates Fire Boat *Liberty*, a 31-ft FireStorm built by Metalcraft Marine, is also staffed by a captain, firefighters and paramedics. This boat was designed to service the shallow waters of Richardson Bay, as well as the interwaters of San Francisco Bay.

Fred Hilliard
Captain, Deputy Fire Marshal
Southern Marin Fire District

Captain — We appreciate the correction and apologize for the error.

↑↓ THE THREAT OF DEZINCAFICATION

Based on the photo of *'ti Profligate's* old thru-hulls in the March 9 *'Lectronic*, they weren't the reason the bilge pump light came on that night. But they might be in the future.

I wonder if the Wanderer and other boatowners are aware of how risky some thru-hulls have become. Many boats are now built and maintained under EU and MCA regulations. The Leopard 45 and most other boats used in the big charter fleets were built to that standard, and almost all charter companies in the BVI maintain their boats with that standard in mind. The BVI Shipping Registry, which does all the certifying here, is subject to the MCA standard.

While most of that standard is very good, it envisions thru-hulls and seacocks being replaced every five years, instead of the much longer period generally accepted in the United States. Thus it approves thru-hulls manufactured with a five-year use limit in mind.

The result is that the most common fittings used are ones that contain brass rather than bronze. These include the ubiquitous ones that are silver in color. They are very heavily built, with the theory being that while the brass is being eaten up, there is enough to last five years in perfect conditions.

In fact, conditions being imperfect, they often last for a much shorter period of time. The cost savings is only around 10-15%, and many in the sailing industry think it's borderline criminal for the MCA to accept — and thus enable — the use of these fittings. They often break off in one's hand, which is why charter companies in this part of the world are forever checking and changing them. There are a number of articles on this subject.

The end result is that about the only two thru-hulls and

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LETTERS

seacocks that may be trusted for long-term work are genuine bronze ones by Groco and the Marelon ones by Forespar. Definitely *not* the silver ones, nor some of the other off-brand ones labeled as 'bronze'.

How do I know this? Although I had read a couple of worrisome articles in British sailing mags, I lived with my silver-colored brass thru-hulls, until the rather large one on the holding tank discharge broke. Luckily it was at the dock and I heard the sound of water flowing, even though it was night and I had people on board.

The weight of the hose pressed down on the thru-hull, so although it was cracked all the way around, the flow was steady but less than it otherwise would have been. But it was more than the bilge pumps could handle, and only a wooden plug into the thru-hull from the outside kept *Jet Stream* from sinking at the dock.

(The bilge alarm was disconnected, since the condensate from two of the air conditioners goes into that bilge, which is another story.)

So, I really, really hope that those new thru-hulls installed on *ti Profligate* and checked so recently are not the brass ones. But I would not be surprised if they are. And if they are, I wouldn't be surprised if you get the explanation, "But they are MCA approved!" If that's what you hear, plan on changing them at your next haulout. And, yes, the whole process is damned expensive.

I wound up going with Marelon (series 91 or 93, I don't remember which) thru-hulls on everything but the engine-room thru-hulls. These Marelon thru-hulls are very robust and strong, unlike some other Marelon fittings. I got Groco thru-hull fittings for the engine room, as I couldn't readily find Marelon in the sizes I use in the engine rooms. Interestingly enough, the US Coast Guard does approve of Marelon in engine compartments. It seems that while they would melt in a fire, the fiberglass would melt/burn long before the Marelon, so they are approved.

As for the Wanderer's wondering why there is a bleed valve on the freshwater system on his Leopard 45, I can report that it is standard on all the Leopard 45s — and also that it's totally unnecessary. The water pump bleeds through a faucet just fine.

However, using that unneeded valve to mount a freshwater deck wash is a piece of cake. I simply added hose to go up through the bulkhead under the galley and into the water-tank locker, and from there up through the port-side opening into the windlass area. I added one of those 50-ft deck hoses and voilà, I had a deck hose that reaches everywhere, including into the engine rooms. The valve, of course, was already there, so I usually leave it in the open position, relying on the nozzle on the hose to prevent water from flowing. But the valve is there if I need it.

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

Tim — That's very interesting stuff, particularly since we had a very thorough survey done on our boat in Tortola last fall. The recommendation was that a number of the thru-hulls be replaced, but there was no mention of their being the wrong kind in the first place. This is a little surprising, as based on our experience most surveyors in the British Virgins are more particular than many of them in the States.

It's also interesting in that our boat, for the first five years of her life, was a Moorings 4500 based out of Tortola. We can only imagine that all of her sisterships had the same thru-hulls.



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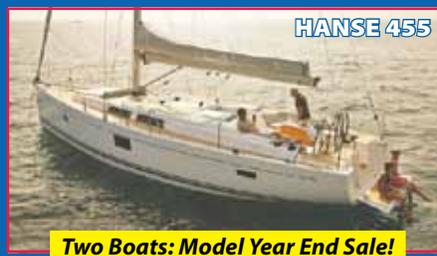
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LETTERS

We looked into this subject a bit, and as you know, the problem with brass thru-hulls is 'dezincification'. But apparently the amount of zinc in 'brass' thru-hulls makes a lot of difference. When it comes to pleasure craft of 79 to 200 feet, the American Bureau of Shipping says the following: "Where brass is used, only alloys with a zinc content of 15 percent or less, or which contain dezincification inhibitors such as tin, antimony, or arsenic are to be used in saltwater systems."

We wonder if any of our readers with boats with 'brass' thru-hulls and/or adjacent fittings have had failures. If so, we'd like to hear about it.

⇕ AN INVITATION TO SINK THE BOAT

The motley collection of ball valves and thru-hulls that came out of the Wanderer's Leopard 45 'ti Profligate' is a good lesson in standard bean-counter boatbuilding practice. A proper seacock has three bolt flanges, allowing it to be bolted into place to a reinforced pad. The thru-hull is then screwed into it from the outside of the hull. Failure of the thru-hull does not sink the boat.

Ninety-degree thru-hulls mounted with only a flange nut are an invitation, because of the leverage, for somebody or something heavy to break them off and sink the boat. But we see it all the time, even on supposedly premium-quality boats. Especially 'modern' boats with shallow bilges.

With small 90° underwater fittings, the tight bend is the perfect home for barnacles. Since there is no seacock to the outside, how is one to clean them out?



LATITUDE / RICHARD

Some of the old thru-hull fittings from the ex-Moorings 4500 cat.

Stainless-steel ball valves used as thru-hulls next to bronze fittings create electrolysis potential. On the other hand, they are cheap.

Clear plastic water hose has no place as underwater plumbing.

Proper boats have a 'sea chest', not a baker's dozen of small holes in the boat secured by cheap valves.

Richard Elder
Planet Earch

Richard — If all these things are so bad, and we'll agree that they are far from ideal, why aren't they prohibited by a combination of the certification agencies such as the ABS and MCA and marine surveyors? Is there some kind of intelligence and/or enforcement gap? After all, we think boat buyers, who aren't experts in best marine practice, deserve better.

⇕ THE LOSS OF ALA WAI MARINE

Aloha. Thanks for the article about the potential zoning change for the Alameda Marina. It's very sad to hear. My most recent ocean crossing began there, heading for my home port of Kaneohe YC.

I'm sure the loss of the Alameda Marina would be as bad as or worse than our loss of Ala Wai Marine. As you may or may not know, all that's happened since the destruction of the Ala Wai Marine building and filling in of the Travelift basin is the bankruptcy of the developer, and millions in unpaid rent due the state.

Jim Nash
Nalu, Cal 2-30
Kaneohe, HI



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LETTERS

⇅ WHO OWNS THE 'OOTFOESYWLCL' TITLE?

I could swear that the Wanderer wrote a funny piece in last month's issue about the 'battle' between boatowners to have the sailboat fleet with the longest cumulative length. But when I tried to show the article to friends, I couldn't find it. What gives?

Simon Walker
Santa Rosa

Simon — You couldn't find it in the last issue because it appeared in the March 14 'Electronic Latitude. There wasn't enough room in the print edition. But since a lot of people liked it, we'll squeeze it in here, albeit with a few corrections and updates.

"The battle for Owner of the Fleet of Epic Sailing Yachts with the Longest Cumulative Length (OOTFOESYWLCL) is, to the best of Latitude's knowledge, between two men who soared from rags — or at least moderate circumstances — to vast riches thanks to enterprises founded in the Bay Area. One did it in various tech enterprises, the other in software. Neither is named Larry Ellison.

The first is Jim Clark, 71, the serial tech entrepreneur behind the likes of Silicon Graphics, Netscape, myCFO and Healthcon. Ages ago we were aboard his Baltic 55 in Puerto Vallarta, but he subsequently really moved up in the sailing world. His first spectacular yacht was the Frers 156 Hyperion built by Royal Huisman, and reported to be adorned with some of the most famous artwork in the world. He then took a big leap up with Athena, the 292-ft clipper-bowed luxury cruising yacht that is arguably the second-largest private sailing yacht in the world — if you ignore the hideous 468-footer that's being completed for Andrey Melnichenko. Then Clark had Huisman build his third large yacht, the 135-ft J Class Hanuman.

Clark is known for being a mercurial guy, so a few years ago, not long after announcing that he didn't really like sailing in the Caribbean or the Med, and putting his two current yachts up for sale, he did an about-face. He spent a reported \$25 to \$40 million on the wild 100-ft, all-carbon, all high-tech, VLVP-designed Comanche. Having gotten the complete tour of the boat a couple of weeks ago in Antigua, we can confirm that no dollar was left unspent, or crew deprivation ignored, in the pursuit of every last hundredth of a knot of speed.

Latitude puts Clark's OOTFOESYWLCL number at $292+135+100 = 527$. As required by OOTFOESYWLCL standards, all three of his yachts are in spectacular condition.

The second contender for OOTFOESYWLCL honors is Tom Siebel, 63, who made most of his fortune from Siebel Systems,

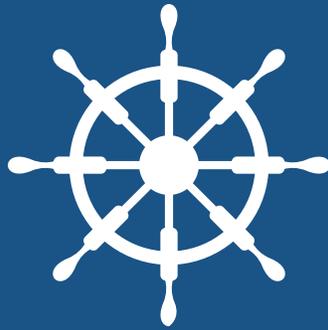
which he sold to Larry Ellison's Oracle, the company where he worked for six years. Like Clark, Siebel has lower-extremity problems. One of his feet was almost completely bitten off and a thigh gored by an elephant in Africa. You can Google it.

To the best of our knowledge, Tom's serious sailing fleet started with an ultra-high-tech 45-ft catamaran that he keeps in the Marina Riviera Nayarit in Mexico. He then went 'all in' on multihulls with the purchase of the MOD70 Orion, which he has sailed across the Bay at close to 45 knots. A very nice guy, Tom was gracious enough to take the Wanderer and Doña de Mallorca for a 34-knot blast across Banderas Bay two winters



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LETTERS

ago. Siebel has raced Orion in several St. Francis Rolex Big Boat Series.

In recent years Siebel turned away from the 'dark side' a bit with the purchase of four monohulls. The way we understand it, he bought a new Swan 60 for daysails on the Bay, a J/125 for beer cans, and the new Swan 90 Odin for racing in Europe and the Caribbean, she being an interim boat until his new Swan 115 could be completed. We've been told that Siebel wasn't happy that the Swan 90 wasn't really a regatta-winning boat, so, although



Tom Siebel's MOD70 'Orion', seen here chewing up the Bay at Rolex Big Boat Series.

he signed her up for a second St. Barth Voiles in April, he sold her before the start of the regatta. And, from reading the ads in the pages of Latitude, we know that his Swan 60 is for sale.

Before we get into the reasons that Siebel may have put two Swans up for sale, we put his OOTFOESYWLCL number at $45+70+90+60+115+38 = 418$. This would make Siebel second to Clark, but it wasn't clear that it was going to stay that way, even if Siebel hadn't sold the Swan 60. You see, according to the Caribbean megayacht rumor mill, Siebel and Clark went into negotiations about Siebel buying Clark's J Class Hanuman. If the deal had gone through, it would have added about 135 to Siebel's OOTFOESYWLCL number, while subtracting 135 from Clark's number, putting Siebel in first.



Tom Siebel sold the Swan 90 'Odin' just before Les Voiles de St. Barth.

Despite having had Hanuman — the Hindu god of wind — laid up for a long time and seemingly no longer interested in sailing her, Clark was reportedly insulted by Siebel's offer on Hanuman's reported \$18 million asking price. A source close to the negotiations told us that Siebel was willing to offer a fair price, but Clark more or less blew the negotiations out of the water. If you're a billionaire, you can do things like that, even though there is a somewhat limited market for \$18 million boats.

Siebel, who Forbes reports is worth a couple of billion and thus maybe 50% more than Clark, responded to the rebuff by taking his J Class yacht money elsewhere. He bought what was intended to be the new J Class yacht Firefly being built by Claasen in the Netherlands. Firefly, however, was never going to be accepted by the J Class Association because her owner wanted her to be without an interior, let alone a properly swank J Class interior. The owner offered to add weight in certain areas to make her perform as if she had a proper interior, but the class association would have none of it.

The original to-be owner of Firefly stopped making payments to Claasen, so Siebel stepped in and bought the hull — on the condition that the about-to-be bankrupted builder would be taken over by the esteemed Vitters organization in the Netherlands. Vitters is now to have what is now Siebel's J, to be named Svea, completed by December — or face brutal financial penalties. Once completed, Svea will undergo sea trials in the Netherlands in December or January. Sea trials in December in the Netherlands? Brrrrrr. That's the plan. To be followed by

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LETTERS

more sea trials in warmer Palma.

Siebel's buying Firefly rather than Hanuman apparently really stimulated Clark's competitive juices, for he immediately took the Hanuman J Class racing program out of mothballs and has put it back in high gear. He reportedly said that he wants to crush Siebel and his new boat in all J Class events. What fun!

To that end, Clark has ordered a new mast — over a million smackers — and all new sails — about \$200,000 per main for Hanuman. Ken Read, Clark's skipper, reportedly told Clark that he was crazy for wanting to run two such huge sailing campaigns as Comanche and Hanuman at the same time. Actually, Read had also told Clark he was crazy to want to build Comanche. But as Clark's highly paid skipper for both boats — and salesperson for all of Clark's sails — Read probably didn't argue too much.

The way it stands now, three J Class yachts will be taking part in this week's St. Barth Bucket, but none of them is named Hanuman or Svea. Hanuman should be back in action for fall J Class racing in Newport, with at least five other J Class yachts expected to compete. It will more or less be a tune-up for the big J Class event in Bermuda at about the same time as the America's Cup next summer. Svea will surely be there. But even that will be a warm-up for the epic J Class World Championships to be held in Newport next fall.

What about Clark's 100-ft Comanche? Having missed the monohull course record in the Caribbean 600 a few weeks ago, she did the Voiles de St. Barth in April and will do the Newport to Bermuda Race this summer, before making a run on the transatlantic record in August.

Clark reportedly nixed his Aussie wife Kristy's desire to do a third Rolex Sydney Hobart Race this winter in favor of a Cape Town to Rio Race after the transatlantic record run. But get this: Current plans call for Comanche to do a California to Mexico race in the spring of 2017, followed by the L.A. to Honolulu Transpac record run in July. She's not eligible for the Barn Door Trophy.

Anyway, as it currently stands, Clark maintains OOTFOESY-WLCL honors. But to paraphrase the great Greek philosopher Heraclitus, you can never step into the same ocean twice, meaning everything is in constant flux.

Before any readers start bitching about the wealthy and their yachts, we'd like to point out that Clark and Siebel, like Ellison, made their fortunes not through monopolies or 'public service', but by creating businesses that save other companies — and ultimately consumers — lots and lots of money. In addition, they have both been epic philanthropists. Nor can we disregard their financial impact on the sailing industry. The navies required to sail and maintain their yachts are substantial. And the innovative parts they need help the yachting industry prosper. For example, Comanche's gimballed carbon-fiber toilet — the only one for a crew of 20 — cost \$20,000.

Did we mention that the Bay Area's Stan Honey, easily one of the top two or three navigators in the world, has already signed on for all the navigation duties on both Comanche and Hanuman? You know what Stan's been doing when not racing on the world's fastest monohulls and multihulls? Cruising the Sea of Cortez and mainland Mexico with his wife Sally Lindsay Honey aboard their humble Cal 40 Illusion, which must be at least 50 years old now.

"We've absolutely been loving cruising Mexico," Stan told Latitude in Antigua. In fact, in an update, after navigating Comanche in mid-April's Voiles de St. Barth, Stan was catching a flight to Mexico City, then La Paz, to join his wife Sally on Illusion for more cruising in Mexico.

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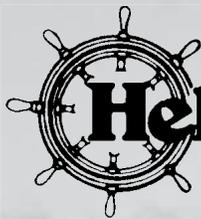
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LETTERS

↑↓ A CAL 40 WORTH NOTHING?!!!!

I'm writing in response to Roy Wessbecher, who recently wrote to *Latitude* to claim that Cal 40s are "worth nothing" and are "only suitable for a garden rental."

To quote Stan Honey and Sally Lindsay Honey, both world-class sailors and owners of the Cal 40 *Illusion*, "Cal 40s have no bad manners." The two of them could own just about any other sailboat in the world, and Stan regularly navigates the greatest sailboats in the world, but they have a Cal 40 for the following reasons: remarkable stability, low-aspect-ratio rig, bottlenose bow that punches through steep seas, and otherwise known as the 'Lapworth Splash'.

Stan Honey, in a singlehanded race to the Farallon Islands some years ago, was first to finish as the IOR boats buried their bows in the very nasty conditions at that time.

And finally, it's hard to put a price on a Cal 40 as you almost never see one for sale.

Steve and Mary Gann
Boomer, Cal 40
Monterey

Steve and Mary — We have nothing but the greatest respect for Wessbecher, who, starting with almost no sailing experience, did a tremendous frugal circumnavigation with women backpackers as crew. But what he's trying to do here is get publicity for his 45-year-old Columbia 34 that he rents out for \$50 a night on www.bedsonboard.com. Despite the fact that she's on a trailer in his driveway.

↑↓ STICKING TO MY GUNS

I'm not here to argue the merits of 1960s-era Cal 40s, or 1970s-era Columbia 34s, but I will stick to my guns that they are "old buckets" and "not worth anything." I should refine that to say they are "old plastic buckets" and "not worth much in \$-terms."

My 45-year-old Columbia is in good shape. I bought her for \$12,000 a long time ago. Today you can pick up one of these old beaters for about \$5,000, and one in good shape for \$10,000. But even mine, as beautiful as she is, is certainly worth less than the trailer she rests on. Yet she has paid for herself many times over and won't be up for sale.

My point is not to disparage old boats, nor to tell people what to do with theirs. My point is that people should keep them, keep them up, and even stick an expensive trailer under them when they're retired from sailing — and then maybe rent them out as lodging to recoup all the costs.

Boats can be fun in many ways, and doing this might even be a way to help open up all the clogged marinas for the fancy boats.

By the way, my *Breta* is the first and only West Coast boat

LATITUDE ARCHIVES



The Honeys' Cal 40 'Illusion' at the finish of a Transpac race.

BRETA



Roy sitting on the trailer that holds up his rental property

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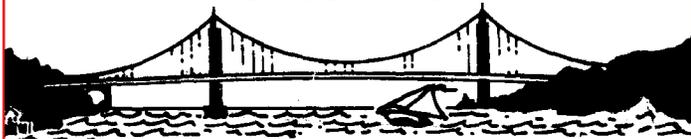
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LETTERS

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Roy Wessbecher
Breta, Columbia 34
Brookings, OR

Roy — Does your insurance company know that you're renting out your boat atop a trailer, and that the guests have to climb a ladder to get up and down — and hit the head in the middle of the night?

And while officials in rural Oregon might not care that you're running a hotel with a relatively large boat on a trailer in your driveway, we don't think it would fly in most places.

⇅ **VERY OLD BUT VERY FAST, TOO**

I enjoyed the April 20 *Lectronic* report on Les Voiles de St. Barth. For what it's worth, *Triple Jack*, the 47-ft Kelsall



BRETA

The salon of Breta. But you do have to climb a ladder to get onto her.

trimaran that was built in 1979, is something of a legend in the BVI. She is generally considered the fastest boat in these parts, and, with her excellent crew of mostly marine-industry professionals, holds all sorts of records against all sorts of boats. *Triple Jack* always does well in the BVI

Spring Regatta against all comers, and while she may appear humble, her performance and competitive record are stellar.

I think you would enjoy owners Richard Wooldridge and Steve Davis if you had the chance to meet them.

Tim Schaff
British Virgin Islands

Tim — Unaware of how successful old *Triple Jack* had been, we were surprised to see how well she did boat-for-boat against



COURTESY NANNY CAY

'Triple Jack' might be old as the hills, but she's still fast.

the new Gunboat 60 Flow and the new Bieker 53 Fujin. Then we did a little research and found that *Triple Jack* has broken the Around Tortola Record a number of times. To be fair, she doesn't have quite the interior of the other boats.

We did meet Wooldridge and Davis and they are fine folks. We loved a previous quote of Davis' about *Triple Jack*: "She's like an old MG, so we do have to be a little careful."

⇅ **MUSICAL BOATS**

That was a strange photo of the classic yacht *Serenade* on page 34 of the last issue. She looked like a schooner.

My parents' first boat was a small Dunnigan 36-ft ketch. They only owned her for about nine months, as she proved a little small for the five of us. Their second boat was an Island Clipper, bought from Axel Stordahl in about 1958.

Stordahl was an arranger who was active from the late 1930s through the 1950s. He is perhaps best known for his work with Frank Sinatra in the 1940s at Columbia Records. With his sophisticated orchestrations, Stordahl is credited with helping to bring pop arranging into the modern age.

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LETTERS

Anchorage, now Cabrillo Marina in San Pedro, was *Serenade*, owned by Jascha Heifetz, the celebrated Lithuanian-born violinist.

It's interesting that two significant players in the music industry were sailors and had their boats side-by-side. I was only 12 at the time, too young to have known anything about either of them. But I suspect they knew each other.

Compared to our family's Island Clipper, *Serenade* was huge and extremely elegant. She had a beige-colored hull, a small cabin with flush teak decks, and was elegant.

I know it's only April, but I'm almost ready to do yet another Baja Ha-Ha.

Fin Bevin
Radiant, Cal 40
Pasadena

Fin — To err is human. Rather than the photo's being "strange," the caption was wrong. The photo is of the schooner Kelpie, not the sloop *Serenade*.

We're almost ready to do another Ha-Ha, too, although the mothership won't be coming north for another three months.

Sign-ups for the Ha-Ha begin May 2. Folks who want the best chance of getting a berth when they get to Cabo need to sign up quickly.

Yet another reminder: This year's Ha-Ha starts on October 31 from San Diego, a week later than normal.

↑↓ "I DON'T KNOW WHY I KICKED HIM OFF THE LIFE-RAFT"

It was so nice of the *Letters* editor to cause me to "remember the crew of a Lapworth 36 driving the boat, spinnaker up, right through the surf and onto the beach just north of Bahia Santa Maria one night 50 years ago."

He was right, it was about 50 years ago, as it happened during the first-ever Los Angeles to Mazatlan Race in 1961. But the boat was not a Lapworth 36, but rather *Gamin*, a Swiftsure 40 sloop built by Vic Franck of Seattle and owned by Dick Lerner of Lido Isle.

Lerner was as gracious a gentleman as one could ever hope to meet. He was a product of 'old money', as his grandfather founded the Lerner Shops, and he was also in business for himself. In fact, he had an interest in *Yachting* magazine. His brother was Broadway musical lyricist Alan Jay Lerner of Lerner & Loewe fame.

Others on Lerner's watch were Ian Gardner-Smith, a young stockbroker from San Diego, whom I knew from sailing on the big schooner *Constellation*, and Dick Fenton, an active International 14 sailor and a longtime member of Balboa YC. He was one of the original lawyers representing management from the start of the New Deal and the National Labor Relations Board.

The other watch had Ignacio Lozano, Jr., a Phi Beta Kappa from Notre Dame and publisher of *La Opinion*, the big Spanish language newspaper in Los Angeles. Nacho and two partners raced a PC-class sloop aptly named *Cerberus*. I knew everybody on my watch except Jack, my watch captain, whose last name I can't recall. He introduced himself as a "poor man's version of Jim Kilroy" in the industrial real estate business.

Before we took off, I'd heard Lerner was going to navigate. He said he'd bought a sextant and had been taking lessons. He asked if I thought we should tow a taffrail log. I happened to have been in Bruce Blackman's jewelry shop a few weeks before, and Bruce showed me a 24-inch long, 4-inch diameter impeller off a World War II destroyer. Lerner wanted it checked out, but I told him that San Benito Island had a light and

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LETTERS

thus we wouldn't need a taffrail log.

Once we got offshore on the first day of the race, the alcohol stove overflowed, causing a minor conflagration. Fortunately breakfast didn't have to be cooked, because to save weight Lerner had stocked a case of corn flakes and lots of evaporated milk. The only fresh food on the boat was a bag of Spanish onions and two lugs of avocados. We also had a case of high-quality Danish canned sliced bacon and several bags of bagels, so we could make sandwiches with the avocados and onions. I can't remember any other food being onboard.

It seemed a little pretentious, but *Gamin* had a wheel and a binnacle in the middle of the cockpit. Jack's concept of driving with a spinnaker was to keep his eyes glued on the compass — which inevitably led to his wrapping the chute. I had a knack for rolling the boat and causing the chute to oscillate until free. But regardless of what Nacho or I said, Jack insisted on driving by the compass, not the spinnaker. Nacho and I would just look at each other and laugh.

It was overcast through the second night, but at least the wind held at a consistent 12 knots — at which point we discovered that we were sinking. *Gamin* didn't have any full-length planks, which meant there were a lot of butt joints. Inside every butt joint was a butt block. It turned out that water more than dribbled but didn't quite pour into the boat from a butt block by the starboard forward hanging locker. Lifting the starboard cockpit seat gave us access to a vertical-pull bilge-pump handle. By pumping 15 minutes each hour, we more or less kept up with the inflow of water.

It was still so overcast that Lerner couldn't even get a sun sight. But the next evening we saw the San Benito Light and had to make a sharp turn. We survived that, put the chute back up, and continued on our way.

It was still overcast on April 13 with the wind blowing at 15-18 knots when we spotted our first competitor, *La Volpe*, a 45-ft schooner that was about a mile behind us. They headed offshore in the afternoon. We later jibed too, but didn't head up as much.

At 10 p.m. that night, Nacho and Jack were in the forward bunks and I was in the starboard bunk in the salon when a wave broke behind the boat.

"Look out, we're going to hit a reef!" somebody yelled.

"Oh no," I thought to myself, "I'm going to have to get up." I was pretty tired.

"We're gonna hit the reef!" somebody repeated as another wave broke behind us.

Again, I thought I was probably going to have to get up.

Fenton, who had been on the wheel, gave it to Ian, saying, "You take the helm!"

Bump! Bang! Crash! Scrunch!

Now I knew I had to get up.

Suddenly *Gamin* was knocked 45° onto her port side, erratically bouncing and lurching a few inches at a time because the mast was still up and the spinnaker still pulling.

"How does this thing work?" I asked, as I joined the other watch in untying the liferaft from the cabin top.

Somebody showed up with a flashlight and illuminated the liferaft's metal disc with the instructions on it.

"Well, read the fucking directions!" somebody shouted.

"Maybe you pull this," said another.

FOOMPP! The raft inflated, almost knocking somebody overboard. We tied the raft to the lifelines and began loading it with line, the whisker pole, a small sail, some candy and some other stuff. I threw in my duffel bag, which had my passport and a bottle of scotch given to me by a young lady who was going to meet me in Mazatlan.

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LETTERS

Fastened onto the aft side of the port bulkhead that separated the galley from the quarter berth was one of those darling /cute/clever, must-have tools for sale by the checkout counter at marine hardware stores. It was a shiny chrome pair of pliers with a crescent wrench end on one handle and sharp screwdriver on the end of the other handle. All in a handsome leather sheath. Nacho was standing in the hatchway looking forward when *Gamin* lurched, throwing him knee-first toward the bulkhead. The screwdriver end of the device was just waiting for Nacho's patella. Right to the bone!

It was the blackest of nights. The spreader lights were on so we could see nothing outside that cone of light. We all jumped onto the liferaft and cast off, but could only find one paddle. After the raft traversed a few waves, I put one foot on somebody's hip — and kicked him off!

To this day I don't know whom I shoved off or why, but I don't think it was Lerner because he owned the boat. As it was, nothing ever came of it because the guy landed in waist-deep water. We were on a beach, not a reef. In the darkness, the flowing sand dunes were indistinguishable from the undulating ocean.

We set up camp and passed around the bottle of scotch until it was empty. By the time I awakened the next morning, Nacho was already out of sight walking down the beach toward Cape San Lazaro. It turns out we were about eight miles north of San Lazaro and must have hit at dead high tide, because *Gamin* ended up high and dry with 400 feet of beach exposed.

It could have been worse. The Lazaro Light was not working, and there are several giant rocks like sentinels a few hundred yards in front of Cape San Lazaro, protruding 50 or so feet out of the water. Had we been another half mile to weather, we would have hit them instead of landing on the beach. Of course, if we'd been sailing a couple of degrees higher, we would have cleared the point.

We didn't have any way to cook the bacon, so we appreciated the convenience of avocado and onion sandwiches.

The next morning we were met by Nacho and a group of blue-eyed Mexicans with a bunch of dogs. They would eventually drive us down the beach to Man O' War Cove. When we came to a tidal river, we had to stop and spend the night. They also carried corrugated iron sheets to help us cross difficult areas.

The locals were canning turtle meat at Man O' War. Eventually the Mexican Coast Guard took us on a two-hour trip in a launch to their headquarters. We were later picked up by a US Coast Guard vessel and brought back to the States.

Prior to the start of the race, Dr. Wally Gerrie, the leading urologist in Newport Beach and a Thistle sailor, had given me a bunch of the latest drug samples. One of them was Chloromycetin. It was a good thing he did, because by the time we got to Man O' War Cove, Nacho's knee was badly infected. And the 125-ft US Coast Guard vessel not only didn't have a doctor, they didn't have any medicine. Nothing! Not even an aspirin.

The young lady I was to meet in Mazatlan? She got a ride back up the coast on the much more luxurious *Kamali'i*, and I never saw her again.

Lerner wasn't deterred from sailing. He wrote a 90,000-word report for *Yachting*, which they had to chop way down. And he later had Gerry Driscoll build a 39-ft sistership to Driscoll's own boat.

Stuart Newcomb
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LETTERS

Stuart — What a great and humorous story. It takes a real man to admit, even 50 years later, that he kicked another man off a liferaft.

↑↓ A MOST SUCCESSFUL BOAT PARTNERSHIP

Although I am no longer involved, for 15 years I enjoyed the ownership of the Cal 40 *Madrugador* (*Early Riser*) with four other partners. It was an unlikely mix of two cardiologists, two engineers (of which I was one), and a lawyer. The original syndicate campaigned the boat actively on Puget Sound.

The racing program culminated in the Vic-Maui Race of 1986, in which *Madrugador* placed third overall. Although only two members of the syndicate participated in the race, Dr. Jack Murray and yours truly, the other members generously assisted the effort with moral and financial support. Incidentally, the delivery crew who returned *Madrugador* to Seattle included the late Wendy Siegel. Wendy later bought the Cal 40 *Willow Wind*, and actively promoted the Cal 40 class for the Transpac race to Hawaii. We were saddened to hear of her passing.

Sure, there have been some problems over the years. Even the best of marriages have some of those. For example, one partner singlehanded the boat around to the new Elliott Bay Marina managed to motor into the West Point Buoy at six knots. Mercifully, the hole he punched in the bow was above the waterline. Then there was the usual rash of groundings and spinnaker sheets-around-the-prop incidents — including one that split the V-drive casing and trashed the transmission. But all were handled good-naturedly by the syndicate.

Inevitably, some partners used the boat more than others, and maintenance chores were self-allocated on a similar basis. The less active members retained full check-writing privileges, however. It really is a comfort knowing that the bills will be divided by five. It also helps to have good insurance.

The program worked like this: Throughout the year, each partner had exclusive use of the boat for seven days every five weeks, with the understanding that the boat would take part in all major races. The 'skipper' for the week could opt out of the race, but the boat still raced as long as at least one of the partners wanted to race.

During the summer cruising months, the boat was converted to cruising configuration, and each partner had exclusive use for a two-week period. By coordinating schedules, time spent getting to the prime cruising grounds — Desolation Sound, Barkley Sound, Queen Charlotte Islands, etc. — was minimized by partners swapping the boat for a car.

After 39 years, the syndicate is still going strong — although only one of the original five partners is still involved. Turnover has been minimal, with one ex-partner, the attorney, staying on as honorary 'business manager' of the syndicate. Why? Because he enjoyed the company when he was not out on Lake Washington campaigning his Thistle. Most replacement partners were found by word of mouth — which probably explains why the current two partners include an engineer and a cardiologist!

Inevitably, the time came when my interests diverged from those of the other partners. Quite simply, I wanted to go cruising and was willing to take early retirement to do so. Would the partners accept my offer to buy them out? No way! They loved the boat and the partnership too much. But they agreed to buy me out, per our partnership agreement, for the same prorated price I had offered them, and we parted amicably.

The partnership was set up as a corporation. That made it much easier to buy/sell an interest. All that had to be done was transfer stock. According to Wil Anderson, if he were

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LETTERS

doing it again, he would form the partnership as an LLC.

I purchased *Hawkeye*, a Finnish-built Sirena 38, on Christmas Eve of 1993 and headed south five weeks later. Would I do a partnership again? You bet. But I would be sure to get a compatible group together with a well-crafted partnership agreement! The Madrugador Syndicate had both, and, overall, was — and remains — a most successful partnership.

John S. Kelly
Hawkeye, Sirena 38
 Republic of Philippines

↑↓ A DIFFERENCE OF OPINION

Boat partnerships are a good and sensible way for the average person to enjoy boating, sailing and hanging out.

I have had a partner in five different boats, and all but one were good. The one that didn't work out was over a difference in opinion on how the boat, a Santa Cruz 50, was maintained and used. I had two partners, and in the end the partner who was the 'problem' for me bought us out. It was not a happy event for us as we really loved that boat.

At my age I would consider being a non-equity partner in a boat that is as 'cruisey' and comfortable on the Bay as the Santa Cruz 50 was.

In any partnership there must be as equitable a way of exiting the partnership as there was getting into it.

P.S. Cheers to you and your great enduring staff magazine.
 Charles L. Cunningham
 Los Gatos

↑↓ ON SEA AND ON LAND

Jeff Murphy and I were partners in an O'Day 37 from 1979 until we sold her in 1995. We are now partners in a five-acre parcel of land on Caye Caulker, Belize. Our partnership continues to work perfectly.

Cliff Wilson
 Cat Charters Belize
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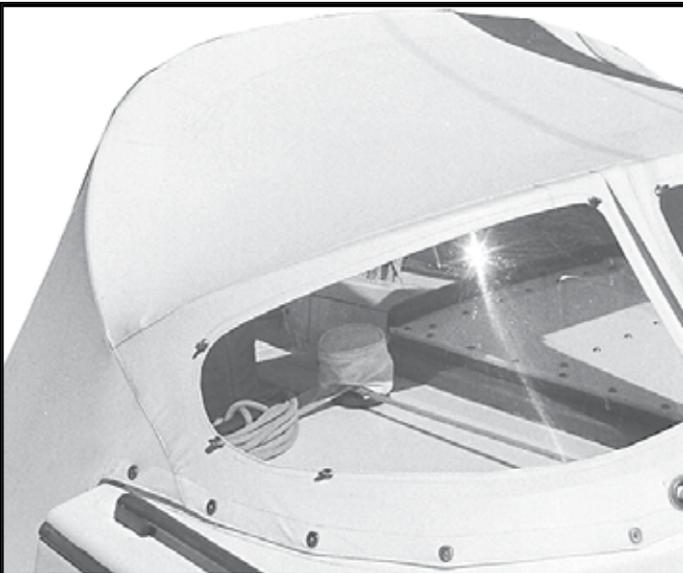
↑↓ WE'D BEEN SCREWED

My first trip down the coast of Baja was in 1973. Little did I realize it would be the first of countless delivery trips — mostly northbound — over the next 40+ years.

I had been sailing since I was a kid and wanted to work in the boating industry. I started out by selling Hobie Cats in Marina del Rey. Bill, our sales manager, was new to sailing and had purchased a Newport 27. After several trips to Catalina Island with his girlfriend Linda (and their pregnant Pekingese dog, Toolow), he decided it was time to sail the 900 miles to Cabo San Lucas. He asked me to join them. Having discovered that selling boats was not my cup of tea, I readily accepted.

On the trip down the coast, Toolow, who had always been taken ashore at Catalina, understandably would not poop or pee on the newspaper that her owners put down in the cockpit. Only after several days of 'holding it' would she use it, and it seems only on my watch as she didn't want to shame herself in front of her 'parents'. I would immediately wad it up the newspaper, throw it overboard, and put down new paper — all while commending Toolow on her performance. Her new puppy Shandoo didn't have such concerns, and I had to take to wearing my boots at night, regardless of the warming temperature as we moved south.

We made it to Cabo, which was a one-street *pueblo* back then, and anchored in front of the Hacienda Hotel. The tourist



"But in latitude thirty-eight degrees north he began to recover; the feverish petulance left him, he became equable and mild..."
 — Patrick O'Brian



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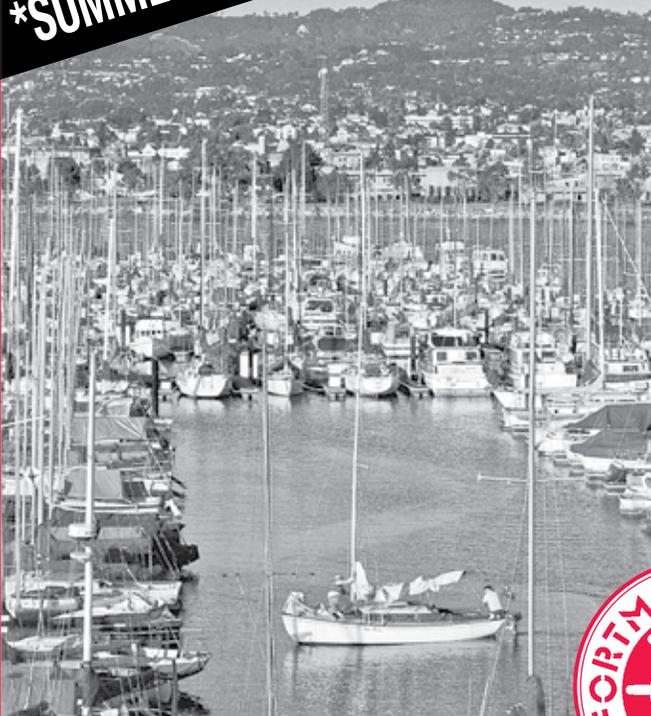
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LETTERS

population was very small at the time, and most were sport fishermen. Bill, being the gregarious salesman, met a young Mexican couple from Mexico City who were on their honeymoon and invited them to go sailing.

We went out for three hours, and unfortunately the groom got seasick. He went down to the head to contribute his lunch to the fish. He then came up and said that the toilet wasn't flushing very well. Without proper instruction, he had put paper towels in the toilet, which naturally clogged up the works.

When we got the hook back down, I, being the mechanical guy, got ready to take on the undesirable task of taking the toilet apart. I got a reprieve when Bill suggested that maybe the paper had worked its way to the thru-hull, so maybe I could jump in the water and use a long screwdriver to dislodge it. As the water was crystal clear and in the 80s, I readily agreed.

As I pushed the screwdriver in from the outside, I could feel what seemed like wadded paper. I poked and prodded as Bill tried to pump the toilet, but to no avail. So I had to take the toilet apart anyway to get the paper out.

After dinner in town, we came back to the boat and went to sleep. Bill and Linda were sharing the V-berth, and I was out in the cockpit.

In the middle of the night Linda got up to take a pee. When she stepped on the sole, she was stepping in water.

"We're sinking!" she shouted. Bill and I quickly woke up.

The water was only about an inch above the sole. The Newport had practically no bilge, so we got the water out quickly with the Whale Gusher. Then we went searching for the source.

We found it in the hose-to-toilet outlet thru-hull, as we could see water squirting out of the little holes — that I had obviously punched in the hose while trying to dislodge the paper towels!

The standards for hoses back then were quite low, at least on Newport 27s. You shouldn't be able to poke holes in them with a screwdriver.

Captain Mark Philbrick
Patience, Mod. Columbia 35
Ensenada, Baja California

AN L-36 SAILED TO TAHITI AND BACK

New Lapworth 36 owner Ben Jones will want to check out www.L-36.com, which is a fact-filled site built and maintained by Allen Edwards. It includes a list with boat ownership histories, plans, and articles on maintenance, buying used



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sails, racing resources, weather, tides and a lot more.

The L-36 Fleet tab will lead him to the 10-12 boats in Washington, Vancouver and Victoria. They should offer a fund of knowledge.

The L-36 skipper with the all-female crew — sometimes topless — in the swinging 70s was the late Bobby Holm. He sailed the *Wild Wind* out of the San Francisco YC. Bobby won the perpetual trophy in 1976, the last year that L-36s raced as a YRA one-design class. Years later we got Bobby to donate the silver platter to the Master Mariners, and have been racing for it as a class since then. It's helped maintain fleet interest.

The boats to beat are David James' *Leda* and Allen Ed-

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LETTERS

wards' Papoose. Both are second-generation L-36 veterans and really know their way around their boats and the Bay.

Many L-36s have sailed to Hawaii, and at least one sailed to Tahiti and back. We think it was Hibiscus, and Bob Darr of the Arques School of Traditional Boatbuilding was on the return crew. We sailed to Hawaii on Aukai with Ned Downey in 1976. We liked the boat so much we that we bought her from Ned the next year and gave her back her original name, Olé. We are still the current custodians.

We wish Ben well with his new-to-him boat. Take good care of her and she'll take care of him.

John Hamilton and Carol Leonard
Olé, L-36
San Francisco

John and Carol — We've been around sailing a long time now and somehow managed to miss the apparent importance of the Lapworth 36s.

BUILDING A HISTORY OF JAVA HEAD

I read Latitude's November 2015 editorial about Java Head with interest, as I brought her back to our family and her roots in Maine to try to keep a wonderful sailboat from the scrap yard.

The January letter from previous owner Edward Schoon got me to thinking it would be helpful to hear from all of the former owners and crew. Those who sailed her over 65 years



COURTESY JAY DOUMAUX

on the Bay must have interesting stories and information they would like to share.

The cutter-rigged 'Java Head' looking good back in the day.

I have the names of a few sailors who sailed on her — Bilek, Peterson, Claussen, Schoon, Lino, Gillette — but could use more. I would like to use their stories to build a history to be included in

the log to be kept aboard Java Head after she's restored. And it may help with our efforts to raise the funds to get the job done over the next few years.

Jay Doumaux
Java Head, 1933 50-ft cutter
East Boothbay, ME

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My wife and I own Black Dolphin, a Hugh Angelman-designed 50-ft LOA diesel auxiliary ketch built in Southern California in 1944. At various times in her history she has been sailed from Southern California to Hawaii, Mexico, Costa Rica, Venezuela, New Zealand and Australia.

We use Black Dolphin as an outdoor classroom at our school here in Hong Kong. We had her delivered here from Long Beach on a container ship in 2014.

We've been able to trace Black Dolphin's history from 1950 onward, and have been in touch with many people who sailed on her in the past. But we're very much interested in getting a complete history of her, meaning from 1944 to 1950, for both our students and any future owners.

Based on what little we know, we're operating on the assumption that Black Dolphin was mostly built at Wilmington Boat Works, but then the war broke out and WILBO started building boats for the Navy. We believe that Black Dolphin was moved to Inglewood, where she was completed for launching

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LETTERS



BLACK DOLPHIN

The Blurtons had 'Black Dolphin' shipped to Hong Kong.

by a gentleman named R.C. Ricketts. Looking for information, we have contacted everyone we can think of, including several yacht clubs, as well as individuals old enough to have known her when she was sailing around San Diego, Los Angeles and Catalina. We have even been in touch with the two sons of Marion and Bill Rumsey, the couple who bought the boat in 1950. Alas, they didn't have any additional information. I can be reached at cblurton@gmail.com.

I've attached a couple of photos of *Black Dolphin* taken in the 1950s. She looked quite different with a black hull and red anti-fouling.

Craig Blurton, Ph.D.
Managing Director, The Harbour School
Kennedy Town, Hong Kong

Craig — We're happy to put the word out. By the way, one of Hugh Angelman's grandsons has done the Baja Ha-Ha several times, so maybe he can help.

↑↓ HOW THEY COULD AFFORD TO CRUISE

After our letter in March's *Latitude*, the editor wanted to know more how we have afforded to cruise for so many years. I can best explain it by dividing our many years of cruising into three eras.

Era One was from 1998 to 2003. I first met Irwin while he was visiting family. I had a thriving wedding-photography business, but when Irwin said, "Work 80 hours a week or come sailing with me," it was a no-brainer. We haven't regretted a moment together.

We sailed from San Diego to La Paz, then slowly worked down the Pacific coast of North and Central America. We transited the Panama Canal in 2000, and from 2000 to 2003 we wandered around the Western Caribbean. Two months in the San Blas Islands, nine months in Cartagena, then nine months between San Andres, Providencia, Guanaja, Belize and Guatemala. We made our way from Isla Mujeres, Mexico, to St. Pete, Florida in early 2003.

During these five years we lived very well on the savings Irwin had previous to our relationship. We vaguely remember that we lived on less than \$1,000 a month. Some months had big 'bites' out of our savings. The \$600 in Canal fees — plus the \$800 cash security fee they held for eight months. In addition, we needed two expensive boat parts, spent two months in marinas at \$125/month, and bought two-round trip tickets to San Diego.

The major boat expenses were replacing the main outboard motor in Costa Rica, for \$1,700, and the steering cable. We paid a total of \$150 for shipping, expeditor fees, import taxes, and the cable itself. It had broken during a storm in transit to Guanaja, which was not fun. We now carry a spare cable to avoid those additional shipping costs!

We also tore our jib from foot to clew in a freak blow between Belize and the Yucatan. Cruising friends helped us repair it with their machine and expertise. That saved us lots of money. We now have our own Sailrite machine for all our sail and canvas repairs.

Era Two: We hadn't contributed anything to the kitty during the first five years, and that had to change. So we hung around Florida and the Bahamas for a little more than a year,

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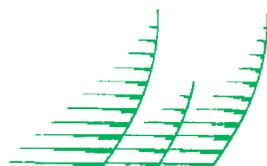
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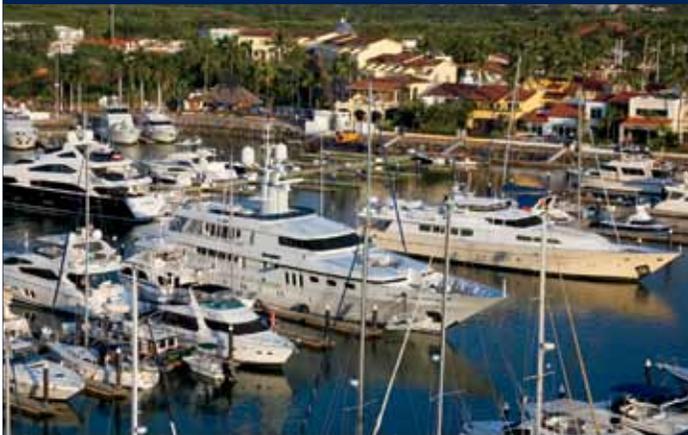


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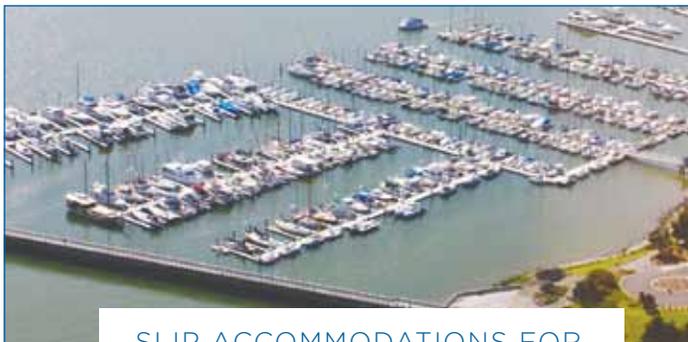


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LETTERS

and then spent two months wandering around Cuba before returning to San Diego. (Our two months on the north coast of Cuba were very inexpensive. We spent less than \$500 a month for everything. Most of the time we anchored by small villages, and there were no other boats around.)

In 2003 we decided that we needed to return to San Diego for three to five years to earn money, and also care for elderly family members. I worked part-time assisting other commercial photographers, and hired out as second camera to many high-end weddings. (I'm glad that era is over!) Irwin worked with his sister and business partner as full-time carpenter on her 'fix and flip' properties.

In 2006, my home of 35 years near Shelter Island, which I owned with my ex-husband, became mine. Irwin and I decided it was too expensive for us to live in. Besides, we missed the simple life aboard *Speck*. So we decided to clean up the house and rent it out for as long as we could.

ERA Three: The combination of having earned some money, plus having income from renting the house, made cruising more affordable. And when we both turned 65 in 2010 and started getting Social Security, it meant we had a net of about \$3,000 a month to spend. To give you an idea of how far that can go, from early July through late September in the Bahamas, we spent a total of \$3,800. We were able to save a lot of money during those months.

We also made a trip up the ICW to Washington, D.C. That was cheap, too, because we anchored out for the entire six weeks of the trip and never ate out. We did, however, spend \$1,000 on gas. While in the District of Columbia, we anchored out — except for paying \$300/month to Gangplank Marina for the use of their dinghy dock and facilities. We also paid \$500 to rent a car for two weeks.

Irwin and I are living a reasonably priced, yet joyful lifestyle on *Speck*. However, we can caution readers that most people will need more than just Social Security to be able to wander the Bahamas and live aboard in Florida. However, if you are willing to spend most of your life in Central America, Panama and South America — not the Eastern Caribbean — it can be doable, if you anchor out most of the time.

Judy and Irwin White
Speck, Gemini 35 cat
ex-San Diego

Readers — The cost of cruising varies tremendously based on the boat, the desires of the cruising couple, where they cruise, and their means. Of course, the means of cruising couples have varied tremendously also. For instance, the average social security benefit is \$1,335 per person or about \$32,000 a year for a couple. On the other hand, if both people waited to 66 and collect the maximum amount of social security, that's \$63,000 a year. Add to that the rental income from a California coast property purchased decades ago, and you can stay in marinas and dine out quite a bit. That doesn't mean you're going to have a better time, or that restaurant food is healthier than food you prepare yourself.

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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SIGHTINGS

a record-busting ensenada race

Clocking a top speed of 37 knots, Tom Siebel's MOD70 trimaran *Orion* pulverized the Newport to Ensenada Race record on April 22, setting a new benchmark of 5:17:26 — an hour and a half faster than the previous time, 6:46:40, set in 1998 by the late Steve Fossett and crew aboard the 60-ft catamaran *Stars and Stripes*. According to crewman Peter Isler, the big tri averaged 25.4 knots, with the average true wind at 19 knots. *Orion* was so quick that the race committee wasn't able to observe the historic finish due to having to battle horrendous SoCal traffic and get across the border. Fortunately, a finish-line boat was on station to record *Orion's* impressive time.

The monohull record was next to fall. Steve Meheen's *Aszhou*, a Reichel Pugh 63 sailing her first N2E, set an equally stunning new monohull record of 9:35:34. *Aszhou* destroyed the previous record — set by Doug Baker's *Magnitude* in 2009 — by just over one hour and 28 minutes. See *Racing Sheet* (page 90) for more on this epic N2E.

— chris & andy

baja ha-ha rally

Are you ready to Ha-Ha? Organizers of the West Coast's largest cruising rally have come out of hibernation and are now gearing up for the 23rd annual San Diego-to-Cabo San Lucas rally, the Baja Ha-Ha. Online signups will begin May 2 at noon on the rally's official website, www.baja-haha.com. This year's event starts on October 30 and runs through November 12.

If you're eager for a sunny getaway south of the border, we suggest you shanghai a few of your favorite sailing partners and join us on this 750-mile offshore cruise off the Baja coast, with rest stops along the way at Bahia Tortu-



Tactician Charlie Ogletree continues to be a major asset to 'Orion's success.

INSET LATITUDE / CHRIS

signups begin may 2

gas and Bahia Santa Maria.

As in years past, all sorts of people will enter whose backgrounds are as diverse as the boats they sail aboard. Sailboats (and powerboats) of 27 feet or longer that were built, equipped and maintained for offshore cruising are welcome to enter.

On the website, you'll find the complete event schedule along with sponsor links — many of whom offer enticing discounts — and the free, downloadable *First Timer's Guide to Mexico*, which has updated info on everything from immigration regulations to fishing licenses.

We'll see you in San Diego!

— andy



Steve Meheen's R/P 63 'Aszhou' blasts south toward line honors in the monohull fleet — and a new record.

hartjoy: oldest american around solo

A nonstop, unassisted, singlehanded circumnavigation of planet Earth via the Five Great Capes: Whew! It's a chore just to describe the feat that Jeff Hartjoy accomplished on April 15, let alone do it.

On his 167th day alone at sea aboard his 36-year-old, Bob Perry-designed Baba 40 ketch *Sailors Run*, Jeff crossed his outbound track in the South Pacific, just three days before his 70th birthday. As this issue went to press, he was ticking off the miles to his ultimate destination, Bahia Caraquez, Ecuador, from which he began this epic ordeal last Halloween. He's expected to make landfall around May 7.

Jeff's time from port to port will not break any speed records, but he *will* make history — and, we suspect, gain substantial media notoriety — as the oldest American to go around 'the hard way' nonstop. So three cheers for Jeff! Knowing him as we do, we can tell you that he is as tenacious as he is self-sufficient. And as his wife and longtime cruising partner Debbie will confirm, once he gets an idea in his head — like building his own log home or soloing around the world — it's tough to talk him out of it.

If news of an elder sailor solo-circumnavigating sounds familiar, it may be because three years ago British sailor Jeanne Socrates singlehanded nonstop via the Capes aboard her Najad 380 *Nereida* (beginning and ending at Victoria, BC). She, too, was 70. The third member of the 'nonstop septuagenarian solo circ club' is Japanese sailor Minoru Saito, who completed his nonstop lap in 2005 aboard the Adams 50 *Challenge 7* (ex-*Shuten-Dohji*) at age 71.

Jeff's inspiration to go around alone aboard the family cruiser followed a rather ambitious 'shakedown cruise': singlehanded around Cape Horn in 2009, nonstop from Callao, Peru, to Buenos Aires, Argentina.

As with any offshore passage, Jeff's six-month enduro has seen both dramatic highs and lows. On day 159 he waxed poetic in his daily report: "Last night was another one of those nights where the sky looked like a bowl of diamonds." By contrast, two days earlier he wrote: "This low is predicted to intensify rapidly and could end up right on top of us, pounding us with headwinds to 40 knots. This is never a good feeling." As you'll see if you review his daily reports at <http://sailorsrun.com>, throughout the trip he has rarely let such challenges get him down: "For now we just haul ass to the ENE and pray the low drops in just behind us. You know what they say, if you can't run with the big dogs, you best just stay on the porch!"

Sometime after making landfall, Jeff promises to weave his wit and wisdom into a book about his voyage, as he did after the solo Cape Horn trip. But at the moment, he's hoping that the effects of Ecuador's devastating April 16 earthquake won't prevent him from making port at Caraquez, as he's down to bare-bones provisions.

Look for more on Jeff's remarkable trip next month.

— andy



Before Jeff decided to sail around the world alone, he and Debbie had cruised the world together for 15 years, eventually completing a full circumnavigation.

dock neighbors turned lovers

Most sailors who adopt the lifestyle of carefree cruising are retirees. But as Sarah Carter, 24, and Charlie Patterson, 30, will tell you, there's no law that says you have to be a gray-haired pensioner to drop out of the rat race and sail the world.

Their smiling young faces jumped out of the crowd at us last month while we were browsing the aisles of the Strictly Sail Pacific boat show in Richmond. We soon learned how they got together six months ago — and how they've fast-tracked their preparations for world cruising ever since.



LATITUDE / ANDY

We ran into Sarah and Charlie while they were checking out windvane gear at the Hydrovane booth.

Sarah moved to the Bay Area last September after returning to the US from a year of land-based world travel. Although she'd sailed less than a dozen times back then, she'd been toying with the idea of living aboard a sailboat rather than renting an apartment. Turned out, she fell in love with the first boat she looked at, an Ericson 28 named *Slainté*, and immediately bought it.

In order to get acquainted with her new neighbors at Emeryville Marina, Sarah invited a bunch of random tenants over for dinner. Charlie was one of them.

She liked him a lot, but rarely bumped into him on the docks since his boat was on the opposite side of the marina. "So I asked him to help me with some boat problems that didn't really exist," she admits with a devilish smile. You might say fate brought them together that day — literally. "Charlie had the floorboards open because he was working on my transducer wiring, while I was facing the other way cooking, and I fell right through the hole in the floor into his arms!"

Soon after, she discovered that Charlie was a man with a plan. "In one of our first conversations, he told me he wanted to sail around the world, and asked me if I would join him." She could tell he was serious, but because they were just getting to know each other the best she could offer at the time was a "Maybe." Today, though, *Slainté* has been sold, and both Sarah and Charlie are fully committed to the idea of heading south late this summer or fall aboard Charlie's vintage Formosa 41 ketch — which will soon bear a new name, yet to be determined. So these days, most of the couple's spare time is dedicated to upgrading the boat and improving their sailing skills.

Charlie bought his first keelboat in 2009 before he really knew how to sail. "I first learned to sail in an El Toro, then moved up to sailing and repairing slightly larger boats owned by neighbors, then my own. In the meantime, I was trying to learn everything that I could from Helder Parreira at Berkeley's Waterside Workshops' wooden boat center. That's where I rebuilt the El Toro, and first learned to sail on the placid waters of the Berkeley Aquatic Park."

Sarah grew up near the Chesapeake Bay, but her first sail wasn't until 2011 on Vermont's Lake Champlain. "I immediately loved it and wanted to sail more," she recalls. Despite her enthusiasm at the time, though, she probably never would have guessed that a few years later she'd have fallen in love with a sailor and would be making plans for a slow cruise around the planet.

We wish them the best of luck, and hope to hear from them often as their adventures unfold.

— andy

so cal ta-ta accepting

If you're looking for a fun new way to use your boat this summer, we invite you to consider joining the fourth-annual SoCal Ta-Ta, September 11-17. By its theme, 'Reggae 'pon da Ocean', it's obvious that the focus is on fun, rather than competition.

This one-directional rally runs from Santa Barbara to Two Harbors on Catalina Island, and serves as a perfect challenge for sailors who are bored with day-sailing or buoy racing in the same old venues, and for would-be cruisers who are not quite ready to throw off their docklines and head out on an open-end-

Commingle assets: After Sarah and Charlie got together, one of the obvious first steps in their relationship was to move their boats into the same slip. They'll cruise aboard Charlie's vintage Formosa 41 (foreground).



SARAH CARTER & CHARLIE PATTERSON

limited entries

ed cruise. No night sailing is required, and the longest distance between stops is about 35 miles.

The seven-day itinerary begins at Santa Barbara Harbor and includes stops at Santa Cruz Island, Channel Islands Harbor, Paradise Cove and Two Harbors. Along the way there's plenty of unscheduled time for exploring ashore or simply chillin' in the anchorages.

If this sounds like your idea of G-rated fun on the water, don't delay, as only 50 entries will be accepted. Signups begin at noon May 2: www.socaltata.com.

— andy

vets helping vets through sailing

Long before he developed an insatiable lust for sailing, frequent *Latitude 38* contributor Ronnie Simpson served as a Marine infantryman in Iraq, and he has the scars to prove it. After being hit by a rocket-propelled grenade blast in Fallujah in 2004, he flew home in a medically induced coma and eventually recovered, despite losing part of a lung, suffering vision impairment, and retaining bits of shrapnel as souvenirs. He eventually threw himself into sailing, and discovered its inherently therapeutic qualities for both mind and body.

Last year, Ronnie and Bay Area sailor/surfer Walter Kopeck started the nonprofit Core (Coastal and Offshore Recalibration Experience) with a noble goal: "to help reduce veteran suicide by assisting in the continual and holistic healing process of our nation's combat-wounded veterans." Building on their experience from holding

continued on outside column of next sightings page



SIGHTINGS

vets helping vets — continued

four highly successful wounded-vet clinics in 2012 and '13, they will now offer participants in upcoming CORE programs a wide variety of beneficial activities, including sailing, surfing, yoga, art, music, nature retreats and more. Ronnie explains, "A lot of vets, both male and female, suffer from PTSD and lower-extremity injuries. We hope to reinspire and reinvigorate their warrior spirit, while introducing them to activities they can do regardless of their injuries."

CORE's first Wounded Veteran Clinic will take place May 17-22, with the majority of the sailing activities originating at Pier 40 — thanks to the generous support of Spinnaker Sailing of San Francisco and BAADS (the Bay Area Association of Disabled Sailors). Two prominent local yachtsmen have kicked in substantial financial contributions, and Ronnie hopes that others in the sailing community will follow their lead. For more, see <http://coreveterans.org>.

— andy

pacific cup

With the opening of the Pacific Cup Race Village only about two months away, racers, shore crews and event organizers alike are making their final preparations for 'the fun race to Hawaii': the 2016 Pacific Cup. It begins, of course, at San Francisco and ends at Kaneohe, Oahu.

Judging by the fact that the 70-boat entry list has been sold out with a waiting list for several months now, interest in the race seems to be as healthy and widespread as ever. This year's fleet is as diverse as it is large, with entries that range from heavy cruising boats to the



Spread: 'Visit Seattle', one of the 12 Clipper 70s, arrives in Washington after the grueling race from Qingdao, China. Inset left: Joyriding on 'Visit Seattle'. Right: Burying the rail aboard 'Garmin'.



excitement grows

100-ft supermaxi *Rio100*, and a wide variety of race boats in between.

After a hectic and unusual winter in the Pacific — the result of a super-El Niño occurrence in 2015 — and tradewinds that have been far less consistent than normal, the 2016 Pac Cup promises to be a memorable one, with no shortage of surprises and interesting storylines to follow.

One of the ways that ocean racing has fundamentally changed in the past few years has been the implementation of more stringent safety requirements

continued in middle column of next sightings page

5,768 hard miles from china

The 5,768-mile crossing from Qingdao, China, to the West Coast of North America is no piece of cake for any sailor. Sadly, one of the adventurers in the Clipper Round the World Race did not survive the grueling passage. On April 1, 40-year-old Sarah Young, a crew aboard *IchorCoal*, was swept overboard. Not tethered in, the Londoner was quickly separated from the boat in the challenging conditions. Thanks to her personal AIS unit, she was recovered an hour and 17 minutes later, but her shipmates could not resuscitate her. They performed a burial at sea for Young on April 3. Upon arriving in Seattle, skipper Darren Ladd stepped down; Richard Gould took his place. A memorial service was held for Young in Seattle on April 21.

During the layover, the Clipper Race crews took in the sights while curious Seattleites toured their boats. This edition marked Seattle's debut as a host port and team entry.

Among the crew on *Visit Seattle*, Martin Frey has made history by becoming the first person to have sailed the seven

seas and scaled the seven summits (the tallest summit on each continent). Upon completing his 11-year odyssey, Frey, a 56-year-old investor from Utah, said, "The mighty Pacific certainly showed us everything she can muster. As soon as we turned the corner south of Japan, we got hit by head-on waves, and I got seasick. From then on, the violent storms were just relentless. I have seen the biggest breaking waves and winds out there. The Pacific Ocean crossing was the toughest thing I have done out of all the challenges, including climbing Everest. It was extremely hard physically and mentally due to the hostile environment."

Another adventurer, British journalist Simon Parker, 29, has embarked on a sailing-cycling challenge. He completed the Pacific Ocean passage but departed Seattle by bicycle on April 22. His goal is to reach 4,000-mile-distant New York City in time to rejoin the *Garmin* crew for the June 20 start of the Atlantic crossing. See www.simonwparker.co.uk.

The 12-boat fleet of 70-ft one-design boats was scheduled to depart Seattle on April 28 (after this issue went to press), bound for the Panama Canal and then NYC. The circumnavigation, which began on August 30, 2015, in London, will close its circle at the end of July, after stops in Northern Ireland and the Netherlands. For more info see www.clipperroundtheworld.com.

— chris

team sistership is bound for alaska

The Race to Alaska is meant to be as wild as the region it's staged in. "The idea fell out of my head a couple of years ago because it's the way I like to sail, as close to nature as possible, stripping away as much as possible," said founder Jake Beattie, the executive director of the Northwest Maritime Center. The 750-mile course runs from Port Townsend, WA, to Ketchikan, AK. "There are thousands of islands and no roads, fjordy things, more bears than people," Beattie told his audience during a Strictly Sail Pacific seminar.

"I thought it was crazy," said Michelle Boroski, 58, of Ventura when she saw the poster for the first Race to Alaska while visiting Port Townsend last March. Then, as time went on, she thought, "I



Sarah Young had been helping to reef the mainsail in 35-40 knots of wind when she was washed overboard. She did not survive.



team sistership — continued

want to do this race," and formed Team Sistership.

Boroski, who works as a delivery captain, flew up for the Wooden Boat Festival in September and went out on an F-27. While sailing at 8 knots in very light wind, she thought, "This is the kind of boat you need to do this race," so she bought it.

The trimaran was old and tired and needed safety upgrades, so *Sistership* was hauled out from October through February. Brion Toss Rigging volunteered time to install the rigging, which came from



Janice Mason of Victoria, BC, an endurance kayaker and Olympic rower, rounds out Team Sistership.

Colligo Marine on California's Central Coast. Northwest Sails in Port Hadlock, WA, made new sails. "I wanted the boat to be safe and not have breakage or torn sails," said Boroski. "Now we're positioned to be competitive." Although a lot of the work has been do-it-yourself, Michelle says she's spent more on improvements than what she paid for the boat, so the team is throwing a party to

raise some cash. Wine on the Water will feature wine tasting and a spaghetti dinner on May 13 at Oxnard's Channel Islands YC.

Sistership was launched on February 26 and raced the next day in the Shipwrights' Regatta, during which Mark Eastham of the successful Bay Area-based F-31 *Ma's Rover* served as onboard coach. Eastham caught the 'R2AK' bug, and has entered *Ma's Rover* too.

This race is not purely a sailing event. Human-powered propulsion is allowed — and is indispensable when the wind goes light. Auxiliary power on *Sistership* will probably be in the form of big sweep oars operated from sliding seats between the amas and the main hull. A pedaling device that would go where the outboard normally sits and/or a 'yuloh' sculling oar are other possibilities. Team Sistership's goal is to "Sail, row, pedal and endure — like a girl!"

Sherry Smith, 54, of Sausalito will crew for Michelle. She's a well-known race crew on San Francisco Bay, has 10,000 ocean miles on her résumé, sails a Laser, and works for Hyde Sails Direct. A triathlete, she thinks one of the best compliments she ever received was, "You sail like a boy." To which she replied, "Yes, but I run like a girl."

Renee Fields, 52, of Reno, NV, is a competitive sailor, landsailor, cyclist and West Coast swing dancer. During a cancer scare, Renee bought and restored a Santana 20 and taught herself how to sail on Lake Tahoe. A US Army vet, engineer, personal trainer, corrective exercise specialist and rescue diver, she won a bronze medal in the 2014 World Landsailing Championships. "I sail like a girl — catch me if you can," she says.

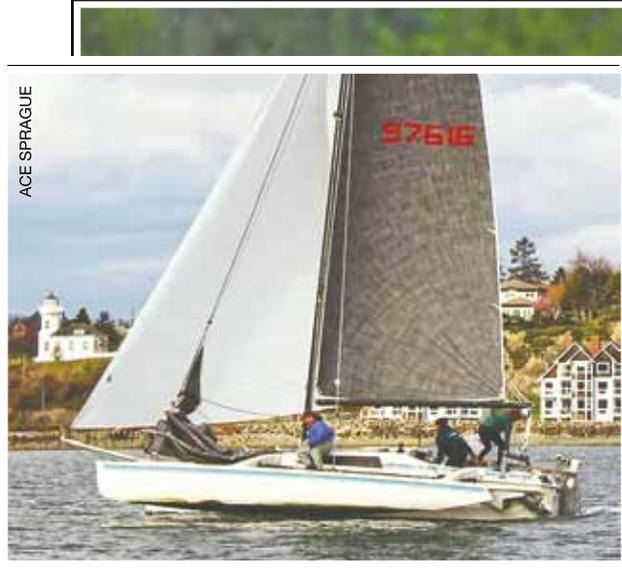
Rounding out the crew is Canadian Janice Mason, 56, a rookie sailor but an Olympic rower who has twice completed the Yukon River Quest — kayaking 715 km from Whitehorse to Dawson City in less than three days. She did her first Ironman Triathlon at age 54. See www.sistershipr2ak.com for more on Team Sistership.

With no motors, no support and no supply drops allowed, the Race to Alaska is an endurance challenge. Rare among amateur races, this one actually offers a cash prize — \$10,000 to the first finisher. In homage to the movie *Glengarry Glen Ross*, the second place finisher will earn a set of steak knives. Thirty-four teams are registered for the second R2AK race, which will start June 23. For details, see www.r2ak.com, where the team bios are entertaining.

— chris

pacific cup

and more widespread compulsory safety training. As the times have changed, Pacific Cup race organizers and the Pacific Cup YC have done an exemplary job of helping to get racers and boat owners up to speed. Through organizing a series of approved Safety at Sea courses and other useful seminars, PCYC has not only helped keep racers in compliance with the ever-changing rules, but the club has also helped to guarantee that a high percentage of race entries actually make



— continued

it to both the start and the finish.

In early March, the Pac Cup held its first Safety at Sea course in Hawaii and managed to overfill the event at Kaneohe YC due to a higher-than-anticipated levels of interest.

The next Pac Cup-sanctioned safety courses will be held May 14 and 15 at Encinal YC in Alameda. At press time there were still a few spots available.

For many sailors, one of the most re-

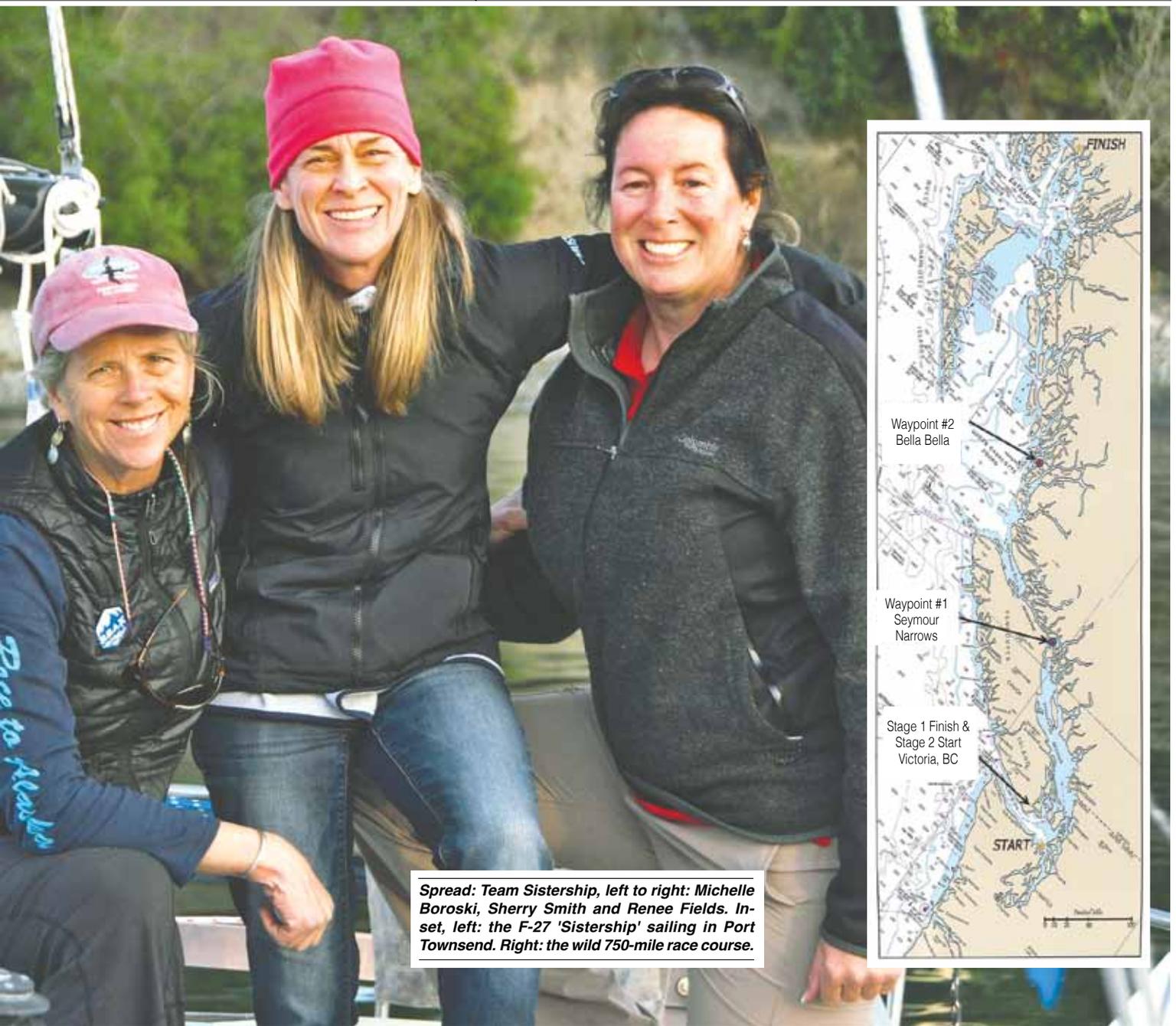
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alameda gets the message

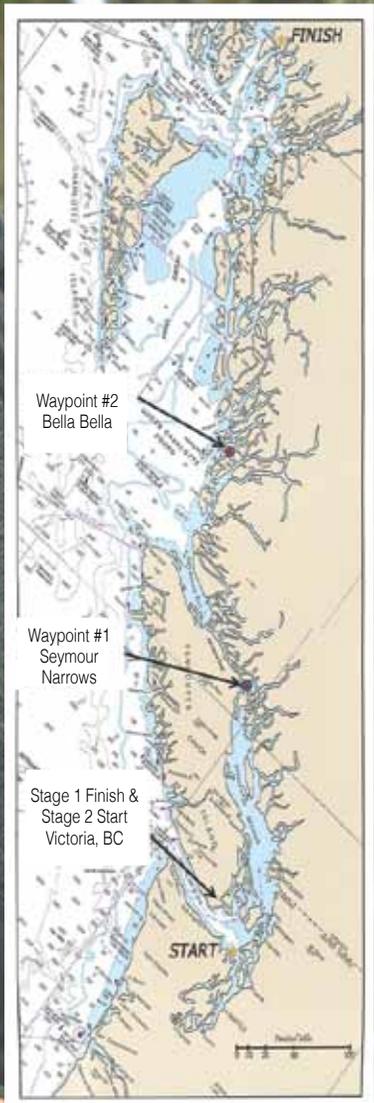
Score one for the boating lobby. At the April 19 Alameda City Council meeting, items presented by city staff included Exhibit 3, Alameda Marina: Staff's Recommended Guidelines for Preparing a Master Plan. It makes clear that the primary purpose and goal of the Master Plan of Alameda Marina is to "establish standards and requirements for mixed-use development of the property that prioritizes and recognizes the significant maritime uses existing on the site."

In addition to providing direction to developers of the 44-acre site, the three-page document is designed to set out recommendations to the Planning Board and City Council on the adequacy of the devel-

continued on outside column of next sightings page



Spread: Team Sistership, left to right: Michelle Boroski, Sherry Smith and Renee Fields. Inset, left: the F-27 'Sistership' sailing in Port Townsend. Right: the wild 750-mile race course.



SIGHTINGS

alameda development — continued

oper's Draft Master Plan when it is submitted.

Next steps: Bay West Group, the site's developer, will prepare a Master Plan and submit it to the city's planning office for review. When approved, the Master Plan will go to City Council for a vote.

In Exhibit 3, city staff put the reference to "mixed use" in bold. Preliminary designs presented to tenants and the community in November 2015 showed the site almost entirely as residential use, keeping the marina, but eliminating much of the existing commercial space. The new draft development standards say that the developer's Master Plan should provide room for maritime business and dry boat storage, office and light manufacturing, public open space, and yacht clubs. Development should "preserve and upgrade facilities, unique buildings and land" for maritime and recreational use,

continued on outside column of next sightings page

pacific cup

warding parts of the Pac Cup adventure is upgrading boats that were primarily designed for inshore or coastal racing so they are fully prepared to meet the rigors and requirements of a Category 1 ocean race.

With Pac Cup's nature as an off-the-wind sleighride to Hawaii, many purpose-built buoy racers and one-design boats compete with highly customized and innovative modifications. Check out boats such as Rufus Sjoberg's ultra-tricked-out Melges 32 *Rufless* or Thomas Furlong's Swan 42 *Elusive*, and you'll



— continued

see race-specific upgrades such as slick custom emergency rudders, unique bowsprit configurations, and creative deck and sail-handling solutions.

With Pacific Cup's inclusive 'run-what-ya-brung' ethos and fun-centered approach to ocean racing, we'll be as stoked as ever to check out the pre-race village at the Richmond YC when it opens July 5, then compete in the 'fun' race to Hawaii, and partake in the post-race festivities at Oahu's beautiful Kaneohe Yacht Club.

— ronnie simpson



SANDER VAN DER BORCH / ARTEMIS RACING

ALL PHOTOS RICARDO PINTO / ACEA EXCEPT AS NOTED

Spread: The Defender of the America's Cup, Oracle Team USA, races under the burgee of San Francisco's Golden Gate YC. **Inset left:** Land Rover BAR won the Omani regatta. **Inset right:** Artemis Racing practicing in Bermuda.

alameda development — continued

as well as serve non-maritime "maker" businesses and "start-up" companies. Live/work lofts are mentioned as options for the housing component.

A citizens' group called Save Alameda's Working Waterfront formed to educate the city council and city staff on maritime businesses at Alameda Marina, and on how a housing-focused plan would impact jobs and recreational boating. "We're very pleased with Exhibit 3," said SAWW spokesperson Nancy Hird. Exhibit 3 can be viewed at the City of Alameda's website, <https://alamedaca.gov>, as an attachment to the April 19 meeting.

An interesting footnote to this report is that Alameda Marina is once again accepting new boats for their dry storage area, although only with month-to-month leases.

— elisa williams

foiling cats on the hudson

Following the failure of Larry Ellison and Russell Coutts to reach an agreement with the City of San Francisco on the staging of America's Cup 35 events, some Bay Area sailors lost interest in all things AC. But there's still plenty of excitement elsewhere.

San Francisco's loss is New York City's gain, as the Cup Defenders bring their foiling AC45 catamarans to New York Harbor and the Hudson River on May 6-8 for the latest regatta in the Louis Vuitton America's Cup World Series. Those fortunate enough to be there in person will want to head to Battery Park City and the Brookfield Place Waterfront Plaza. All races will finish just off the plaza, which will be home to a central event village. Racing is scheduled for 2 to 3:30 p.m. each day.

Live coverage will be available through the free AC+ App and, in the USA, on NBC Sports Live Extra at 11 a.m. PDT both weekend days. (See www.americascup.com/en/where-to-watch.html and <http://acws-newyork.americascup.com>.)

The best Cup news we've heard lately is that Franck Cammas will return as skipper for Groupama Team France in New York. Cammas, who nearly lost his right foot in a training accident last

December, has recovered following five months of intensive rehab. "I focused on the positives the minute I learned that my foot had been saved. I gave my all to my rehabilitation and the other team-related activities. However, it's important not to lose sight of the tough times where the pain really called for me to grit my teeth.

"Today, I'm still cautious when it comes to jumping on the trampoline, but I'm more motivated than ever. I'd like to thank Adam Minoprio, who fulfilled his role as replacement to perfection in Oman. It was a very positive experience for the whole team."

Six teams are competing in the AC World Series, accumulating points leading up to the 35th America's Cup in Bermuda in 2017. Following this month's events in New York, the next round of races will be held in Chicago on June 10-12.

— chris



RICARDO PINTO / ACEA

SoftBank Team Japan and Oracle Team USA in action during the ACWS in Muscat, Oman, this February.

SPRINGING OUT THE GATE

A confusing concoction of light air, big wind, sunshine, race-busting currents and waves the size of VW buses was brewing for the opening races of the 2016 offshore season. During one race, trimaran sailor Mark Eastham told the story of "a mixture of appropriate anxiety and fun the whole way around."

Although competitive sailing continues year-round on San Francisco Bay, local ocean racing takes the winter off. Spring brings with it a new season of races in the Gulf of the Farallones. The region's first three offshore regattas of 2016 are already in the history books.

BAMA Doublehanded Farallones

The start of the Bay Area Multihull Association's Doublehanded Farallones Race was scheduled for 8 a.m. on March 26, but the race committee postponed for two hours to wait for breeze. "There was almost no wind at the start with a back current," described Mark Eastham of the F-31 trimaran *Ma's Rover*. "It was supposed to be ebbing out, but in front of the Golden Gate Yacht Club the current was directly on our nose. A lot of the boats were very late to the line."

Once they'd started, he and crew Stephane Lesaffre promptly deployed the screacher and stretched away from the other multihulls. "By 10:30 the wind was finally starting to fill in to where we could really feel the pressure. We tacked on all the wind shifts despite the light air and that really paid off for us. We

The F-31 'Ma's Rover' was first to finish the Doublehanded Farallones. Her crew set the spinnaker at the Gate and carried it to the finish.



SLACKWATER SF



BOB WALDEN / SEA STAR



Bob Walden recorded video while racing on his Cal 39 'Sea Star' with crew Alex Mucci. Left to right: 'Sea Star' heads for the Gate; the Farallones on the horizon; chaotic, fast-moving waves roll under the heavy Cal. Watch the video at <http://tinyurl.com/hk4w659>.

were climbing the ladder perfectly." They reached a 10-knot breeze before anyone else did, stretching out their lead. "By 11:30 it had gone from 12 to 15 to 17 to 19 to 20 pretty quickly. We were about one-third of the way to the rocks." The seas were getting choppy, in the 5-ft by 8-second range.

"Every forecast we heard was for 20-30 knots and 10 by 10 waves. Normally I might not reef till it was going to be blowing 22-23, but we reefed when it was 19-20 knowing it was going to be easy to do it in those conditions with lesser waves. It really didn't really change our speed any. Then it was 20-25 pretty much the whole day. The waves just kept getting bigger and bigger and more square. From halfway out all the way to the island it was just like riding big Volkswagon bus-size moguls one right after another — just bam! bam! bam! the whole time. I was completely soaking wet. We got spray everywhere. That part had me thinking about dry suits for the future."

Ma's Rover rounded Southeast Farallon Island about four hours after the multihull start. "On the northwest portion of the island the waves were huge, bigger than 10 by 10," said Eastham. "I didn't want to be sideways to the wave action, so we made a left turn to the south instead of bearing away. The waves were so steep there, I felt like the boat had skis and I was looking over just getting ready to drop onto a double diamond. We were going a little bit faster than the waves at that point, so we would climb up the back of a wave slowly and sit at the crest for a couple seconds, and then the boat would just sort of tip at a 45° angle and take off. It was just flying down those waves. We hit 22

knots somewhere; it had to be in some of those waves."

They had way too much wind to set the spinnaker. "We experienced cavitation about 10 times. It's really frustrating. The tiller just feels like it breaks off. We have to blow the main and depower it because it wants to round up. You hear this sucking noise like a jet engine is sitting off the back of the boat. And — boom — the water attaches again and you're back into steering control. But it's a very helpless kind of feeling.

"We were knocking out a steady 15 knots on the way back, with a continuous firehose spray coming off the starboard ama. The sun was just in the perfect spot and there was a rainbow affixed to the boat that lasted maybe 5-10 seconds at a time. About 10 seconds later it would come back again. We were sailing right into this cool little rainbow."

Ma's Rover finished at 4:36, winning line honors and scoring the fastest elapsed time and corrected time. The next boat in, the Gunboat 62 *Chim Chim*, finished the 58-mile course 42 minutes later — almost 50 minutes on corrected time. "The next day I could barely walk," said Eastham. "Every muscle in my legs was hurting."

Ray Lotto, sailing with Steve Carroll on the Express 27 *El Raton*, described their approach to the Farallones: "As we got close, the winds and seas grew in intensity. The last five miles proved to be very difficult with winds at 25-30+ knots. The breaking seas were so strong that we were not able to make course and had to bear off. One half mile from the island we found ourselves south of it at which time we tacked into the teeth of the waves. With the boat shaking like it was going to explode, the liferaft tied on the stern was ripped off. It took 30

INTO THE GULF OF THE FARALLONES



minutes going north at 3-5 knots so that we could tack back and clear the island. We left it well to leeward and proceeded on an incredible ride toward the bridge hitting 12-17 knots in wild seas." The Express 27 started passing some of the larger boats.

"In the Potatopatch, we were surfing down a wave that was so steep that for the first time ever *El Raton* dug in very quickly at the bottom of the trough and didn't come back up," said Lotto. "I was thrown to leeward and was underwater. I could see Steve working feverishly, looking at me and saying something. We both were tethered in, and I clawed back to the high side." Fortunately, *El Raton* did not turtle, but lay over on her starboard side. "She righted, and after a while we got her back under control and continued surfing toward the Gate. It got dark at Mile Rock and we were in a 2- to 3-knot ebb hitting 10-12 knots over the ground but only 8 or 9 through the water."

To Lotto's surprise, Carroll started organizing the lines, which were a mess from the dunking, to prepare for flying the spinnaker. They launched it after sailing under the bridge and rode it to the finish line. "We were very happy to get the gun. We reached the dock drenched, cold and shaking." Ray's wife Janet took over the boat. "Steve and I went into the club, settled down, had a shower, a hamburger and a big bottle of wine." They had been on the water for more than 12 hours and won their nine-boat one-design class.

"The late start made for a late finish, after dark," reports Bob Walden of the Berkeley-based Cal 39 *Sea Star*. "The waves were chaotic and very fast-moving, making for sloppy driving. But we finished, and that's the first time I've managed to finish the Doublehanded Farallones. I'm lucky to have great crew, in this case Alex Mucci. We had to crash-tack once about five miles before the island to avoid a humpback whale that

was about 50 feet off our starboard bow on a collision course." *Sea Star* had two more close whale encounters later in the race. "Around the bridge the wind went light and we could have set, but we were too tired by then."

BAMA DOUBLEHANDED FARALLONES, 3/26

PHRF 5-48 — 1) **Peregrine**, J/120, Michael O'Callaghan/John Verdoia; 2) **Saetta**, J/120, Ludovic Milin/Cory Dominguez; 3) **Jamani**, J/120, Sean & Jeff Mulvihill. (4 boats)

PHRF 53-73 — 1) **Elan**, Express 37, Jack Peurach/John Duncan; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Warwick Tompkins; 3) **Escapade**, Express 37, Nick Schmidt/Erik Rysstrom. (7 boats)

PHRF 74-81 — 1) **Lightwave**, J/105, John Robison/Simon James; 2) **Nessie**, C&C 41, Val Sokolsky/Sergei Gridnev; 3) **Racer X**, J/105, Rich Pipkin/Mary McGrath. (6 boats)

PHRF 101-108 — 1) **Tiki Blue**, Beneteau 423, Gary Troxel/Rune Storesund; 2) **Loya**, Olson 34, Stephan Sonnenschein/Jimmie Marquez; 3) **The Flying Penguin**, Beneteau 375, John Shannon/Brett Boval. (4 boats)

PHRF 125-147 — 1) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin; 2) **Music**, Catalina 34, Bob Engelhart/Jim Brady; 3) **French Kiss**, Beneteau 350, Don & Mark Bauer. (5 boats)

PHRF 155-273 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Paul Sutcheck; 2) **Bosporus II**, Columbia 36, Rick Wallace/Kevin Kuhn. (4 boats)

ULDB — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Brent Draney; 2) **Zsa Zsa**, 1D35, Stan Glaros/Steve McCarthy. (3 boats)

MOORE 24 — 1) **Frenzy**, John Gray/Matt Van Rensselaer; 2) **iMas!**, Mark English/Peter Schoen; 3) **White Trash**, Pete Trachy/Andy Hamilton. (5 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto/Steve Carroll; 2) **Abigail Morgan**, Ron & Oliver Kell; 3) **Tequila Mockingbird**, Matt Krogstad/Dan McGraw. (9 boats)

CAL40 — 1) **Azure**, Rodney Pimentel/Ted Floyd; 2) **Sea Star**, Bob Walden/Alex Mucci. (2 boats)

MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham/Stephane Lesaffre; 2) **Chim Chim**,

Gunboat 62, John Gallagher/Jeremiah Garland; 3) **Papillon**, F-27, Andrew Scott/Greg Carter. (8 boats)

OVERALL — 1) **Ma's Rover**; 2) **Chim Chim**; 3) **Peregrine**; 4) **Papillon**; 5) **Saetta**; 6) **California Condor**; 7) **Azure**; 8) **Elan**; 9) **El Raton**; 10) **Frenzy**. (57 boats)

Full results at www.jibeset.net

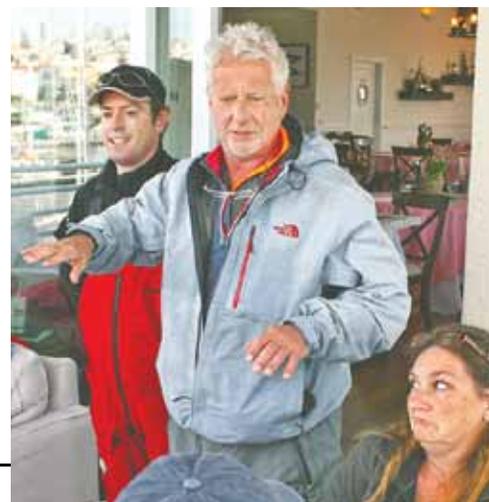
IYC Doublehanded Lightship

When compared to the Doublehanded Farallones, the conditions for the Doublehanded Lightship the following Saturday were quite mild; however, the race began on time at 9 a.m. Island YC race chair John New reports 5-10 knots at the Golden Gate YC start, going lighter around 1 p.m. "But the ebb carried them out toward the Lightbucket, and the wind picked up around 2:30," said New.

Pete Trachy and Andy Hamilton scored the best corrected time, 5:56:13, and won their division for the second year in a row on Trachy's Moore 24 *White Trash*.

"Our basic strategy was to protect the north side of the course in anticipation of building breeze from that direction," explained Hamilton. "We also wanted to

Stephane Lesaffre and Mark Eastham describe their wild ride for the race deck volunteers.



CHRISTOPHER HARVEY

SPRINGING OUT THE GATE

stay close to the other Moores until the wind settled in." Four Moore 24s raced: *Topper II*, *Snafu*, *¡Mas!* and *White Trash*.

"We had gotten burned badly the previous weekend by getting too far away from our group and then watching them sail away without us. Unfortunately, for a long time the other Moores kept tacking south of us, getting remarkable shifts in the light wind. At one point the Moore closest to us pulled ahead by about a half mile in what seemed like just a few minutes. But, we stuck to the plan and eventually found ourselves creeping back into the race from the north side with just a little better pressure. We were watching our friends Steve and Amanda Kleha work the right-hand side aggressively and were trying to emulate that within our tolerance for sailing away from the Moores." The Klehas sail the Archambault 27 *Alchimiste*.

"It paid for the Klehas and they rounded the Lightship with a big lead because they seemed to mostly escape the 30 minutes of no wind in the middle of the course that caught everyone else. We escaped the wind hole first, were the second boat around, and got the kite up right away. With two Moores behind us, one sailing high, the other sailing low, we split the difference and headed to Rodeo Beach. We lost quite a bit of ground to the Moores that sailed tighter angles in the light wind. So, at Point Bonita we had a race again and we weren't winning it! Mark English's *¡Mas!* had slipped ahead but then got enough out into the ebb that jibing was painful, so they headed across to Mile Rock and let us off the hook. It

wasn't entirely clear we were going to keep our cool in the face of the pressure from *¡Mas!* and Karl Robrock's *Snafu*. We sailed as tight as we reasonably could to Bonita and scraped the rocks along the Marin shore. Phil Krasner and Steve McCarthy on Phil's Express 27 *Wetsu* were just ahead and showed us how to do it nicely. We finally jibed and had a powered reach across the current, past the South Tower, and to the finish."

The run back to Richmond YC may have been the best part for the *White Trash* crew — they had a very fast spinnaker reach on smooth water. "Our two beers were gone before we got to Alcatraz,

"I felt like the boat had skis and was getting ready to drop onto a double diamond."

so we may need to tune up that part of the strategy. We sailed with the spinnaker all the way to the dock and put the boat away in time to go meet Steve and Amanda for snacks on Treasure Island.

"As much as I love the Doublehanded Farallones Race," added Hamilton, "the Doublehanded Lightship is probably more fun and less pain, and you're just about guaranteed to be home before dark." Hamilton was surprised there weren't more entries. Nineteen boats had signed up; 18 made the start. The one no-show had been foiled at Alameda

Marina when he tried to launch his boat and found the hoist locked.

The husband-and-wife team of Steve and Amanda Kleha took line honors and won the fast-boat division. Steve described their strategy: "At our start, 9:05 a.m., we were in the early stages of an ebb. We thought that the ebb starts from the Cityfront and moves its way north. We favored the left upwind, using the South Tower as our interim windward mark. The ebb left a rough, choppy texture to the water. We did our best to stay in that water."

Once past the Golden Gate Bridge, *Alchimiste* continued to favor the left side of the course looking for that certain texture on the water. "We deliberately hit Point Bonita to benefit from compressed ebb there. Once we were in what appeared to be strong ebb, we tacked over to starboard and headed out to the channel, careful not to get any of the counter-current just west of Bonita."

The Klehas worked the shifts upwind. "We favored the right side of the course thinking that the wind, when it did fill, would come from that direction, a normal sea breeze. This seemed to work.

"Coming back from the Lightship, we favored the north side of the channel to get out of the deep water. There was ebb plainly evident on the crab pots (one of which we almost hit). We were in 24 feet of water on the Potatopatch when a set of large waves scared the shit out of us. We jibed to deeper water, then jibed back. I didn't see any breaking waves all day on the Potatopatch, but these made me reconsider."

Alchimiste played the Bonita Chan-

The scenery's not bad either. Left: Returning from the Lightship on a spinnaker reach, the crew on Ray Paul's beautiful 'Blue' Swan 53 gets a nice view of the Marin Headlands; right: Adam Mazurkiewicz's Express 27 'Yeti' passes Point Bonita, in the OYRA Lightship.



INTO THE GULF OF THE FARALLONES

nel on the way in, sailing into the shore before jibing out. "We were really close," said Steve, "and I don't think I'd do this in bigger breeze." They played the north side of the entrance in the westerly, trying to get as close as possible to the shoreline.

"The wind doubled from 10 knots to 20 knots between Point Diablo and the North Tower. We overstood the layline and had to drop the kite and reach over to the finish. We probably went too far north after Diablo. We can only do 140-145° true wind angle with a kite up in 20+ knots of breeze."

ICY DOUBLEHANDED LIGHTSHIP RACE 4/2

MONOHULL PHRF <100 — 1) **Alchimiste**, Archambault 27, Steve & Amanda Kleha; 2) **Elan**, Express 37, Jack Peurach/John Duncan; 3) **Racer X**, J/105, Rich Pipkin/Mary McGrath. (9 boats)

MONOHULL PHRF >101 — 1) **White Trash**, Moore 24, Pete Trachy/Andy Hamilton; 2) **Topper II**, Moore 24, Conrad Holbrook/David McMurtry; 3) **Wetsu**, Express 27, Phil Krasner/Steve McCarthy. (9 boats)

Full results at www.icy.org

OYRA Lightship Race

The OYRA attracted 60 entries for the Full Crew Lightship on April 16, a sunny, heat-wave sort of day, with a building ebb and light breeze fluttering in from the east at the appointed hour, 9:40. The race committee decided to postpone and wait a few minutes to see if conditions would improve. "Unfortunately the conditions just got worse," said Andy

As the walls of the headlands close in at the Gate, the wind accelerates and gets squirrelier. Left: Andrew Zimmerman's Olson 40 'Divine Wind'; right: Wayne Koide's Sydney 36CR 'Encore' and Larry Baskin's Express 37 'Bullet' in the OYRA Lightship.

Newell, president of the OYRA. "After 40 minutes and several pleas from racers over the radio, the race committee began the starting sequence."

"After a confused re-start with an unclear starting order and a second postponement while the race committee untangled flag halyards, everyone cleared the line and began a painfully slow crawl toward the middle," reports Pat Broderick, who raced the Wyliecat 30 *Nancy* in the doublehanded division.

"The trick was to be far enough from the start line when you could no longer use your engine such that you rode the current across the startline at your start," said Newell, who races the Santana 35 *Ahl*. "We were a bit too conservative and were late, and found it difficult to get lined up with the start line. We made the correct side of the starting mark by inches after being sure we would hit it."

Of the 53 starters, 39 finished. Most of the boats that dropped out were at the end of the starting sequence and found themselves swept inside Anita Rock or between the South Tower and Fort Point. "The combination of building ebb and lack of promised wind provided ample opportunity to explore forbidden territory," observed Broderick.

Among those getting flushed into restricted zones were some of the solo sailors in the new singlehanded division. With five entries, they got their own start — the last one. Tom Boussie, sailing the



LATITUDE / CHRIS

Phil Krasner's Express 27 'Wetsu', outbound at the Golden Gate Bridge in IYC's Doublehanded Lightship Race on April 2.

Capo 30 *Joujou* (ex-*Toy Box*) was the only singlehander to finish.

"We made the South Tower with a few boatlengths to spare," said Newell, "and looked back and saw Max Crittenden on *Iniscaw* going by the South Tower sideways at what looked like just a few feet from the tower. From there it was relatively smooth sailing in 5-10 knots of breeze and some pretty big swells left over from the strong winds on Thursday and Friday."

Broderick reports that the ebb continued almost all the way to the Lightship. "The light to moderate wind then combined with the bright sun to provide an almost Marina del Rey experience as foul weather gear disappeared and sunscreen was lathered on."

He observed that most early boats chose the northern route back, getting



BOTH PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US

SPRINGING OUT THE GATE

into the early flood along Tennessee Cove and Point Bonita, then diving into and out of the coves until near Lime Point before heading across to the south side and the finish line. Later boats found better early flood on the south side, along China and Baker beaches, where the northwesterly wind was stronger.

The first boat, James Bradford's Farr 40 *Bright Hour*, finished the 25-mile race just before 3 p.m., and the final finisher, Lad Burgin's Allied Mistress *Shadow-side*, toughed it out until 8:25.

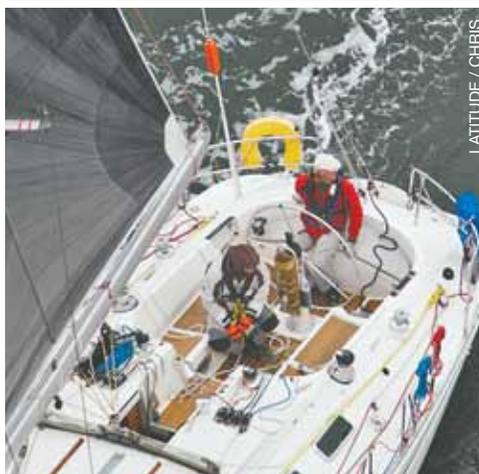
OYRA FULL CREW LIGHTSHIP RACE, 4/16

PHRO 1A — 1) **Bright Hour**, Farr 40, James Bradford; 2) **Secret Squirrel**, Schock 40, Zachery Anderson; 3) **Oaxaca**, SC50, Michael Moradzadeh. (6 boats)

PHRO 1B — 1) **Tiburón**, C&C 30, Steve Stroub; 2) **Encore**, Sydney 36CR, Wayne Koide; 3) **Blue**, Swan 53, Ray Paul. (7 boats)

PHRO 1C — 1) **Windswept Lady**, X-362, Kerry Sheehan; 2) **Eclipse**, Express 37, Mark Dowdy; 3) **Bullet**, Express 37, Larry Baskin. (11 boats)

PHRO 2A — 1) **Iniscaw**, Martin 32, Max Crittenden; 2) **Redhead**, Cal 40, Walter Smith; 3) **Ahi**, Santana 35, Andy Newell. (7 boats)



LATITUDE / CHRIS

Dennis Webb and Steve Hocking 'spring' out the Gate on Hocking's Beneteau 45f5 'Ohana' in the Doublehanded Lightship.

PHRO 2B — 1) **Salty Hotel**, Express 27, John Kearney; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Yeti**, Express 27, Adam Mazurkiewicz. (8 boats)

SHS 1 DOUBLEHANDED — 1) **Hang 20**, Express 27, Lori Tewksbury/Glen Garfein; 2) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 3) **Zsa Zsa**, 1D35, Stan Glaros/Steve McCarthy. (8 boats)

SHS 2 SINGLEHANDED — 1) **Joujou**, Capo 30, Tom Boussie. (5 boats)
Full results at www.jibeset.net

The Doublehanded Farallones and the Doublehanded Lightship are stand-alone races, but the OYRA Lightship is just the first in a nine-race series that will wrap up in September. The next race will be the Duxbury Lightship on May 21. "Due to scheduling challenges, this race will start two hours later to try and accommodate an incoming flood tide at our normal starting time," said Andy Newell. "Let's hope the wind cooperates for that one, because we won't be getting any help from the current." See www.yra.org/yra-racing/oyra-series.

The next chance to race around the Farallones is coming up in May, but this time skippers won't get to take even one crew along — it's the Singlehanded Farallones Race on May 14. The deadline to enter and the skippers' meeting at Oakland YC in Alameda will both be on May 11. Go to www.sfbaysss.org for more info.

— **latitude / chris**



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PACIFIC PUDDLE JUMP PROFILES, PT II —

Industry experts tell us that participation in sailing is slowly shrinking. But you wouldn't believe that if you saw all the westbound cruising boats in Panama during March and April, prepping for departure to French Polynesia.

Every year, hundreds of them converge on that tiny Latin American country from the East Coast of the US, Canada, the Caribbean, South Africa and practically every nation in Western Europe. Like the Pacific Puddle Jumpers that we profiled last month who were all heading west from Mexico, the salty souls we met in Panama have wildly different backgrounds and sail aboard an extremely diverse fleet of boats.

We found it fascinating to meet dozens of these international sailors and hear their tales during our annual PPJ Send-off Parties — dubbed Tahiti Bon Voyage this year by our Tahitian partners. The first was March 6 at the Shelter Bay Marina (on the Caribbean side of the Canal) and the second was March 8 at the Balboa YC (on the Pacific side).

As you'll read below, some Jumpers had bought their boats only recently, while at least one couple was on their second loop around the planet. Many will stop at the Galapagos Islands on their way across, as there's 4,000 miles of open ocean between Panama and the Marquesas — 'only' 3,000 from Mexico.

Tignanello — X-Yacht 442
Willem Smit & Remco Kobus
Amsterdam, NED

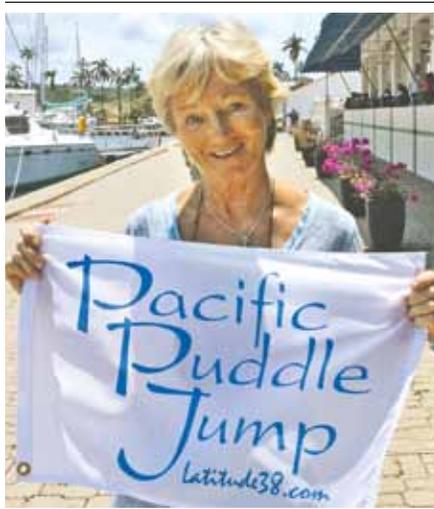
When we met Willem his left arm was in a sling, the result of overzealous bottom cleaning of his boat in preparation for the long cruise that lay ahead.

"I've been sailing since I was seven," said the Dutchman. "I've sailed all over the Med and Caribbean, but I've always wanted to see French Polynesia — it's #1 on my list." He plans to explore the archipelagos for a year, then push on to Indonesia.

Ta-B — Fontaine Pajot 46
Jane & Russell Poulston
Vancouver, BC, CAN

"What's our boat's name? *Ta-B*. You know, like to be or not to be... cruising. That's the question," says Jane with a laugh. "But we're definitely meant to be cruising the South Pacific."

Although the boat is registered in Canada, Jane is originally from England, and Russell is a Kiwi. They bought this big cat nine years ago in Trinidad, took her across the Atlantic and sailed the Med for five years, then crossed again and spent four years in the Caribbean.



Jane of 'Ta-B' proudly shows off her PPJ burgee. Every attending boat got one.

"Now, says Jane, the Pacific is calling."

Corinthian — Craddock 40
Thorsen & Laura Bohnke, DEU

Thorsen, who is German, and Laura, who is Canadian, aren't just carefree cruisers. They're on a mission. As they travel they are making a series of films about environmental projects such as nature preserves.

"The story of how we met is complicated," she warns. He was a sailor who was eager to cruise. Although she knew little if anything about sailing when they first



Filmmakers on 'Corinthian'.

met, she took to it quickly, and as we understand it, they crossed the Atlantic together. It was while cruising the Caribbean that the plan evolved to head farther west into the vast Pacific — where they should have no trouble finding worthy subject matter for their documentaries.

Nora J — Ganley Pacemaker 40
Paul & Jane Teen, Lyttelton, NZL

When New Zealanders go cruising, they tend to stay out for a while. Paul built their boat himself and launched her on his 50th birthday. "We're heading home now," says Jane, explaining that they took off in 1997. So, after transiting the Canal, it will be their first time in Pacific waters in 18 years!

Villomee — Beneteau 473
Trevor & Jan Henderson, Opuia, NZL

This Kiwi couple bought their sloop

in Long Island Sound two years ago, and had a splendid time exploring the Eastern Seaboard. The highlight, says Jan, was cruising the coast of Maine. They also spent time in the Caribbean, but other than Cuba, they found most of it to be "too bloody crowded."



Cuba is less crowded.

Previous to this trip, they cruised from New Zealand north to the tropics and back for 14 years.

Van Kedisi — Prout 39
Dick & Marian Leighton
Vancouver, BC, CAN

"In 1970 I left New Zealand for Canada," explains Dick, "so returning after 46 years away will be very special." Upon their arrival 'back home', they'll base their cat in Whangarei, in the North Island's beautiful Bay of Islands.

SwiftSure — Leopard 47 cat
Lanny Pirtle & Ginger Hawkins
Laguna Beach, CA

Both Lanny and Ginger are avid scuba divers who've sampled the diving in many exotic venues around the world during the past 25 years, including parts of French Polynesia. But they can hardly wait to return to some of those places aboard their big cat and explore them at a leisurely pace. "We have no return plans whatsoever," claims Lanny, "We might just stop somewhere and never come back."



'SwiftSure' sailors.

They bought *SwiftSure* in Puerto Rico, and island-hopped to Panama from there.

Velindra — Oyster 37
Zoe & Charlie Darwall, GBR

Zoe and Charlie met while sailing, and at some point she remembers saying, "If I could do anything I wanted, I would sail around the world." Turned out that was his longtime dream, too. That said, it was Zoe who pulled the trigger: "I guess you could say I initiated this, because I bought the boat while he was out of

THE PANAMA CONTINGENT



town!"

They set sail from England last April, and don't expect to be back home until 2018. She's a primary school teacher and he's a merchant mariner, so they hope to supplement their cruising kitty with stints of working along the way.



Charlie & Zoe of 'Velindra'.

Lumiel — Fountaine Pajot 46 Trish & John Elkins Bristol, GBR

When we met Trish and John, they'd just arrived from Cuba. "When we were ready to clear out," John explained, "the immigration official rowed out to *Lumiel*" to deliver their exit papers. "I think more people travel by horse and cart there than anywhere else on the planet."

They bought this cat two years ago in Martinique, and they've been all over the Eastern Caribbean since, including Haiti, where their son sponsors a child.

"We were very disappointed by Caribbean coral," says John, who's originally from Brisbane. "So we're really looking forward to getting back to our part of the ocean."



Eager for pristine coral.

We met a huge crowd of sailors at Shelter Bay's Tahiti Bon Voyage, which was generously supported by Tahiti Tourisme.

Freewheel — Tayana 55 Magnus & Annelie Kristiansson, GIB

When your cruising experience is as vast and varied as this Swedish couple's, a 4,000-mile ocean crossing isn't that big a deal. Years ago they cruised from Sweden to Turkey, including a side trip into the Black Sea. Since buying this boat in 2011 they've sailed all over the Med and Caribbean.

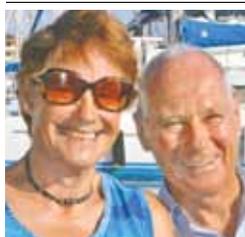
After island-hopping across the South Pacific they intend to cross the Indian Ocean to South Africa, then sail up the South Atlantic to the Caribbean and on to New York where they'll sell the boat. Nothin' to it, right? Like so many Puddle Jumpers that we meet, Magnus says he's wanted to sail around the world since he was a small boy.

Kristiane — Oceanic 46 Patty & Carolyn Mitchell Sydney, AUS

Patty and Carolyn bought this boat 12 years ago in Sydney, the place they call home, and they've cruised far and wide since then.

"We're getting older, but I hate to give up this lifestyle," says Patty, "but, actually I think the best part of our circumnavigation is still yet to come."

On their way to French Polynesia, they'll make a three-day visit to the Galapagos.



The crew of 'Kristiane'.

Starry Horizons — F-P 44 cat David & Amy Alton, Kemah, TX

If you want to be envious of someone's good fortune, you might consider David and Amy, both 31, who not only



Meet the young crew of 'Starry Horizons.'

are among the youngest boat owners in the fleet, but have one of the newest boats. They picked up *Starry Horizons* brand-spankin'-new from the Fountaine Pajot factory in France in mid-October and sailed her across the pond to Florida.

"Yes, we're going around the world on a five-year circuit," explains Amy (aka 'the admiral').

"I wish I could say that this has been a lifelong dream," says David, "but I had never sailed before I met Amy six years ago." As you might have guessed, Amy comes from a family of sailors with ties to the industry.

Miss Catana — Catana 42 cat Marita & Gary Pennicott Hobart, Tasmania, AUS

"I never had dreams of sailing," explains Marita, "but on my first date with Gary he told me he wanted to go

PACIFIC PUDDLE JUMP PROFILES, PT II —



Heading back to Tazzy.

sailing around the world. It was like a test, and I knew if I said 'no' he wouldn't want to go out with me. So I said, 'yes!' But it was really a joke because I couldn't even swim."

She and Gary have had many adventures on the water since then. One favorite memory was when they were sailing in Tunisia — they never saw another cruising boat there. Gary bribed a guard to let them into a historic, yet condemned, castle, where he staged an elaborate birthday dinner party for her.

They too bought their boat direct from the factory in France.

Margarita — Westsail 32 The Christensen family San Francisco

"My game plan is to sleep all the way across the Pacific while Brian steers," jokes Tim. His 10-month-old son Brian was born in Panama, and is probably the youngest Puddle Jumper in this year's fleet.

"I've dreamed of crossing the Pacific for years," says Tim. "The trip got delayed, but now we're back at it again."

He and his wife, Nok, set off from Florida a while back, and spent a long time enjoying all that Panama has to offer — including good prenatal care. They are ultimately headed to Southeast Asia and Thailand, Nok's home country.

Star Charger IV — Oyster 435 Alasdair & Gill Maclean London, GBR

"After reading sailing books when I was eight or nine, I wanted to learn to

sail so I could sail around the world," explains Alasdair. "But the local sailing club wouldn't allow me to start learning until I was 12."

By contrast, Gill says she never had

any desire to sail around the world until she met him, but now she's three years into a grand adventure. "We got married on March 16 of 2013, moved



They'll stop at Pitcairn.

onto the boat a week later, and set sail shortly after that."

Unlike any others we met, they plan to stop at Pitcairn Island on the way to French Polynesia.

Seute Deern — Reinke 52 Niels Frommann & David Kory Cape Town, ZAF

Niels explains that this unusual boat name comes from a rare Northern German dialect, and means Sweet Girl. "The term resonated with my uncle who had it custom built in South Africa, based on a German design," explains Niels. "It was his longtime dream to go sailing. But after 12 years of it, he called it quits, so I picked up where he left off — I couldn't say no."

We were surprised to see that Bay Area adventurer David Kory was Niels' crew. He is undoubtedly one of the most

Our second PPJ fiesta was co-hosted by the Balboa YC, which is perched near the Pacific end of the Canal.



Niels and David of 'Seute Deern'.

experienced offshore sailors in the fleet. Believe it or not, this will be his 14th trip to Tahiti. "Niels helped me sail my Catalina 38 *Barking Spider* back from the 2003 Transpac. Since then he's done charter trips with me, and has crewed on races with me for years."

Temptress of Down — Jeanneau 47 Kevin & Susie Harris, Belfast, GBR

In the UK every boat must have a unique name. So lest there be any confusion, this is the *Temptress* from County Down in Northern Ireland.

"We're ultimately heading to Singapore," says Susie, explaining that they've lived and worked there previously.

"The funny thing is," explained Kevin, "we were sitting in Grenada talking about the best way to get back there and we realized that the distance if we went east across



Taking the 'easy way' home.



THE PANAMA CONTINGENT

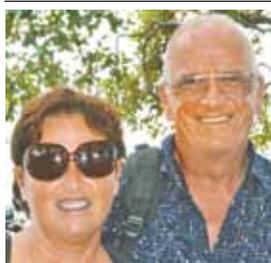
the Atlantic would be 10,940 miles, and if we went west across the Pacific it would be 10,980 — only a 40-mile difference. So naturally, we're taking the downwind route to the west."

**Free Spirit V — Dolphin 460 cat
Belinda Schoeffel & Ken Norris
Sydney, AUS**

The Aussies we meet in Panama often amaze us with their thirst for travel. Belinda explained that after buying this boat in Grenada, she and Ken sailed up the Eastern Caribbean chain to Cuba, then all the way up the East Coast to the Saint Lawrence Seaway, through the Great Lakes, down the Mississippi, around the other side of Cuba, to Jamaica, the Caymans, Eastern Mexico, Belize, Guatemala and Panama. And she's not tired of the cruising life yet. The couple plans to take two years crossing the Pacific before finally returning to Sydney.

**Enchantress — Aphrodite 42
David & Susan Simpson
Aberdeen, GBR**

"We're actually on our second circum-



They're on lap #2.

navigation," explains Susan. "We went 'round in 2009 to 2011. But this time we decided to go more slowly and enjoy more sights, including New Zealand." Two highlights of the

first trip were the Galapagos and the pristine lagoons of the Tuamotus.

**Chatd'O — Manta 42 cat
Bill & Martha Gervan, CAN**

Bill, a Canadian, and his Colombian wife Martha are among the many cruisers who linger in Panama for years. It's friendly, inexpensive, and for a tiny country seems to have a wealth of unspoiled anchorages to explore.

Their planned route to Tahiti is an unusual one. They plan to sail up to Hawaii first via the old Clipper Route, then down to the Marquesas from there.

**Beach House — Switch 51 cat
Scott Stolnitz & Nikki Woodrow
Marina del Rey, CA**

"This trip is essentially my 'swan song' for long-distance sailing. Or at least I suspect so. When we get to the



Meet Nikki & Scott of 'Beach House'.

East Coast of Australia, Nikki will have sailed around the world, which was always one of her goals and dreams.

"Even she, being an Aussie/Brit, was inspired by Robin Lee Graham [*Dove*], as many of us were. I'm the elder statesman now. I have 46,000 miles just on this boat, and probably over 100,000 lifetime miles."

Scott left SoCal on Christmas Day, 2007, and has been 'out there' ever since.

**Quatra — Orana 44 cat
The Monjol-Delphine family
La Rochelle, FRA**

"We have spent almost three years now enjoying the Caribbean," says Adrien (dad). Along the way, he and his wife Audrey are home-schooling their boys Axel, 15, and Arsene, 9, which apparently is easier some days than others. "That's one reason we are going to Tahiti," Audrey explains. Once there, the boys can attend regular classes in



The happy French crew of 'Quatra'.

French. "And," says little Arsene with a mischievous smile, "I hear the girls there are very beautiful!"

**Amarula — Crowther 60 cat
Lynne Sands & Eric Toyer, GIB**

Lynne, an Aussie, and Eric, who's English, got together while both were working in Africa in the early 1990s running exotic charters, such as trips from Dar es Salaam to Zanzibar, Tanzania. Later, they went to Australia together and built their 60-ft cat there to a Lock Crowther design. They set sail in 2001 to

circumnavigate and are just completing the lap now. Lynne says, "The highlights up until now have been Madagascar, Chagos, Tanzania and Mozambique."

Catharyn, their newly recruited English crew, crossed the Atlantic in another boat in November, and now "can't wait" to sail the Pacific.

**Shelanu — Jeanneau 42
Nimrod Palzur, ISR**

"I've dreamed of sailing the Pacific since I was a little boy growing up in Israel," says Nimrod. He and two sailing buddies bought this sloop in Greece, cruised the Med, Adriatic and Caribbean, and are now heading west to Australia.

**Folavoalh — Catana 47 cat
Luc Malejac & Nelly Jouannot
Concarneau, FRA**

"We've come from France, through

the Caribbean — Cuba, the Virgin Islands, Haiti, Guatemala, Colombia — and now to Polynesia," says Luc nonchalantly, as though it were a completely ordinary accomplishment. Then we understood why:

"Actually, this is our 16th year of sailing, through the Med, to Africa and Brazil, on different boats. And we think it might be another 20 years before we're tired of it!"



Luc & Nelly may never stop.

**Eliana — Adams 40
David Isom, Melbourne, AUS**

This cheerful Aussie is two-thirds of the way through a singlehanded circumnavigation. "I'm heading back to Australia now, to complete the loop," he explains. "But I'm in the fourth year of what was supposed to be a two-year circumnavigation.

"Being an Australian," he says, "this is something I have wanted to do all my life."

**Pia — Three Seas 40
Brian & Yoko Takai-Ozzard
Vancouver, BC, CAN**

"I've been out boating for 40 years," says Brian, a Brit originally, who often finds work on megayachts doing electrical and mechanical jobs. Yoko has been sailing with him for eight years now, and they both like the idea of staying in French Polynesia and working for a while — he on yachts and she as a translator for Japanese tourists. Because of Brian's

PACIFIC PUDDLE JUMP PROFILES, PT II

British passport, they can linger as long as they like (as can all EU passport holders).

Arica — Sirius 38

Alan Berrington, Kerry, IRL

As he sails west toward Australia, Irish Alan is recruiting crew for the various legs. For the trip to the Galapagos, he'll be joined by an affable Scotsman named Martin: "I actually lied about my qualifications to get the job," he laughs.

Alan says, "I've had two longtime dreams relating to this trip. The first to cross the Atlantic. The second to cross the Pacific to Australia." His beautiful German sloop should get them there in style.

Jade Adelaide — Admiral 38

The Hannell-Hubbard family Port Adelaide, AUS

Father (Alex Hannell), mother (Michelle Hubbard), son Noah, 10, and daughter Fern, 8, all seem quite happy to be heading off across the Pacific, but this cruising plan was definitely Alex's idea. "I eventually gave in," recalls Michelle, "after a long time spent lying in bed with a man who was constantly highlighting passages in sailing books and marking pages with Post-It notes —



These Brazilians live the 'Dulce Vida'.

crew, can't wait to test the surf breaks all across the Pacific and beyond.

Meanwhile, Tina (mom), their daughter Cecilia, 11, and son Elito, 7, all seem thrilled to be part of the adventure.

Laros — Hylas 44

Johnny & Debs Semberg Southampton, GBR

Debs explains, "It's been our long-term plan to retire and sail from England to Australia, where I'm from."

But they have a very special stop to make along the way: "It will be our 30th wedding anniversary August 2," she says, "so we're hoping to be at Plantation Island — where we first met — on the second of August this year. We might even renew our vows."

Ichiban — Jeanneau 43

Simon Hess & Vitus Tschupp, Basilea, CHE

Simon and co-captain Vitus have been friends since their kindergarten days in Switzerland.

"I've also always wanted to see the world," says Simon, and Vitus seems to be equally eager. They bought this sloop in Sicily, did some work on it in Genoa, and now they're heading around the world with a two-and-a-half-year timetable. "By then," says Vitus, "we'll be out of money and will have to go back to work."

Elas — Beneteau 44

The Kaufmann family, Basel, CHE

"When I was three or four years old I had a pirate ship that I loved to play with," recalls Kim (dad), "and I'm sure that started my dreams of doing this." Luckily for him, his wife Claudia, and daughters Lenja, 11, and Neele, 9, went along with the plan.

The cheerful Swiss family bought their sloop in Croatia, and headed west from there in July. "We've been sailing very fast up until this point," says Claudia, "but now we'd like to slow down and

stay for two seasons in French Polynesia. Nice plan.

Balikcil — Jeanneau 45

Elif Keskin & Mustafa Yurbulmus Marmaris, TUR

Elif and Mustafa were among the most cheerful folks we met during our long stint of interviews. and why shouldn't they be? They're living their dream of sailing around the world — no doubt Mustafa was the primary driver of this plan, as he works as a sailing instructor along Turkey's famous Turquoise Coast. Their timetable? Open-ended.

Blowin' Bubbles — Dufour 45

Shelley & Kyle Benger, ON, CAN

As the name implies, both Shelley and Kyle are avid scuba divers. For 20 years they compensated for chilly Canadian winters by spending summers running a dive shop in Cozumel, Mexico, and still today, their boat carries a compressor and 10 sets of dive gear.

"When our children were growing up we told them that when the youngest went off to college we were taking off," explains Kyle. "They didn't believe us at first, but when the for-sale sign went up on the house, they knew we were serious." Their cruising schedule is open-ended.



They like 'Blowin' Bubbles'.

Catarina — Catana 431 cat Rainer van Beckum & Denise Gatt Leer, DEU

As we said, you meet sailors from all over the world in Panama. Rainer and Denise live in Malta, although he is from a German town near the Baltic Sea. They crossed the pond with the 2013 ARC rally and have been cruising the Caribbean ever since.

Now, though, they'll head off to the Galapagos, then west as far as New Zealand. After that? It's anybody's guess.

Wow. So many fascinating sailors. We can't wait to hear about their passages when we catch up with many of them at the Tahiti-Moorea Sailing Rendez-vous (June 24-26). So look for lots more PPJ coverage in the coming months.

— andy



Heading Down Under on 'Jade Adelaide'.

Hal Roth's *How to Sail Around the World* was probably the biggest contributor to his dreams."

They set out from Turkey three years ago, and will probably be out for another two, home-schooling the kids along the way.

Dulce Vida — Sea Runner 37 tri The Burle family, BRA

This Brazilian family was all smiles when we met them. The father, Helio, explained that they bought their vintage tri three years ago in the Sea of Cortez, and have been living the sailor's life ever since — sailing and surfing, that is. Helio and his friend Paulo, who's along as

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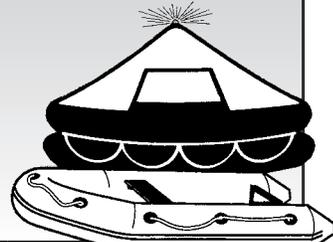
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WHEN IS A \$5 WHISTLE

At some point, many sailors come to the realization that they have to get serious about equipping their boats with safety gear. It might be when planning for a cruise down the coast to the Channel Islands, an offshore passage to Hawaii with the Pacific Cup or the Singlehanded TransPac. Or it might be that you've purchased a used sailboat that was outfitted to meet state and federal minimum equipment standards, but you realize that these basic items may be inadequate for conditions on San Francisco Bay, where you normally sail.

When making a shopping list for your safety upgrade, what should be your priorities? Should you buy whistles for your crew or life rafts?

Well, of course, it depends on what situation you think you might find yourself in. Consider the famous case of the Kiwi

35 *WingNuts* during the 2011 Chicago to Mackinac Island Race: After *WingNuts* was knocked onto her beam ends during a 60-knot squall, then capsized and remained inverted, the six surviving crewmembers scrambled to the transom of the boat and attempted to climb onto the hull. Five of them succeeded, while one crewmember hung on to the transom, too tired to clamber onto the slippery hull. Unfortunately, the skipper and a female crewmember were attached by their tethers in the inverted cockpit, and either drowned or were



This particular whistle costs less than \$5, but in certain circumstances it could save your life.

ately effective were the whistles attached to each of the crews' life jackets. Some of their life jackets also had lights.

Nearby, the crew on the Beneteau 40.5 *Sociable* heard the distinctive sound of the whistles, looked in that direction, and saw the dim lights from the crews' life jackets. *Sociable* altered course and went to their rescue, eventually hoisting the six crew aboard using a Lifesling.

No sailor wants to spend money needlessly, yet no one wants to be subjected to unnecessary risks either. So how do you spend your money efficiently, so that you minimize the risks associated with going to sea in sailboats? Risk analysis generally boils

down to the likelihood of something bad happening, the cost incurred when it does, and the expense of avoiding the problem in the first place.

In practice, very few of us are this analytical, although we likely apply this logic when we shop for safety items because either something A) seems too expensive for what it does, or B) is intended to solve a problem that we deem too unlikely to happen to us.

For the sake of this discussion, we'll ignore the fact that you obviously need to equip your boat to meet state or federal requirements, and/or that you may participate in races that require certain

That leaves 73.5% of us who don't wear life jackets regularly while sailing.

pieces of gear. Instead, our focus here will be exclusively on cost-effectiveness.

Speaking of unlikely events, you'll be happy to know that dying while sailing is pretty unlikely. In an average year, 600 boaters die in US waters during recreational boating accidents, and of those, about 24 or 4% die while sailing (according to the Coast Guard Office of Boating Safety, Boating Statistics).

In the last five years, 66% of those

deaths were due to drowning, so addressing that issue is a pretty good place to start. Even though sailors are about five times more likely to wear life jackets than people who recreate in open powerboats, adult sailors have an observed life jacket wear rate of only 26.5% or so. (From the JSI National Life Jacket Wear Rate Observational Study). This breaks down as 55% in "day sailers" and 18% in "cabin sailboats." The rate of life jacket use has approximately doubled since 1999, so sailors are on a good trend, but that leaves 73.5% of us who don't wear life jackets regularly while sailing.

Presuming this is the case, the most cost-effective way to reduce sailing fatalities may result from changing behavior, not changing or adding equipment. While we can point to incidents where a better life jacket — more buoyancy, greater turning performance, shorter heave period — may have made a difference, such as in the *Low Speed Chase* tragedy, the principal issue is one of wear rate, not owning the best life jacket money can buy. It's likely that you've made up your mind at some point if and when you're going to wear a life jacket, so I leave this to your own judgment.

What about other potentially life-saving devices? What makes a difference? Unfortunately, other than occasional stories about the benefit of certain safety products, there's not a lot of hard evidence about the likelihood that any particular product will save a sailor's life, but the following are all good candidates for what I'd call "good safety value."

1) *Whistle*, \$5 — Much more effective than yelling, and uses less energy. Every life jacket and every foul weather jacket should have one. If you're not convinced, ask the *WingNuts*' survivors.

2) *Waterproof LED flashlight*, \$20-\$50

— Practical for so many functions, and also becomes a great person-in-the-water light if you go over-



Newer handheld VHF's utilize the latest technologies.



Lifeslings can be very helpful in getting crew back on board. Practice makes the job easier.

the youngest crewmembers had SPOT transmitters, and began to send SOS messages that eventually were relayed to the Coast Guard in Sault Sainte Marie, Michigan. But what proved to be immedi-



MORE IMPORTANT THAN A LIFE RAFT?

board. Probably a good idea to get one that can be set to various levels of brightness. LED headlamps may be the logical replacement for handheld lights, and they also make terrific overboard lights.



An off-the-shelf first-aid kit gives you the basics, but you'll probably want to customize its contents.

3) *Medical kit, \$80* — Yes, you can assemble one yourself, but my preference is to buy a good basic kit and bolster the supplies provided with a trip to the local pharmacy. Add a SAM Splint, additional bandages, a pint of antiseptic, and an Ace wrap. Oh, and if possible, take an emergency room MD or preferably an emergency room RN to sea with you!

4) *Lifesling, \$190* — The Lifesling has a long history of helping shorthanded crews rescue someone from the water. Requires some practice, but it works. The Lifesling solves that vexing issue of allowing the second-in-command to get the first-in-command aboard.

5) *Handheld VHF radio with GPS and DSC, \$250* — Takes full advantage of the

\$1 billion investment made in the Coast Guard's advanced communications system called Rescue 21, and is independent of vessel systems that might be compromised in an emergency (electrical system failure, dismasting, etc). Cost effective and versatile. The one knock against this combination is the drain of the GPS on the VHF's batteries. Most radios will allow you

to turn off the GPS, but you'll have to remember to turn it back on if you want to send your position to the Coast Guard.

6) *PLB/EPIRB, \$250 to \$400* — With the purchase of one of these electronic locator devices you're not simply buying a piece of hardware; you're buying into a worldwide rescue system. Upon activation, you'll be giving rescue agencies exactly the information that they want, in the manner in which they want to be contacted. In



PLBs mimic EPIRBs and have additional useful functions.

this instance, we're not talking about the PLB (personal locator beacon) as a true 'personal' device, since your best chance of a speedy rescue if you go overboard will lie with your own boat's crew or competitors in your racing fleet, not the Coast Guard.

7) *Crew-overboard beacon, \$260* — For fast downwind boats that cannot make an 'about-face' quickly, a crew-overboard beacon is practically the only way to find the person in the water. As soon as a boat sails out of sight of the person in the water, it becomes dramatically more difficult to locate the poor sod. A crew overboard beacon, transmitting on AIS and DSC frequencies, tells all AIS- and/or DSC-equipped boats in the vicinity exactly where you are. Oh, and make sure you can store a MOB waypoint on your GPS in 10 seconds or less.



Most offshore sailors consider a full-size EPIRB to be a must-have item.



Tiny crew-overboard devices are also a great investment.

8) *Fixed VHF with masthead antenna, GPS and DSC, \$300* — Okay, this is so obvious as to be in the "Duh!" category, but like the handheld version, the updated technologies in new VHF's let you take advantage of Rescue 21 technology. To be effective, a fixed-mount VHF has to have three things: an MMSI number entered into its memory, a connected GPS that's getting a fix, and a properly installed masthead antenna. Your fixed VHF will, of course, be your primary communication link to other vessels, bridge tenders, race committees and virtually everyone on the water.

9) *Masthead tricolor light, \$250-\$350* — For vessels under sail that are less than 65 feet long, the masthead tricolor has several advantages over other running-light solutions: It can't be blanketed by sails, its lights have very sharp



LED lights on your masthead are a huge improvement.

Let's see, radar, wind generator, solar panels, a windvane steering device... This boat seems to be more than ready for long-haul cruising. But does the skipper know about all the latest safety devices on the market?



LATITUDE / ANDY

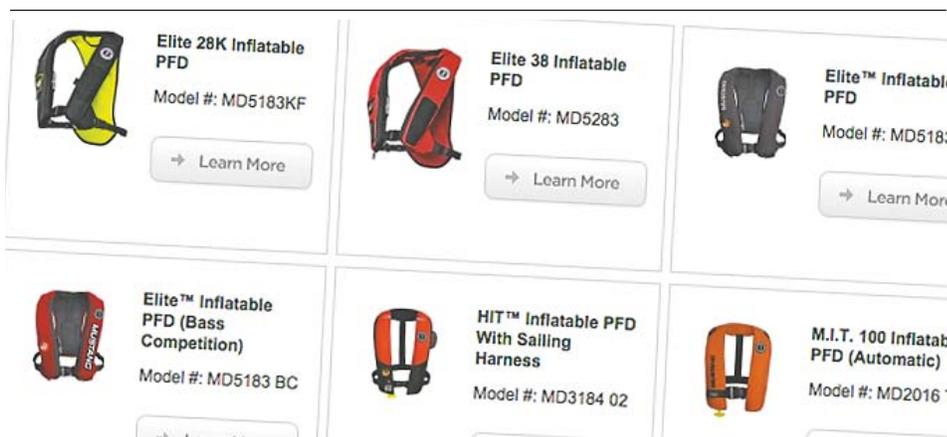
WHISTLES & LIFE RAFTS

cutoff angles so right-of-way can be determined easily by vessels nearby, it draws much less power than old-school lights, and can be seen from dramatically greater distances. The only disadvantage is when operating with city lights in the background. My favorite masthead light would include an anchor light as well.

10) *Inflatable life jacket with harness and tether* \$300-\$400 — Another obvious bit of kit, but this is the official uniform

The objective, of course, is to survive long enough to be rescued.

when operating offshore. Compact when you don't need it, and wonderfully bulbous when you do need it, the inflatable life jacket is vital when you're in rough water. Add a whistle and a light and a beacon if yours doesn't come with them. The objective, of course, is to survive long enough to be rescued.



There are a wide assortment of inflatable life jackets on the market, some manually operated and others water-activated.

This is by no means a complete list of available safety gear, but it does try to balance risk and cost. A more comprehensive list can be found on the US Sailing website under Safety Equipment Requirements (www.ussailing.org/safety/equipment-and-requirements). The simplified lists you'll find there were

updated in 2014, and recommend gear for voyages of three different levels of severity. While they are written for racing sailors who *must* comply with the requirements of race organizers, they also serve as a wonderful tool for cruisers and would-be cruisers who wonder what worthwhile safety gear they might be missing.

— **chuck hawley**

Chuck is chairman of the US Sailing Safety at Sea Committee.

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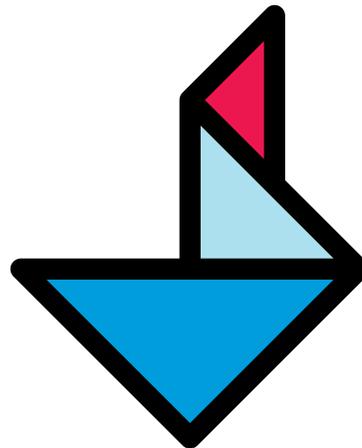


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MAX EBB —

It was a sad day when my local video rental store announced that it was closing. Yes, I know that every imaginable movie can be streamed or downloaded, but I still like to keep a library of physical media. I even have a shelf of VHS tapes,

overlooked treasures on the last day of the sale, when the DVDs were going for a dollar each.

The store did not have sailors in mind when they sorted the movies into categories. There was no section dedicated to sailing, no section for pirate flicks, no section for goofy submarine movies, and no section for merchant-marine themes.

"Classics" seemed like a good place to begin my search, even though this section had been mostly fished out.

After a couple of minutes of digging

through the pile of remaining titles on a table, I spotted a real gem: The Gregory Peck version of *Moby Dick*. I reached for it, but a second too late. It disappeared into the shelf and out the back, just before I could touch it.

I looked through the empty part of the shelf, and there was Lee Helm on the other side. She had beaten me to the prize.

"Mine!" she grinned.

"Of all the video joints in the world..." I said in my best Humphrey Bogart impression, "you had to walk into this one."

"It's, like, the stuff that dreams are made of," she answered, still gloating over her find. "But there's still lots of good stuff here. Check out some of the early John Wayne movies over in the John Wayne section."

One look at the shelf and I could see that John Wayne played as many ship captains as cowboys early in his career. I picked up *The Wake of the Red Witch*, featuring Wayne with a schooner in the South Seas.

"That's one of the few John Wayne flicks where the John Wayne character dies," Lee informed me. "And, like, he doesn't even get the girl."

I was debating whether to buy a couple of submarine movies from the Second World War to complete my collection, when Lee spotted some old favorites.

"Over here, Max!" she cried. "*Captains Courageous*, from 1937. Some really cool scenes of fishing schooners under sail. And a good story, too. Spencer Tracy is great as a Portuguese fisherman."

She had found the Spencer Tracy shelf. "And here's Spencer again, 21 years later, as the old Cuban fisherman in *The Old Man and the Sea*."

Captains Courageous had always



A scene from 'Buccaneer's Girl', a classic made before the modern era of elaborate special effects.

and I still have a machine that can play them.

There was also some good news in the store's announcement: They were selling off their entire inventory, and the prices were going down every day of the sale. My taste in movies being eclectic, to say the least, I was sure I would still find

MAX EBB AT THE MOVIES

Captain Blood (1935) — Errol Flynn's (and Olivia de Havilland's) first starring role, and the definitive pirate flick of the '30s. Wonderful swordplay against Basil Rathbone (shot at Laguna Beach), but the ships in the naval battles are 18-ft models. Don't expect realistic sailing. On the other hand, the late 17th-Century geopolitics are better than usual for a pirate movie. This movie might not be

modern enough to please a crowd, but it's fun to watch alone, especially if you only paid a dollar for it or can find it online for free. For a group showing, use the 'night at the movies' newsreels and cartoons that come bundled with the DVD to get your audience in the 1935 mood. A yacht club crowd that doesn't expect too much in the way of production values will enjoy it.

Captains Courageous (1937) — One of the best sailing movies ever. Set in the '20s on a Gloucester fishing schooner working the Grand Banks off Newfoundland. Based on a Rudyard Kipling novel, but a lot of details are changed. Spencer Tracy as a Portuguese fisherman. Maybe they didn't actually stage a race between two of the old Gloucester schooners, but it sure looks like the real thing.

Windjammer (1937) — In contention for the worst sailing movie ever made,

'Billy Budd'.



'Hornblower'.



LIGHTS, CAMERA, ACTION

been one of my favorites, almost disproving the claim that there has never been a really good sailing movie. It was worth owning, and since I had never seen the film adaptation of *The Old Man and the*

"It features a villain so evil and so believable that only Melville could have created him."

Sea, I added that one to my basket, too — a Kipling story and a Hemingway, for a dollar each.

Next, I foraged through the adventure section. With quite a few pirate movies from the 1950s still on the shelf, I thought I might as well save some of them from the landfill.

"You do realize, Max, that you can watch most of those old flicks for free on the net," Lee advised. "No need to own the DVD these days.

"I'm old-fashioned," I said as I picked out a few titles that I had never even heard of. "I like to have them in my library."

"Don't forget *Billy Budd*," she reminded me. "It features a villain so evil and so believable that only Melville could have

created him. Realistic sailing and shipboard scenes too."

When Lee saw me with a four-movie set of '50s pirate movies, she felt compelled to explain how you can tell if the sails of an 18th Century warship were filled by real wind or by an electric fan, and how to estimate the size of the models by the texture of the foam in the bow wave.

"They shoot at a higher frame rate to slow down all the wave action for correct Froude scaling," she said. "You remember that hull speed is proportional to the square root of waterline length. That means that for the hull speed to be, like, twice as fast, the boat has to be four times as big. Now go backward. If you're using a one-quarter scale model, it has to move at half the speed of full scale for the wave pattern to be correct. But that's too fast for the model scale by a factor of two, so they have to shoot at twice the frame rate. When it's projected at half that frame rate, the waves and the speed both look right, to give the impression of



TRISTAR PICTURES

Although it was not without criticism from die-hard racers, the America's Cup saga 'Wind' is well worth viewing. Wear your foulies.

a full-size ship.

"It still doesn't look real to me," I complained.

"Because viscosity doesn't scale with Froude number," she explained. "They could do a little better if they added soap to the water in the wave tank, to make the spray sheets and the foam streaks more granular, but, like, the problem is that it's impossible to scale viscosity and waves at the same time."

"Maybe that's why I'm more convinced by the movies that use full-scale ships," I said.

"Get over it, Max. It's Hollywood. Suspend your disbelief."

— max ebb

but the setting is a Transpac race, so it's a must-see for anyone racing to Hawaii. Hard to believe that a masterpiece like *Captains Courageous* was made in the same year. Watch it online for free. Don't subject anyone else to it unless they are forewarned that it's only good because it's bad.

Hawaii Calls (1938) — Two kids stow away on a cruise ship bound for Hawaii. There's not much sailing in it, but it's a good way to get in the mood for any trip

to the Islands. Watch it for free online.

The Princess and the Pirate (1944) — There were a lot of bad pirate movies made, and this one is in contention for the worst. Starring Bob Hope and Virginia Mayo (who also played opposite Gregory Peck in the 1951 *Hornblower* movie). Bob Hope is usually much funnier. Pass on this one.

Wake of the Red Witch (1948) — John Wayne in an early role. Spoiler alert: It's one of the few films in which his charac-

ter not only doesn't get the girl, but dies at the end. Oh well. Setting is the South Pacific in the early 1900s. Watch it online for free if you are curious about Wayne's early career, or can't get enough of the *Adventures in Paradise* environment.

Buccaneer's Girl (1950) and *Double Crossbones* (1951) — In the goofy-pirate-movie category, there's a four-movie set of Universal Studios pirate flicks from the '50s. Two of the four are worth mentioning: *Buccaneer's Girl* and *Double*

'The Old Man and the Sea'.



'Captain Blood'.



WARNER BROTHERS

'Captains Courageous'.



METRO-GOLDWIN-MAYER

Crossbones. Good fun, hokey special effects using models, corny and predictable love interest, but some good sailing action and daring exploits. Lots of cannon fire and swordplay. Ships sink, but no blood and nobody seems to die — just good clean swashbuckling. "No sailors were harmed in making this movie." Probably not enough quality to show to a group without threats of a lashing. But if you like silly pirate flicks, it's a guilty pleasure to watch these movies alone, late at night.

Captain Horatio Hornblower vs. Master and Commander — Patrick O'Brian's writing is generally considered to be more authentic than C. S. Forester's, and the 2003 production of *Master and Commander* is correspondingly more authentic than the 1951 version of *Hornblower*. But the *Hornblower* movie is simply more fun to watch. Both have serious realism flaws: *Master and Commander* used the repurposed *HMS Rose* as the star actor — but the producers must have been afraid to actually sail the thing in any real wind. Watch for the propeller slipstream. Even in a raging Cape Horn gale, the sails seem to hang limp. Considering the money that was spent on making so many of the other details look real, the omissions are glaring.

Hornblower, on the other hand, relies on some cheesy model work, but that can be excused when you need to show half a dozen ships of the line in one battle scene. The convincing reality is in the details: *Hornblower* won me over early in the movie when the captain set off a distance on the chart with his dividers, and then used the latitude scale on the edge of the chart to convert to nautical miles. Not everyone will get it.

Both films are must-see if you have read any of the books from either series, or if you're a Napoleonic naval-warfare buff of any stripe. They will play well to a group, but filter first for people who are into it.

Moby Dick (1956) — Gregory Peck is the perfect Ahab, and Orson Welles turns in a superb cameo as the preacher laying down the pre-departure sermon in the New Bedford chapel. (But why did they have to build that hokey ship's bow as the pulpit? It's still there, and has become a major tourist attraction even though it's completely non-authentic.) This movie features lots of good onboard detail, but leaves us hungry for more overall shot-from-off-the-ship sailing scenes. It makes you want to re-edit with a lot of added footage of the now-seaworthy *Charles W. Morgan* under sail, and

maybe modernize the music a little too. But it's good stuff. A *Moby Dick* theme party anchored by the movie would be a yacht-club hit. Don't give away the ending.

The Old Man and the Sea (1958) — This one gets a lot of things right. Not exactly fast-paced action, and no love interest except the sunsets and sunrises. It captures a lot of what *All is Lost* misses: The beauty of being at sea in a small boat. Spencer Tracy, last seen as a young Portuguese fisherman in the 1937 *Captains Courageous*, shows up 21 years later as an old Cuban fisherman down on his luck. This is another one to enjoy alone, even though you already know how it ends.

Mutiny on the Bounty (1962) — Of the five film versions of the mutiny on the *Bounty*, I like this one best. Marlon Brando as Fletcher Christian. They built a full-size ship for it, too. Plays well to a crowd, would also work as a yacht-club theme party centerpiece.

Billy Budd (1962) — A film adaptation of Herman Melville's novella, this is an impressively realistic depiction of life on a late 18th-century warship. Awesome photography, superb production values, gripping plot. The sailing scenes are convincing, and the belowdecks sets are much more authentic than we've come to expect with this genre: Crowded living spaces, low headroom, and just enough roll motion and swinging lamps to remind us that we're on a ship at sea and not a Hollywood sound stage. Peter Ustinov is director and producer, and plays one of the most evil bad guys ever put on film, made believable by Melville's writing. Not only is there no love interest — there isn't a single female to be seen in the entire film. And there's hardly any cannon fire and no swordplay. But the ending is a cliffhanger. More required viewing for Forester or O'Brian fans. Maybe a little too dark for a group movie night.

Wind (1992) — As Joe Bob Briggs, the drive-in movie critic, would often write, "They let too much plot get in the way of a good story." The setting is a fictional America's Cup campaign in the '80s. But they used real 12-meters for the elaborate sailing scenes, and sailed them hard in the Molokai Channel. A yacht club audience that demands high production values and spectacular sailing scenes will not be disappointed.

Captain Ron (1992) — This is an iconic movie that has to be in everyone's collec-

tion, even though it's not really all that good. A family of frustratingly clueless novices inherits a *Formosa 50* (I think that's what it is) and hires an even more frustratingly incompetent captain (Kurt Russell) to help them bring the boat home from the Caribbean. Hijinks and hijack ensue. It's not really funny enough to carry the high implausibility factor, but most sailing audiences seem to like it anyway.

Muppet Treasure Island (1996) — Far and away the best version of *Treasure Island* ever made, and the best of the Muppet movies too. It's good enough to show to a group of grown-ups at a yacht-club movie night, and they won't want to keelhaul you for it. Great casting, good songs, and a surprise love interest (which is the only major plot deviation from Robert Louis Stevenson's original *Treasure Island*).

Pirates of the Caribbean (2003) — Very high production values, great cast, elaborate sets and awesome special effects. The franchise is now up to five editions, counting the one scheduled for release in 2017. But why did they have to ruin it with all this zombie nonsense? There was enough intrigue sailing the real-life Spanish Main for all the plot complications that a screenwriter could ever want. Pulling off a daring and improbable exploit is one thing. It could happen. But zombies? There's a greater sense of realism in *Muppet Treasure Island*.

All is Lost (2013) — I can overlook the dumb things that the Robert Redford character does while trying to save his *Cal 39* from sinking after hitting a container full of shoes. What's missing is the spectacular sunsets and sunrises, and all the other visual and sensual delights of sailing far offshore. Contrast with *The Old Man and the Sea*, from 1958, which really gets it right.

Novice sailors watching *All is Lost* will come away wondering why anyone wants to sail a small boat in the ocean — they make it look very boring, except when the boat is sinking. Maybe the film crew would have had to be paid too much overtime if any scenes were shot outside regular working hours. And you never really know how it ends.

I'm convinced that they showed various versions of the ending to focus groups until they split evenly on whether the guy is rescued, so we're cheated out of a definitive ending. Not cool, in my humble opinion. At least, not for us simple-minded sailors who are confused by existential ambiguity.

— max ebb

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South Beach Yacht Club

THE RACING

This month's 'Racing Sheet' starts out with a look at the truncated **J/Fest**, marvels at the records shattered in the **Newport to Ensenada Race**, moves on to the big, bold, beautiful **America's Schooner Cup**, downsizes to the diminutive **El Toros** of the **Bullship**, transitions to the windy **Wheeler Regatta**, and wraps up with a visit to the refreshed **Folsom Lake**. Some final midwinter series and some spring classics are reported in **Box Scores**.

Short and Sweet J/Fest

On April 16 and 17, St. Francis Yacht Club hosted hundreds of sailors on San Francisco Bay for J/Fest, an annual regatta that this year featured J/24s, J/70s, J/105s, J/111s and J/120s. After a two-hour postponement on Saturday, the breeze filled in and competitors enjoyed two fantastic races. "We had Chamber of Commerce conditions," said regatta chairman Norman Davant. "I have never seen water that clear come into the Bay. You could see the bottom from the yacht club." With the tide flooding, boats stayed in the favored current along the Cityfront, making for great viewing from shore. All five fleets got in two races in 12-15 knots.

Sunday also began with no wind and flat-calm water. The Sailing Instructions dictated that no races were to start after 3:30 p.m., so when the breeze had still not filled in by 1:30, the Executive Race Committee called the regatta. At the awards ceremony there was still only a

get a feel for the Bay," said Davant. Peter Cameron swept the J/70 fleet with two bullets on **Prime Number**. Just back of Cameron, Frank Sloopman on **Little Hand** (2-5) and Justin Kromelow on **Loose Lucy** (3-4) tied for points.

The 25-boat fleet of J/105s also saw some excitement on the leaderboard as Phillip Laby took first on **Godot** (4-1) and Pat Benedict took second on **Advantage3** (1-4) — another tie for points. "These guys are both always knocking on the door," said Davant.

What the regatta may have lacked in breeze it made up for in entertainment. The Saturday night regatta party was great fun and included dinner, a live band, free-flowing Mount Gay rum and a massive raffle for sailing swag.

Behind the scenes, the St. Francis race department utilized J/Fest to debut a new scoring program called Regatta Toolbox. Among other management tools, Regatta Toolbox features an easy-to-use scoring system that works across all platforms — phones, tablets and computers. Using the app, race committee volunteers instantly entered scores from the water. The site also provides methods to address various scoring nuances — DNF, OCS, etc. — and it was "dead simple" to use, according to Davant.

"I've been involved in the evolution of scoring software for decades. For many years, we've had volunteers take photos of their scribbled scores on the water and then text them to the race office. This was a game-changer. It was easy to use and it gave the race committee a break; they got accurate and instantaneous scoring," said Davant.

To learn more about the new app, visit www.regattatoolbox.com.

— meredith laitos

J/105 start at J/Fest on April 16. The 105s had the biggest division with 24 boats.



CHRIS RAY / WWW.CRAYV.P.COM

J/FEST, StFYC, 4/16-17 (2r, 0t)

J/120 — 1) **Peregrine**, David Halliwill, 3 points; 2) **Chance**, Barry Lewis, 4; 3) **Mr. Magoo**, Steve Madeira, 5. (5 boats)

J/111 — 1) **Bad Dog**, Richard Swanson, 2 points; 2) **Swift Ness**, Nesrin Basoz, 4; 3) **Double Digit**, Gorkem Meltem Ozcelebi, 7. (4 boats)

J/105 — 1) **Godot**, Phillip Laby, 5 points; 2) **Advantage3**, Patrick Benedict, 5; 3) **Roxanne**, Charles James, 12; 4) **Arbitrage**, Bruce Stone, 12; 5) **Blackhawk**, Ryan Simmons, 12. (24 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 3 points; 2) **Downtown Uproar**, Darren Cumming, 4; 3) **Shut Up and Drive**, Val Lulevich, 6. (6 boats)

J/70 — 1) **Prime Number**, Peter Cameron, 2 points; 2) **Little Hand**, Frank Sloopman, 7; 3) **Loose Lucy**, Justin Kromelow, 7. (9 boats)

Full results at www.stfyc.com

Record-Busting N2E

Every yacht race has had that year. That one special year when it blows like stink out of the right direction and an unprecedented level of race craft shows up to create the unique conditions required for records to get absolutely demolished. For NOSA's 125-mile Newport to Ensenada Race, 2016 was that year. Now in its 69th edition, the annual spring classic still draws massive numbers (178 boats started) and remains one of the world's largest international yacht races. Featuring small cruisers to mini-



CHRIS RAY / WWW.CRAYV.P.COM

J/70s on a downwind leg at J/Fest, looking as if they're about to sail right through the windows of the StFYC clubhouse.

hint of a northerly.

Thus, it was a short but sweet regatta. "The Js came out en masse," said Davant. The J/70 fleet was particularly active, and also hosted a clinic on Friday afternoon. "These guys are revving up for the J/70 Worlds, which will be hosted by StFYC this September, so we're starting to see some out-of-towners come in to



maxis with an emerging maxi-trimaran scene in the mix, the 2016 Newport to Ensenada was truly one for the ages. Winds were light at the start off Newport Beach on April 22, with multiple skippers and crews reporting sightings of whales while waiting for the breeze to fill. Offshore however, the wind continued to build and build until it was a perfect 20 knots, allowing the fleet a quick and record-setting downwind sleigh ride to Ensenada.

Tom Siebel's Sausalito-based MOD70 *Orion* was able to capitalize on the ideal conditions to displace Steve Fossett's almost-ancient race and overall course record set on the 60-ft catamaran *Stars and Stripes* in 1998. Skipped by multi-time Olympian Charlie Ogletree, the 70-ft VPLP tri romped down the course at more than 25 knots average boatspeed to cross the finish line in 5 hours, 17 minutes, 26 seconds, breaking Fossett's former record of 6:46:40 by more than 1 hour, 29 minutes. The record-setting crew onboard *Orion* also consisted of Zan Drejes, Paul Allen, Damian Foxall, Hogan Beatie and Peter Isler. For *Orion*, it's a record that they've been chasing for years, and for the MOD70, it's another record among scores of records that the now-defunct one-design series of boats has claimed worldwide.

H.L. Enloe's ORMA 60 *Mighty Merloe* (ex-*Groupama 2*) was just 20 minutes behind *Orion* — finishing more than an hour faster than Fossett's record — having played cat and mouse with the bigger MOD70 down the coast. Unfortunately, John Sangmeister's recently modified-to-foil ORMA 73 *Tritium* broke a foil just 30 miles from the finish and retired. Before retiring with damage, Sangmeister and co-skipper Ryan Breymaier reported that the boat was "90% full foiling consistently" before the foil sheered clean off. New foils and rudder elevators are already in the works. William Gibbs of Moorpark, who had nightmare after nightmare getting his all-carbon Schionning G-Force 1400 catamaran *Wahoo* from South Africa to California, corrected out to first place out of the entire fleet.

Former Bay Area stalwart *Invisible Hand*, now owned by Steve Meheen and known as *Aszhou*, won big in her first Newport to Ensenada Race. The Reichel/Pugh 63 claimed a dramatic course record, likewise crushing the existing mark by a whopping 1 hour, 28 minutes, to finish in 9:35:34. With a much quicker handicap than any other monohull in the fleet however, *Aszhou* would only correct out to sixth in the nine-boat Maxi division. Drugstore owner Bob Lane and his aptly named Andrews 63 *Medicine Man*

would claim division honors. In overall monohull honors, Andrew Rasdal's hot new Bolt 37 *Valkyrie* scored the best corrected time, besting Scot Tempesta's Melges 32 *Anarchy* by just 25 seconds on corrected time in both PHRF-C and overall. Elsewhere in the fleet, Chris Hemans' Rogers 46 *Varuna* claimed the Fast 50 division.

Results were unofficial at press time; find complete scores and much more at www.newporttoensenada.com.

— ronnie simpson

America's Schooner Cup

On a typically sunny day in San Diego, the 28th running of the America's Schooner Cup Charity Regatta was held on April 2 as a benefit for the Navy-Marine Corps Relief Society. Twelve schooners, ranging in overall length from 36 feet to 142 feet, started in front of host Silver Gate YC at Shelter Island.

Winds were predicted to be light, so the race committee called for the short 11-mile course. Just 15 minutes before the first start, the breeze came up enough for the heavy passenger-carrying schooners *Bill of Rights* and *Californian* to clear the line, but the little 30-ft LOD *Maid of Kent* crossed it first to lead the fleet out of San Diego Bay.

The B Class start was very competitive with Brian Eichenlaub's 42-ft *Witchcraft* just edging out Dennis Daoust's 40-ft *Scrimshaw*. The schooner *America*, true to her namesake, led the A Class start. She is making her final appearance in San Diego before heading to the East Coast and Europe for three years to promote the next America's Cup.

Bob Harrison of the Alden-designed *Curlew* writes: "Having the 139-ft *America* start with the 'A' boats made for an interesting start line, and I felt for *Rose of Sharon*, which was vying for the same

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THE RACING

PAT FLANNIGAN



BRAD BROWN



PHIL KINNISON



BOB MICHELIS



This page: The competitors also serve as scenery in the America's Schooner Cup. Clockwise from top left: Byron Chamberlain's 51-ft LOA 1930 Sterling Burgess-designed 'Rose of Sharon'; Walter Pitt's 1979 'Shine On', built in San Diego but claiming 'Earth' as her hailing port; Jerry Newton's 1962 Atkins design, the 36-ft LOA 'Maid of Kent', skippered by Paul Mitchell to a Class C win; and Mark and Susan Hall's 'Del Viento', which has moved from Stockton to Morro Bay.

end of the line. I went for the leeward end and clean air, and it paid off. I knew *Curlew's* 49-ft waterline would be no match for *America's* 94 feet if she got clean air, so it was paramount that we not let her get by us, which we managed to do for most of the race. A good racer, *America* kept trying to take us up, but we were not giving an inch. At the weather mark, we managed to stretch our lead, but the increase in wind as we approached Point Loma gave *America* the power she needed, and she came up on us like a freight train."

The wind had built to 15-18 knots from the west for a perfect reach out of San Diego Bay and a reach back in to the finish line. *Maid of Kent* was able to keep her lead past the weather mark before being overhauled by the larger schooners *Shine On*, *Curlew*, *America* and *Witchcraft*. At one point *Rose of Sharon* and *Skookum III* were close enough to each other to almost kiss but instead just passed some energy bars across.

America took line honors and a first in Class A. Skipper Troy Sears reported

sustained boatspeeds in excess of 13 knots under Point Loma. *Lively's* new owner, Andrew Mayhugh, an instructor for the Newport Sea Scouts, finished first in Class B and first overall, to capture the Schooner Cup. Paul Mitchell, helming *Maid of Kent*, won Class C.

A new schooner to our fleet — but known to San Francisco schoormen — the 34-ft Colvin-designed *Del Viento* is now based in Morro Bay and won the Most Distant Port award. A new trophy dedeed by Koehler Kraft Boat Yard commemorating the most improved schooner was dedicated to the 1930 Alden schooner *Dauntless* for her extensive rebuild this year.

— jerry newton & brad brown

AMERICA'S SCHOONER CUP, SGYC, 4/2

OVERALL — 1) *Lively*, Field 36, Andrew Mayhugh; 2) *Maid of Kent*, Atkins 36, Paul Mitchell; 3) *Shine On*, Taplin 44, Bart Ziegler. (12 boats)

Full results at www.americasschoonercup.com

Gran Concorso Barco-Toro

On March 26, 18 boats set sail from

Sausalito bound for the San Francisco Marina. Regular readers will know that's no big deal — unless the boats in question are solo-sailed 8-ft El Toro prams. Local sailors fall into three categories: those who think the Bullship is crazy, those who have it on their bucket list, and those who've already done it once, twice, or year after year.

After breakfasting, launching and getting inspected at Sausalito YC, the Toreros started on time, at 9 a.m., off the Trident restaurant. In the very light breeze, a building flood current pushed back against the boxy El Toros. John Pacholski and Jesse Andrews cannily chose to go smack up against the shore seeking a counter-current or land breeze. This seemed to work, and a few more followed. Another pair tried to work their way around the pilings of the Trident, but kept getting swept back before finally escaping. By this time, the first pair were stuck tacking back and forth at Benny Bufano's sea lion statue. Finally, a light breeze filled and everyone started moving again. It took the leaders about an hour to reach Yellow Bluff.

Back at SYC, one wife pondered whether the fleet would make it across, and whether she should go ahead and drive across the Gate to the finish at



LATITUDE / CHRIS



THIS PAGE WWW.NORCALSAILING.COM EXCEPT AS NOTED

StFYC, but only one skipper would turn back to Sausalito this year.

The reigning El Toro North American champion, Jesse Andrews from Kaneohe YC, vanquished the local talent to win this 63rd edition.

— latitude/chris

BULLSHIP RACE, SYC, 3/26

1) Jesse Andrews; 2) John Pacholski; 3) Fred Paxton; 4) Gordie Nash; EL VIEJO TROPHY: 5) Art Lange; SIRENA PERPETUAL (1st woman): 7) Deb Fehr; CLYDESDALE (1st heavyweight): 8) Vaughn Seifers; WOODY: 9) Jim Savatone; ON-DINE PERPETUAL (1st maiden voyager): 14) Katie Love; TAIL ENDER: 15) JV Gilmour. (18 boats)

Full results at www.eltoroyra.org

BYC Wheeler Regatta

April 2-3 saw the 44th Rollo Wheeler Regatta sailed in spring-like-it's-almost-summer conditions. On the Olympic Circle the wind was mostly from the Golden Gate Bridge and ranged from 5 to 18 knots on Saturday and 12 to 22 knots on Sunday, with fog in the mornings, sunshine in the afternoons, and the traditional fog that hides the Gate and chases the race committee into Berkeley later in the afternoon.

The present configuration of the regatta is two separate events on Saturday

From big schooners on the opposite page, to very small catboats — 8-ft El Toros — on this page. Clockwise from top left: Bullship winner Jesse Andrews, who's also the reigning national champion; James Savatone and his beautiful craft, the first wooden boat to finish; old hand Gordie Nash and Bullship Maiden Voyager Katie Love; second-timer Deb Fehr, the first female finisher.

(the Wheeler and the City of Berkeley), each with its own perpetual trophy. Sunday's pursuit race has separate entries and scoring.

The Wheeler is designed for deeper-draft boats and starts at the edge of the Circle using government buoys for turning marks. On Saturday, we had to wait about an hour before enough wind showed up, and at 1 p.m. we were able to send the three divisions out on two 7.2-mile races using Harding Rock as the weather mark. Each race 'enjoyed' different current conditions and thus each race featured different types of boats at the top of the fleet. The finishes were close — a scan of corrected times in Race 1's overall results shows the fourth-place through seventh-place boats only seven seconds apart. In the second race there was even a tie. Peter Cook's Ultimate 24 *For Pete's Sake* squeaked out the overall win for the Wheeler Trophy by half a point ahead of Bob Harford's Express 37 *Stewball*.

The City of Berkeley group is run from the center of the Olympic Circle, using drop-marks and a finish at Berkeley YC

in the final race of the day. This way the lesser-draft and slower-rated boats can get in to the club before the bigger boats with more crew, and thus get first crack at the food and margaritas.

On Saturday, there was enough wind to start this group on time at noon. The first race was a double sausage plagued by a variety of wind strengths. The second race was shorter and faster. In fact, almost half the fleet finished before the race committee had docked. And there were very tight corrected finishes for the second race. Only four minutes separated the first and last of the 14 boats that finished. Stephen Buckingham's Santana 22 *Tchoupitoulas* gathered in the Overall City of Berkeley trophy.

At some point in history, too many folks wanted only one race day in a weekend. (Tall grass? Church? Children?) So a separate pursuit race was created. In this type of race, the scoring is done at the start with the slowest-rated boat starting first, and the first to finish is the winner. The 10.1-mile course this year went from the start near FOC on the outside edge of the Circle to Harding

THE RACING

Rock to Blossom Rock to a temporary inflatable half a mile downwind of the signal boat to the finish. The wind was exuberant.

Wabbits have dominated this race, and, for a while, this year appeared to be no exception. Last year's winner, Colin Moore in his Wabbit *Kwazy*, reports that he was leading as he approached the green buoy west of Alcatraz. Then, "We proved you don't lose the mast when you break the backstay after the trap guy hits the forestay at about 100 knots during a broach off Alcatraz. Probably because the vang was still on. We were just in the midst of switching who was going to play the vang. Anyway, all safe, and mostly sound, after a bit of swimming." *Kwazy* retired and was able to execute a chicken-jibe and scoot on home to Richmond safely.

The winner of this pursuit was the last to start — John Clauser's 1D48 *Bodacious+*.

— *bobbi tosse*

BYC ROLLO WHEELER REGATTA, 4/2 (2r, 0t)

DIVISION A — 1) **Bodacious+**, 1D48, John Clauser, 5 points; 2) **Jeannette**, Frers 40, Henry King, 5; 3) **Arch Angel**, Antrim 27, Bryce Griffith,



CHRIS MCCrackEN

Stephen Buckingham (left) hasn't done any Santana 22 fleet racing in a few years but won the City of Berkeley Trophy anyway.

6. (5 boats)
DIVISION C — 1) **For Pete's Sake**, Ultimate 24, Peter Cook, 2 points; 2) **Ahi**, Santana 35, Andy Newell, 4; 3) **Sea Star**, Cal 39, Bob Walden, 6. (4 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford, 4 points; 2) **Golden Moon**, Kame Richards/Bill Bridge, 5; 3) **Expeditious**, Bartz Schneider, 5. (6 boats)

WHEELER TROPHY: **For Pete's Sake**.
BYC CITY OF BERKELEY REGATTA, 4/2 (2r, 0t)
DIVISION E — 1) **Shadowfax**, Olson 25, Mark

Simpson, 2 points; 2) **Synchronicity**, Olson 25, Steve Smith, 6; 3) **Shark on Bluegrass**, Olson 25, Falk Meissner, 7. (6 boats)

OPEN 5.70 — 1) **Ocealys 2**, Frederic Bouju, 2 points; 2) **Don't Panic**, Bertrand Merigot, 4. (2 boats)

SANTANA 22 — 1) **Tchoupitoulas**, Stephen Buckingham, 2 points; 2) **Meliki**, Deb Fehr, 4; 3) **Zingaro**, Jennifer McKenna, 7. (7 boats)

CITY OF BERKELEY TROPHY: **Tchoupitoulas**.

BYC WHEELER PURSUIT RACE, 4/3
1) **Bodacious+**; 2) **Stewball**; 3) **Ahi**. (12 boats)

Full results at www.berkeleyyc.org

Folsom Lake Back in Business

On April 2, Will Deutsch, 38, of Folsom, sailed his Santana 20 *Four Sirens* to win the 35th Trans-Folsom Regatta on Folsom Lake, which had to close early last summer due to the low water level.

The Trans-Folsom is a long-distance pursuit race. Deutsch's Santana was one of the last to start, but he kept overtaking boats to win it all.

A key to Deutsch's success was sailing to the edges of the lake, where breezes were strongest. He sailed an indirect

SSS CORINTHIAN RACE, 3/19

SINGLEHANDED PHRF <108 — 1) **Painkiller**, J/80, Eric Patterson; 2) **TIIDJ**, Beneteau First 30, Dirk Husselman; 3) **Ragtime!**, J/92, Bob Johnston. (4 boats)

DOUBLEHANDED PHRF <108 — 1) **Yucca**, 8-Meter, Hank Easom/Hans List; 2) **Javelin**, J/105, Sergei Podshivalov/Charlie Abraham; 3) **Another Girl**, Alerion Express 38, Cinde Lou Delmas; 4) **California Condor**, Antrim Class 40, Buzz Blackett/Aaron Lee. (17 boats)

SINGLEHANDED PHRF 111-159 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Ione**, J/30, Peter Jermy; 3) **Foxyfyre**, Yamaha 33, Doug Soderstrom. (4 boats)

DOUBLEHANDED PHRF 111-159 — 1) **Uno**, Wyliecat 30, Bren Meyer/Peter Jones; 2) **Ad Lib**, Aphrodite 101, Bruce Baker/Jesse Corlett; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 4) **Paradigm**, J/32, Luther & Robert Izmirian. (18 boats)

SINGLEHANDED PHRF >163 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Rock On**, Olson 25, Tom Cavers; 3) **Tortuga**, Westsail 32, Randy Leasure. (4 boats)

DOUBLEHANDED PHRF >163 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Jennifer Hinkel; 2) **Zeehond**, Newport 30, Donn Guay/Dave Salinovich; 3) **Siento el Viento**, C&C 29-1, Ian Matthew/Jeff Drust. (9 boats)

THE BOX SCORES

SINGLEHANDED SPORTBOAT — 1) **Fugu**, Wilderness 30, Chris Case; 2) **Elise**, Express 27, Nathalie Criou; 3) **Wetsu**, Express 27, Phil Krasner. (5 boats)

DOUBLEHANDED SPORTBOAT — 1) **Banditos**, Moore 24, John Kernot/Chris Chapman; 2) **Insolent Minx**, Melges 24, Zhenya Kiruashkin-Stepanoff/Greg Kuzmishchev; 3) **Outsider**, Azura 310, Greg Nelsen/Karl Crawford. (8 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Ron Tostenson; 2) **Shenanigans**, Nick Gibbens/Keith Stahnke; 3) **Tequila Mockingbird**, Matt Krogstad/Mike Galluci. (15 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Kate**, Islander 36, Curt Rodgers; 2) **The Flying Penguin**, Beneteau 375, John Shannon; 3) **Invictus**, Hunter 41, Warren Davidson. (4 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Skip**, Alerion 28, Jeremy Moncada/Richard Craig; 2) **Q**, Schumacher 40, Glenn Isaacson/Todd Hedin; 3) **Stink Eye**, Laser 28, Christine Weaver/Jonathan Gutoff. (8 boats)

SINGLEHANDED MONOHULL OVERALL — 1) **Summertime Dream**; 2) **Whirlwind**; 3) **Painkiller**; 4) **Fugu**; 5) **Elise**. (21 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Motorcycle Irene**; 2) **Shenanigans**; 3) **Banditos**; 4) **Tequila Mockingbird**; 5) **Abigail Morgan**. (75 boats)

DOUBLEHANDED MULTIHULL — 1) **Mojo**, F-25, Christopher Harvey/Dan Mone; 2) **Raven**, F-27, Truls Myklebust/Stephen Trevitt; 3) **Trident**, Corsair 31, Damien Campbell/Jeremy Boyette. (8 boats)

Full results at www.jibeset.net

OYC SUNDAY BRUNCH SERIES (5r, 2t)

PHRF <151 — 1) **Spirit of Freedom**, J/124, Bill Mohr, 3 points; 2) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 5. (2 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 3 points; 2) **Zeehound**, Newport 30 MkII, Donn Guay, 6; 3) **Lelo Too**, Tartan 30, Emile Carles, 9. (4 boats)

MERIT 25 — 1) **Dire Straits**, J/24, Steve Bayles, 5 points; 2) **Faster Faster!**, David Ross, 5; 3) **Hard N Fast**, Merit 25, Tim Harden, 7. (5 boats)

COLUMBIA 5.5 — 1) **Maverick**, Bob Nelson, 4 points; 2) **Wings**, Mike Jackson, 5; 3) **Panigale**, Lester Gee, 5. (3 boats)

NON-SPINNAKER <201 — 1) **Jackal**, Ranger 33, Roger Wise, 4 points; 2) **Sterling**, Catalina 34, Jim Brady, 4; 3) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 7. (3 boats)

NON-SPINNAKER >200 — 1) **Dominatrix**,

course over a longer distance but finished the race sooner. It was a risky move, because, had the wind shifted, he would be far away from the most direct line to the finish.

Then, on April 16-17, FLYC's Charles Witcher earned recognition as the best sailor in the greater Sacramento region by ranking first among 57 sailboats in the 50th Camellia Cup Regatta.

Witcher finished first in four of five races sailed by the 13-boat Banshee class during two days of racing in light and shifting winds. Each sailor was allowed to throw out one of his or her finishes.

It was Witcher's seventh Camellia Cup championship and the ninth Camellia Cup in which he sailed on the regatta's overall winning boat. No other Camellia Cup champion has won more than three times, and only seven sailors have won more than once.

Witcher was also centerboard champion and Banshee class champion. FLYC's Mark Erdrich of Elk Grove won the eight-boat Santana 20 class, also by finishing first in four races on his boat, *Fusion*. In addition to being named class champion, Erdrich took home the keel-



Charles Witcher of Sacramento has won the Camellia Cup an unprecedented seven times.

boat champion award.

The seven-boat open keel class was won by Rob Koch on *Poco a Poco*, his late father's J/22. George Koch was remembered as a sportsman, and had twice been a Camellia Cup champion. In recognition of his sportsmanship and contributions to sailing in the Sacramento area, FLYC dedicated a newly installed flag-hoist in his honor. The junior Koch's win was an emotional favorite among the competitors, who all knew and respected his father.

— john poiriroo

FLYC TRANS-FOLSOM REGATTA, 4/2

OVERALL — 1) **Four Sirens**, Santana 20, Will Deutsch; 2) **Roll Tide**, Santana 20, Scott Mack; 3) **Blue Diamond**, Catalina 22, Dave Strain. (13 boats)

FLYC CAMELLIA CUP, 4/16-17 (5r, 1t)

CATALINA 22 — 1) **Col. Mustard III**, Doug Brennan, 4 points; 2) **Sirius**, Mike Rayfuse, 13; 3) **Blue Diamond**, 14. (7 boats)

SANTANA 20 — 1) **Fusion**, Mark Erdrich, 4 points; 2) **2-Step**, Mark Werder, 8; 3) **Bipolar**, Glenn Hughes, 9. (8 boats)

DAYSAILER — 1) **Bubba**, Mike Gillum, 6 points; 2) **Long Gone**, Dean Iwahashi, 7; 3) **Hot Flash**, Craig Lee, 9. (6 boats)

BANSHEE — 1) Charles Witcher, 4 points; 2) Jack Tatum, 10; 3) Tim Loomis, 11. (13 boats)

LASER — 1) Emilio Castelli, 6 points; 2) Rick Raduziner, 13; 3) Robert Wardlow, 15. (9 boats)

OPEN KEEL — 1) **Poco a Poco**, J/22, Rob Koch, 4 points; 2) **Kudzu**, Capri 22, Jerry Lewis, 8; 3) **Te Natura**, Wavelength 24, Phil Hodgson, 10. (7 boats)

OPEN MULTIHULL — 1) **Wings**, F-24, William Cook, 4 points; 2) **Lightning**, Hobie 16, Mark Evans, 8; 3) **Opus 8**, Weta, Jerry Grant, 11. (4 boats)

OPEN CENTERBOARD — 1) **C Ya**, Wing Dinghy, Steve Cameron, 4 points; 2) **Sagecat**, Sage 16, Jerry Montgomery, 7; 3) **Defiant**, Montgomery 15, Tyler Backman, 12. (3 boats)

Full results at www.flyc.org

Santana 22, Heidi Schmidt/Ted Crum, 4 points; 2) **Slice**, Wilderness 21, Mark Rommell, 5; 3) **Obsession**, Harbor 20, Dave Vickland, 6. (4 boats)

MULTIHULL — 1) **Lookin Good**, Corsair Sprint 750 MkII, Rafi Yahalom, 4 points; 2) **Triple Play**, F-31, Richard Keller, 5; 3) **Sea Bird**, F-27, Rich Holden, 6. (3 boats)

Full results at www.oaklandyachtclub.net

StFYC SPRING DINGHY 3/19-20 (5r, 1t)

505 — 1) Jeff Miller/Pat Diola, 8 points; 2) J.B. Turney/Skip McCormack, 8; 3) Brian Haines/Ted Conrads, 10; 4) Howard Hamlin/Reeve Dunne, 15. (14 boats)

CLUB 420 — 1) Spencer Paulsen/Ryder East-erlin, 13; 2) Thomas Samuels/Andrew Huang, 14; 3) Michael Lively/Meghan Oldham, 17; 4) Patrick Wilkinson/Peter Werner, 17. (15 boats)

F18 — 1) Charles Froeb/Erwan Griziaux, 6 points; 2) Ben Lamond/Shawn Hwang, 6; 3) Mat-thaeus & Marcus Leitner, 10. (5 boats)

LASER — 1) William Pullen, 5 points; 2) Chris Boome, 8; 3) David Lapier, 8. (9 boats)

LASER RADIAL — 1) Mark Halman, 5 points; 2) Walt Spevak, 9; 3) Toshinari Takayanagi, 10. (12 boats)

WETA — 1) Gordon Lyon, 8 points; 2) Christophe Allie, 14; 3) G. Marc Simmel, 15. (3 boats)

Full results at www.stfyc.com

THE BOX SCORES

TYC MIDWINTER SERIES (3r, 0t)

1) **Lion**, Olson 25, Lon Woodrum, 4 points; 2) **Siento el Viento**, C&C 29-1, Ian Matthew, 6; 3) **Cinnamon Girl**, Beiley 26, Mariellen Stern, 8. (7 boats)

Full results at www.tyc.org

SFYC RESIN REGATTA, 4/2-3 (5r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 12 points; 2) **Godot**, Phillip Laby, 15; 3) **Donkey Jack**, Eben Russell, 22; 4) **Wonder**, Tom Kennelly, 22; 5) **Arbitrage**, Bruce Stone, 26. (23 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 7 points; 2) **Motorcyle Irene**, Zach Anderson, 14 points; 3) **Salty Hotel**, John Kearney, 16. (7 boats)

KNARR — 1) **Three Boys and a Girl**, Chris & Phil Perkins, 13 points; 2) **Adelante**, Donald Nazzal, 18; 3) **Snaps III**, Knud Wibroe, 19. (14 boats)

MELGES 24 — 1) **Looper**, Duane Yoslov, 10 points; 2) **Wilco**, Doug Wilhelm, 14; 3) **Go211**, JC Raby, 15. (6 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 8 points; 2) **Faith**, Brock de Lappe, 18; 3) **Polperro**, Peter Jeal, 18. (10 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard

vonEhrenkrook, 6 points; 2) **Raccoon**, Jim Snow, 15; 3) **Just Em**, Ted Goldbeck, 17. (7 boats)

Full results at www.sfyc.org

RYC BIG DINGHY REGATTA, 4/9

EL TORO — 1) John Pacholski, 9 points; 2) Art Lange, 12; 3) Tom O'Neill, 17. (9 boats)

DAY SAILER — 1) Mike Gillum, 6 points; 2) Steve Lowry, 6. (2 boats)

LASER — 1) Mark Halman, 7 points; 2) Jon Andron, 10; 3) Roger Herbst, 14. (9 boats)

LASER RADIAL — 1) Laird Henkel, 6 points; 2) Toshinari Takayanagi, 7; 3) Bob Gunion, 15. (7 boats)

WYLLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 10 points; 2) **The Barbaloot**, Sarah Deeds, 16; 3) **Keala**, Ron Tostenson, 17. (7 boats)

SOUTHAMPTON OPEN CLASS — 1) Thistle, Toby Ingrey, 9 points; 2) Thistle, Dan Clark, 10; 3) Wyliecat 17, David Bacci, 14. (8 boats)

POTRERO OPEN CLASS — 1) Antrim Wing Dinghy, Steve Cameron, 4 points; 2) Sunfish, Roy Jordan, 8. (2 boats)

RYC BIG DINGHY PURSUIT RACE, 4/10

SHORT COURSE — 1) FJ, Keith O'Hara; 2) Day Sailer, Steve Lowry; 3) Byte, Laurie Davis. (8 boats)

LONG COURSE — 1) International Canoe, Del Olsen; 2) Bieker 3, Rand Arnold; 3) RS800, John Clark. (19 boats)

Full results at www.richmondyc.org

With a report this month on **Favorite Caribbean Beach Bars**, and another from Latitude's favorite charter addict about a **Bareboat-Assisted Wedding in the BVI**, plus **Charter Notes**.

What's Your Favorite Beach Bar?

In a recent promotion, The Moorings listed their nominations for The Best Beach Bars in the Caribbean. Having been one of the earliest pioneers of the bareboat charter industry — established back in 1969 to be precise — they certainly ought to know what they're talking about, especially since spirited social drinking is akin to the national pastime on many Caribbean islands.

What were their picks? With no particular ranking, they list:

B-Line Beach Bar in the British Virgin Islands. This one's new to us, but The Moorings says it's "tucked away on the sandy shores of Little Jost Van Dyke." That's just east of the large island of JVD, which has long been known for party-hardy beach bars such as Foxy's, Sidney's Peace and Love, and the Soggy Dollar Bar, where the Painkiller cocktail was created back in the 1980s.

The signature drink at the B-Line, however, is the Passion Confusion, "a delightful blend of coconut, orange, pineapple, and passion fruit juices, rums, and a rum-soaked pineapple to top it all."

Next on the list is Anguilla's Sandy Island Restaurant. "Find a spot on the

Stocked with a supply of beach toys ashore, well-protected Deadman's Bay on Peter Island is an enticing place to hang out.

powder-white sand and bask in a view you could virtually frame up and hang." Favorite house drinks include High Tide and JoJo's Rum Punch.

On the French side of St. Martin The Moorings recommends Restaurant Le Karibuni, on Pinel Island, where you might want to sip Champagne while chillin' in a beachfront recliner.

Down south in The Grenadines, check out man-made Happy Island, which lies in the middle of Union Island's Clifton Harbour and is, of course, only accessible by boat. The recommended libation? How about a refreshing rum punch?

For more on these and other tropical hangouts, plus photos, search "best beach bars" on the company's site: www.moorings.com/blog/

Having spent many happy days in the islands of the Eastern Carib, we have a few favorite haunts of our own. But if you've chartered in these islands lately, we'd love to see your list of favorite Caribbean watering holes, and hear what's special about them. Email andy@latitude38.com, and please send along some photos.

All this talk of revelry in the tropics serves as the perfect intro for the following report on a bareboat-assisted wedding in the BVI.

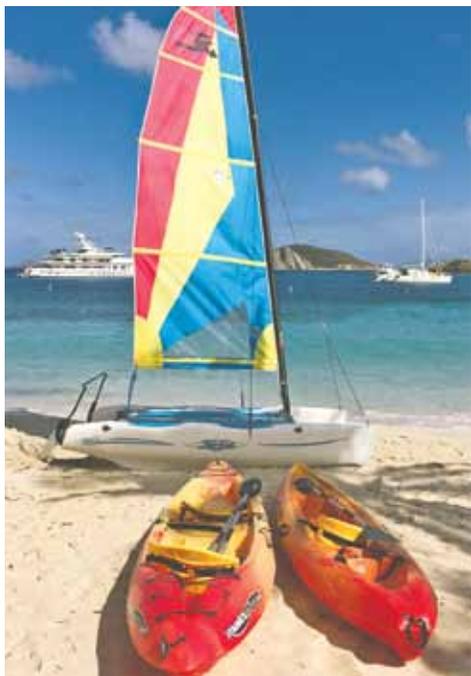
— andy

A Wedding Charter in the Good Ol' British Virgins

My very good friend Marco Salvalaggio planned a wedding at Peter Island Resort in the British Virgin Islands on January 7, so instead of staying at the super-expensive and swanky Resort, a group of us decided to charter a few sailboats and tool around the islands before and after the wedding.

Yumi and I chartered *Delphinus*, a Beneteau 39, from BVI Yacht Charters. Our friends Andrea Bertolotti and Kirsi Tikka took a Moorings 37, *Lusteen*, and Marco, Kristina, their kids and Alberto Finali chartered *Ewak*, a 47-ft catamaran, also from Moorings.

Before I could pick up my boat, though, I had to fly up to the BVI from Bequia, where I'm hanging out for five months while on sabbatical. This multi-step process was the only bad part of



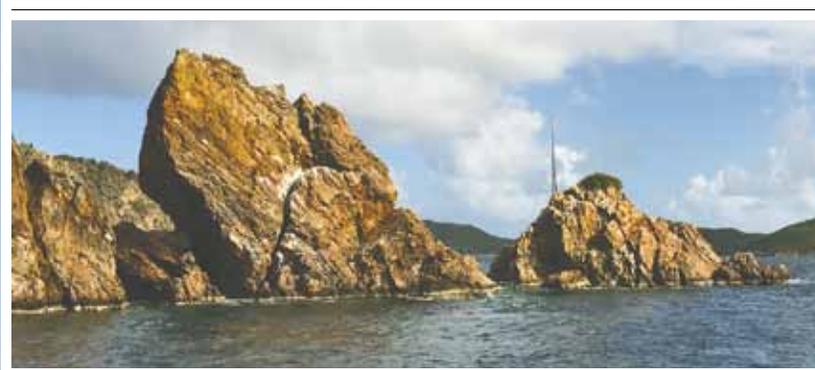
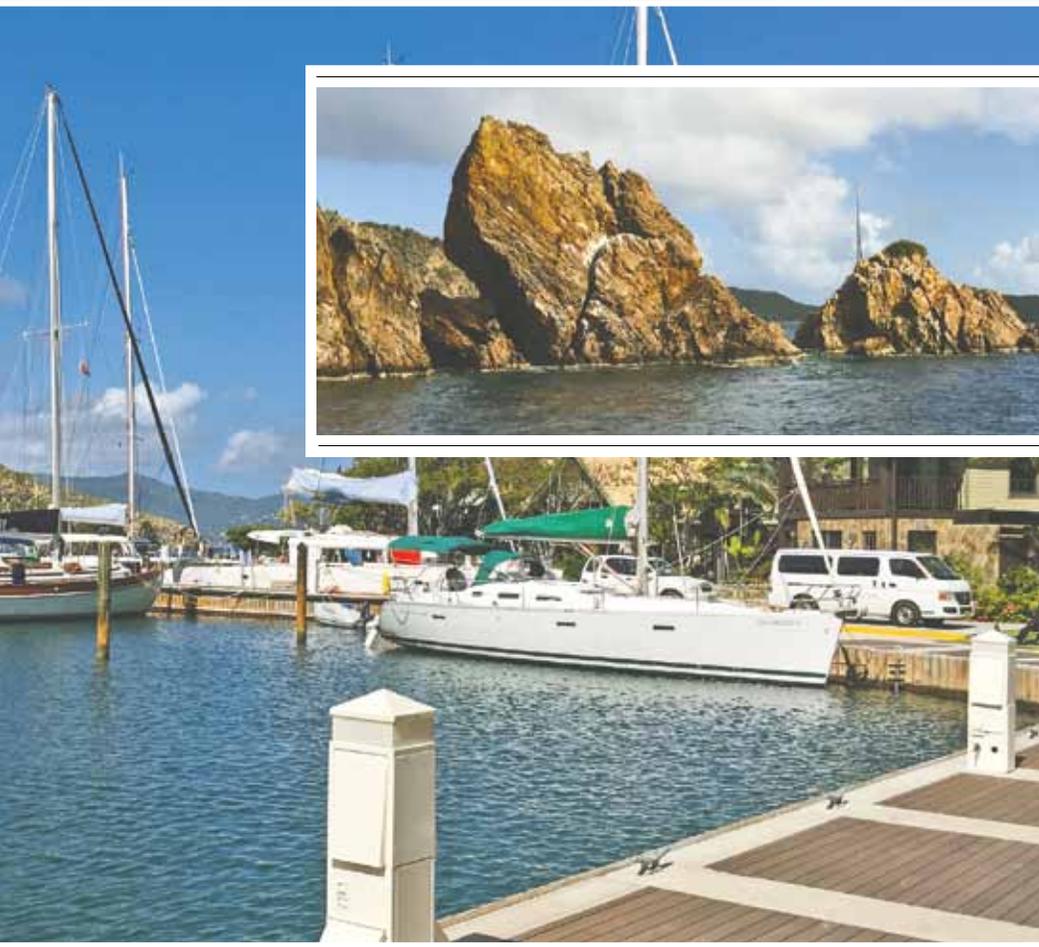
the whole trip, as it required a ferry ride to St. Vincent, then three separate LIAT flights, plus an overnight in a funky hotel (due to a missed connection).

If I had it to do over again, I'd opt for the more expensive, yet more reliable alternative: taking SVG Air from Bequia to Barbados, then to the BVI from there.

Anyway, we eventually did make it to St. Martin, and from there finally to Beef Island, Tortola. Of course, they lost one checked suitcase, but it was eventually delivered to me five days later via the ferry to Peter Island. Luckily, I have learned that you should always take a carry-on, with the assumption that your checked bag will be lost, so I really didn't miss the bag at all.

Enough complaining about flights! We met with Andrea and Kirsi at the Moorings base, had dinner at one of the

OF CHARTERING



Above: For the wedding, 'Delphinus' got a front-row spot at Peter Island's upscale yacht basin. It was a splurge, but well worth it. **Inset right:** The Indians are great for snorkeling. **Left:** Art (in red) checks out the bachelor party venue.

dockside restaurants at the enormous marina base, and spent the night on their boat. It felt good to be back on a boat, and it even had air conditioning! There are good markets in Road Harbour, not far from the charter bases. I was glad we'd rented a car because there was a mix up with our provisioning, and nothing reached our boat, so we had to make several trips back and forth.

The checkout from BVI Yacht Charters was thorough. I even had to go into the dinghy to demonstrate proficiency with the outboard motor. When we finally left, a squall came over, so we sailed off through the rain, heading to Diamond Cay, Jost Van Dyke, where we picked up an overnight mooring ball and connected with our friends, the Bertolottis.

Given the great number of charter boats, you would think it would be impossible to find a spot to moor for the night, but you can still find places with relatively few boats.

Foxy's second restaurant, Foxy's Taboo, is across the anchorage from

the Cay. We had a fun meal there. A group of cruisers left after dining and found that their dinghy was gone. They assumed that it had been stolen, but a guy from the restaurant insisted that no dinghy had ever been stolen here. He then walked down the reef and retrieved it.

Our friend Ewak hailed us the next day as they were returning from Anegada and wanted to connect. I suggested White Bay at Guana Island, and we all met there. The beach is so lovely we decided to spend the night.

While there, we made plans for Marco's bachelor party, which ended up being at Great Harbour, Jost Van Dyke, home of (the original) Foxy's Bar and other colorful watering holes.

The 'boys' started out at Corsairs, which was ridiculously expensive, although that might have been because we kept ordering shots and toasting the groom. Down the beach, the scene at Foxy's was lively, with the girls all dancing, so we joined

in and partied on until closing time. It was fun to see the kids all having a great time, dancing with locals, their families and other cruisers.

As I mentioned, this was a cruise that revolved around a wedding, so the next day we were instructed to get to Peter Island for the rehearsal dinner. Yumi and I shoved off last from JVD and tacked against 25-knot winds — right on the nose — toward Soper's Hole, at the west end of Tortola. I did not plan to go into the anchorage there, but after our tack-fest, we decided to pick up a ball and have lunch. The others went on to The Bight, a popular bay on Norman Island, which lies just west of Peter Island. So after lunch, we motored over and had a compulsory cocktail at the notorious floating bar called Willy T's. The last time I was at Willy T's it felt like Spring Break, and it was exactly the same vibe this time, with lots of serious partying going on.

Afterward, we snorkeled at the craggy pinnacles called The Indians, which lie just outside The Bight. I have been wanting to snorkel at The Indians for some time, and it really is a spectacular spot. But Marco hailed me and said I needed to get to the resort because he had secured dockage.

Peter Island is nice, but I usually don't like to dock when cruising, as I'd much prefer to swing on the anchor. But this was a wedding, and all the boats needed to be docked, so we endured the \$135 US per-night cost. (It was another \$70 US per night if you wanted electricity.)

Art and the newlyweds test the hammock at the original Foxy's at Great Harbour, Jost Van Dyke. The bay now has overnight mooring balls.



WORLD OF CHARTERING

But the amazing showers and being able to use a little air conditioning made it worth it.

The rest of the trip was all about the wedding, which was beachside and lovely, followed by a great dinner and rambling toasts.

We spent the wedding day itself on one of Peter's beaches called Deadman's Bay, where the resort has Hobie cats, paddle boards and other dinghies. It was such a great spot that we opted to anchor there for the last night of our charter.

Yumi had an early flight the next morning, so we weighed anchor at dawn, and motored across the Sir Francis Drake Channel and returned the boat to its base at Port Purcell.

We parted ways and I returned to Bequia. All in all it was a very nice trip that gave the newlyweds some very happy memories

— art hartinger

Readers — If you're a longtime Latitude devotee, you know that Art does more chartering than anyone we know.



Old-time traditions are highly valued on Bequia, especially concerning hand-hewn wooden boats that often race in local waters.

But get this: Since December he's been "on sabbatical" from his job chillin' out on the ultra-laidback Grenadine island of Bequia. He rents a room at the long-established Frangipani Hotel, which is perched at the edge of a beautiful sandy beach. Some people know how to live.

Charter Notes

As you read this, the official **Caribbean hurricane season** is soon to begin. Does that mean you should avoid chartering there during the summer months? That depends on how risk-averse and budget-minded you are.

Down in the islands we've often heard that the chance of any particular Eastern Caribbean island suffering a **direct hit** by a hurricane is about **one in a hundred**. While that statement may not be statistically precise, it does accurately make the point that the odds are very much on the side of visitors *not* experiencing a major storm during summer, anywhere in the island chain.

Two of the strongest arguments *in favor* of summer chartering there are that boats are much **more affordable** and anchorages, shops and restaurants are **much less crowded**.

That said, if you're itching for a Caribbean getaway this summer, we suggest you book dates in June or July, rather than late August or September, when the likelihood of storm action is highest.

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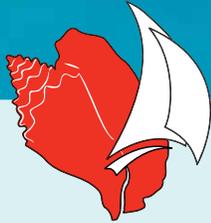
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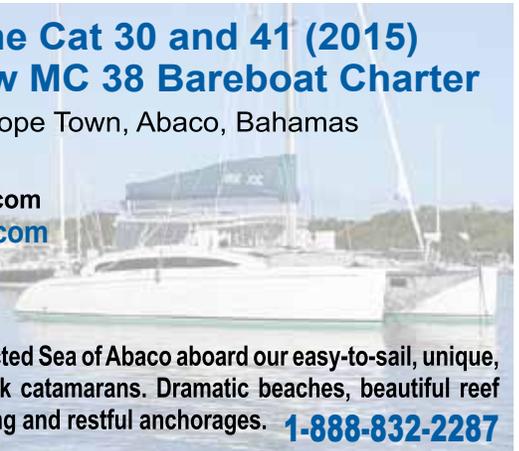
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CHANGES

With reports this month from **Gitane** in Zihuatanejo; from **Volare** on drones in the Sea of Cortez; from **Migration** on a miserable major refit in Thailand; from **Moontide** on getting ready to do a Panama Canal transit; from **Beach House** on Panama to the now-expensive Galapagos, which also means the completion of a circumnavigation; and **Cruise Notes**.

Gitane — Island Packet 38 Ken Hunting A Shot and a Shave (Anacortes, Washington)

A few years ago, in order to celebrate the conclusion of the Zihua SailFest and the free days before the start of Guitar Fest, Pamela Bendall of the Port Hardy, B.C.-based Kristen 46 *Precious Metal*

decided the women needed a little treat. So she invited all the women on cruising boats, and some of her shore-side friends, to pay a visit to the luxurious Viceroy Hotel. There they would enjoy some wine, pedicures and massages, as well as the great sunset view of La Ropa Beach.

We guys left behind on the boats, checking the oil level on our dipsticks, weren't jealous, but it didn't seem quite fair. So two years ago Rick Flucke of the San Diego-based Catalina 42 *Eyes of the World* decided to do something about it. He came up with a perfect guy thing — the Shot and Shave. Not only did this seem to be on par with a massage and pedicure, it provided a perfect excuse for the guys to throw down shots of tequila.

The Shot and Shave has become an annual affair, and this year five boats participated. In addition to Rick, the somewhat skeptical participants included Dave Bowser of the Oceanside-based Ericson 34 *Pacifico*, Jean Cote of the Ottawa, Canada-based S&S 40 *Arcane*, Tim Melville of the Gabriola Island, Canada-based Baltic 40 *Northwest Passage*, and

After 'A Shot and a Shave', the unusually clean-looking participants went unrecognized by their female partners and friends.

me on my island Packet 38 *Gitana* from Anacortes.

Rick brought the bottle of 100 Años Tequila and I brought a six-pack of cold Corona beer. Our group then trekked up from the *malecon* dinghy landing to a hole-in-the-wall barber shop. While waiting our turns for a haircut and a shave, we drank shots of tequila and chased them with beer. But damn, without the women around nobody remembered the lime and salt!

We were in a sharing mood, but not everybody got a shot. For example, Dave asked a gentleman from Michigan, who was waiting for his friend from Washington, if he thought Dave needed a haircut.

"It looks like you needed a haircut 10 years ago," the man replied. No tequila for him!

Then an older gentleman came in, and we tried to communicate with him in our group's limited Spanish.

The man finally turned to us and said, "I'm from Niagara Falls, Canada, and I don't speak a word of Spanish."

But as Tim continued to talk to him, he learned that he'd immigrated to Canada from Germany, so Tim had a lively conversation with him in German. We offered him a shot of tequila, which he declined. But given his German heritage, he gladly accepted a beer.

After we'd gotten our haircuts and shaves, we made our way to Chi-Palace, one of the best Chinese restaurants in Zihuatanejo. We put the half-full bottle of tequila in the middle of the table for serve-yourself shots, ate until we were stuffed, and ordered icy-cold Coronas from the waitress. She only spoke Spanish, but having had our tongues loosened, we'd become fluent in the important communications.

"Una mas Corona con limon, por favor."

I tried to teach the waitress how to say 'hello' in Mandarin, but the language barrier was too great. Fortunately, there was a Chinese customer who was fluent in Spanish who proved to be a great help to me.

"Hola!"

"Neehow!"

We guys got pampered all we wanted in the proper guy way, and we're all looking forward to next year's third annual Shot and a Shave.

— ken 02/25/2016

GITANE



It takes more courage to get a shave than a pedicure.

COURTESY GITANE



Volare — Caribbean 50 Jason and Vicki Hite Droning While Cruising (Long Beach)

Let's talk about drones, which can be invaluable for getting certain kinds of photographs and, in some situations, for navigation.

I had previous experience with radio-controlled helicopters, mostly the small easy-to-fly models for indoors. But I sold all that stuff before Vicki and I took off cruising. That said, flying my new DJI drone is much better, as my model has an app for my smart device that gives me the drone's position on a map, its altitude, its distance away, the first-person view, the charge left on the various batteries, and much, much more. I can also control all the camera functions.

With RC helicopters I had to spend about as much time working on them as flying them. And if you're not a good pilot, you'll spend most of your time working on them.

IN LATITUDES

JASON HITE



Spread; When it comes to great places to take nature photos with drones, there aren't many more dramatic than the islands off La Paz. Insets right to left: It's easy to make a boat look as though she were floating on air. It's not necessary to wash a drone in saltwater. La Paz Bay looking NE.

My DJI Phantom drone requires hardly any work at all and limited operator flying experience. It's a very robust platform that was well engineered.

I tested a DJI Phantom 2+, but without the gimbal the video was not worth the expense. I ended up getting the Phantom 3 Standard on a Black Friday deal — for about half the cost of the Phantom 2+ at the time I looked at it. I wish I'd gotten the 3 Advanced or Pro, but without Internet access all the time, I wasn't able to do the research I normally would have done. I didn't care about the super-high-resolution video on the other models, as we don't have a device over 1080p on the boat, and I have no plans to buy a 4k TV. But the Advanced and the Professional have much better remote-control range. Not having it is a big disadvantage because the standard only has 500 meters while the Advanced and Pro have ranges of 3,500 meters.

When selecting any drone, the key is the quality of the gimbal. If the camera is not on a gimbal, the video will be really bad — unless you're a very talented pilot. Once you have that taken care of, the next two important considerations are range and flight time. Some newer models, such as the Phantom 4, offer terrain avoidance, which would probably be good in some circumstances, but it won't keep the drone from hitting my boat's rigging, so on a sailboat it's not really a plus.

Having finally caught up on boat maintenance, I've been getting more time to spend on photography and flying the drone. I haven't shot much video yet, as I'm waiting for something exciting enough to make it worthwhile. For those who haven't tried it, editing video takes an enormous

amount of time at the computer.

I've been practicing with the drone to see how it shoots in different conditions. When something interesting comes up, you rarely get your choice of conditions. You can't tell that huge pod of dolphins to come back at sunset, so it's in situations like that where your practice shoots really pay off.

Here are some tips I learned from experience:

1) Shoot when it's sunny. Colors are washed out and dull on cloudy days. Photo-editing software can help, but it's work and not as good as the real thing.

2) Taking your drone ashore for beach launches is a good way to avoid smacking it into your rigging. It can also give you the opportunity to shoot different areas without moving the boat. If you take your drone to the beach, bring a towel or beach blanket, or consider hand launch/recovery, as you don't want to get sand in the gyro or motors.

3) If you have issues seeing the screen in the bright Baja sun, a towel over your head works, but you'll look a little silly. Try to find a palm tree or *palapa* that offers shade.

4) To get that perfect picture of your boat floating over the sand in the turquoise water, anchor your boat somewhere shallow with a sandy bottom. When the sun is high in the sky, the sunlight reflecting off the sand will make the water a bright turquoise color. If you are in shallow enough water — 10 to 30 feet — you'll see the shadow under your boat.

5) In the early morning or late afternoon, the water will be darker blue. Everything looks better lit by the sun during the 'golden hours' of dawn and sunset. It's a great time to shoot long oblique shots to capture the beautifully lit landscape contrasting the deep blue sea. If shooting at sunset, it's best to wait until the sun is obscured before

More than just toys, drones can be used to scope out dicey anchorages as well as unfamiliar marina layouts. This is Marina Palmira.



JASON HITE

CHANGES

shooting toward it, unless you're going for the silhouette look. Shadows can be interesting when shooting with the sun to the side; otherwise, having the sun above and behind you will give you the best color and detail.

6) Shoot lots of pics! You should have plenty of room on your SD card, so have a happy trigger finger! Try different heights, distances and angles. You may think you've set up the perfect shot on your small phone or tablet screen, only to get back and find you wish you had taken it from a little higher up or a little farther away. So take all those shots the first time. Besides, sorting through the pics will keep you busy while you are waiting for the battery to recharge.

8) Shoot in all directions. You might think all the excitement is in front of you and never realize that there was something amazing that you could see in another direction once your drone got 400 feet up. So spin it from time to time and take a look.

9) Respect wildlife. For instance, avoid flying near nesting birds. Nobody wants pictures of a terrified bird trying to protect her hatchlings. And you don't want a mad frigate taking your drone out because you strayed too close.

10) Respect the privacy of others. A great way to make friends in an anchorage is to ask people if they'd like an aerial photo of their boat before you take it.

11) Don't drink and drone.

— jason 4/1/2016

Readers — For more on which drones to buy, see this month's Cruise Notes.

Migration — Cross 45 Trimaran Bruce Balan and Alene Rice At Least the Food Was Good (California)

We're not sure if there are any *Migration* followers left, as we haven't sent

Erecting the tent around 'Migration' was a first step — and then things really started to go wrong with the major refit. Really wrong.

an update in more than three years. If anyone is still out there, we imagine they are asking, "What the hell happened to you two?" We're sort of wondering the same thing.

In 2012, we traveled 6,000 miles to the west — in the opposite direction that we wanted to go — in order to do a major refit on our 44-year-old *Migration* in Thailand. Why Thailand? Because we'd received information that indicated we could get quality work done at a reasonable price. That information proved to be incorrect, and resulted in our making the worst decision of our substantial cruising life. For the record, we've covered 36,500 miles since leaving Long Beach in 2005.

Being on the hard is rarely fun. Well, *Migration* would be in the marina or on the hard getting work done for just one week shy of two years! I promise not to rant too much about trying to get boat work done in Thailand, but will simply make a flat statement — do not attempt a boat refit in Thailand! I repeat — do not attempt a boat refit in Thailand! If you want very specific details of why not, go to <http://brucebalan.com/migrations/> and read my report from August 2015.

What follows is a recap of the highlights of our years in Thailand, emphasizing the fun and interesting bits. We will downplay the fact that we were working in the boatyard in the hot tropics six days a week, and pretty miserable about how things were progressing.

In January 2013 we returned to Thailand after a trip back to the States, and sailed across Phang Nga Bay to Phuket. We spent the next 45 days getting our bearings around the large island, receiving contractor quotes for painting and fiberglassing, and trying to figure out where we would haul out.

For various reasons, the Coconuts Boatyard in Ao Chalong, where we planned on hauling, turned out to be a bad idea. There were few other options, as a trimaran is not a common type of boat and most boatyards have never hauled one. We can't go out on a Travelift like a monohull or a catamaran, and we don't fit on every trailer.

After many measurements, diagrams and calculations — and a bit of begging — Derrick, the marina and boatyard manager at Ao Po Grand Marina, agreed to haul us. Despite the fact it



cost 50% more than we'd paid to haul in New Zealand, it turned out to be one of our best decisions.

On March 12 *Migration* was pulled out of the water and placed in the far corner of the boatyard. On the same day we moved into East Coast Ocean Villas, a condominium complex a half mile from the boatyard. For the first time in 10 years for me, and 24 years for Alene, and the first time ever together, we were living on land. The 1,100 sq ft, two-bedroom condo seemed huge! Although the rent was more expensive than we'd expected — like everything else in Phuket — moving in there was another good decision. It turned out to be a nice place to live — and escape to — during the many trials that lay ahead.

We also rented a minimal local one-bedroom apartment with an outdoor kitchen and a squat toilet for US\$60/month. This wasn't for living in, but rather for putting everything from *Migra-*

MIGRATION



IN LATITUDES

PHOTOS COURTESY MIGRATION

went through the deck could not be inspected. When we removed them, we discovered that we'd been very lucky not to have lost both masts because of chainplate failure.

The hulls were in pretty good shape for being nearly half a century old, with just a couple of spots needing repair. But as we tore *Migration* apart, sanded her down, and started rebuilding, we found plenty of new problems. While the chaos raged on the exterior, we started stripping down, repairing and repainting the interior. I need to remind you that it was hot while we were doing all this. Very, very hot and humid.

Since we were renting such a nice condo, we needed to make good use of it. We knew the crews of several boats in Phuket, and we celebrated many friends' birthdays by hosting pool and barbecue parties at the condo. This led to an interesting exchange with the president of the condominium homeowners association, who became upset because we apparently were having too much fun. He sat me down and gravely told me there was a big problem because we were "using 60% of the pool" and "I distinctly heard talking and laughing". I apologized profusely and promised we would never have fun again. But I didn't keep my promise.

The tent from hell. As I mentioned, we decided to buy a tent from Lek Star because we thought we would only be using it for about six months, at which point we could resell it, so in the end it would cost less than renting one. However, when we told the tent company that we were only planning to use it for six months, they decided to cut corners.

Twenty days after the tent went up — with all *Migration's* hatches, ports, and port lights removed, and part of the fiberglass peeled away from the topside exposing bare wood — the first thunder-
Mystery ship. As the refit went on, new little problems were discovered. Little problems that were soon found to be major problems.



Clockwise from lower right: For a couple of days the tent looked great. Inset; What ancient stainless chainplates can look like. A hole in the hull big enough to stick one's head in. Thai food was a salvation. The base of the mizzen looked weak. Typical Thai bug. "This held our mast up!?"

tion into. And when we say 'everything', we mean everything. The only things we left on *Migration* were the engine, the tanks, the oven, and the galley sink. The more valuable and delicate stuff we brought to the condo with us. But you can't believe how much stuff you collect on a boat!

With help from John from *Ocelot* and a crane, we removed the masts. It was the first time we'd done it without the help of a professional rigger.

We needed to cover the boat for protection from the sun and the torrential rain that was to come. After much research, we found that tents were twice the price we'd expected. Nevertheless, we had to have one, so we purchased a huge custom-made tent that was 52 feet by 32 feet by 20 feet tall. Don't even get me started on the miseries we had

before — and after — we got the tent up.

To give you an idea of the scope of our refit, we started out with a list of 165 items we wanted to do. Before it was over, we'd added 100 more.

For instance, every piece of deck hardware — hatches, ports, port lights, pulpits, tracks, turning blocks, mast steps, ad infinitum — had to be removed. And every fastener and fitting had to be labeled, bagged or boxed.

One of the high-priority items was removing and replacing the nine chainplates that we hadn't replaced in Mexico. The stainless steel chainplates were then 44 years old, and the sections where they



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storm of the season came through. Within minutes the tent began collapsing. It was instant chaos, with tent supports buckling, water pouring onto the boat, and thunder and lightning crashing all around us. Luckily it was before 5 p.m., so the workers were still there. They ran around holding up the supports and grabbing ropes to try to create temporary stays. I ran to the forward port bow to keep a bent piece of steel tubing from punching a hole in the deck.

Then a lightning bolt hit a transformer next to the boat, and a shower of sparks cascaded onto the road while the power cable fell in front of a truck. Alene ran under the boat, frantically trying to get a call through to the tent company. It was, of course, the day before the biggest holiday weekend of the year.

Lek Star did come out the next day and did a half-assed job fixing the tent. It was the start of months of attempts to get a tent that we could rely on. Lek Star would fix whatever broke, but not what hadn't. So another support would break as soon as there was another thunderstorm. It was infuriating, as so much of the boat's structure was exposed to the elements. Many times we got up in the middle of the night and went out in the pouring rain to check the tent — not that we could have done anything if it failed. But over the next month, every side support failed. We had to buy huge tarps to cover the boat every night, even though we had paid thousands of dollars for a tent.

Eventually, Lek Star beefed up the supports, but in the end we hired another company to install wire stays and side curtains. We had problems with the tent until we took it down 19 months — not six — later.

The tent experience was a perfect example of the problems with having work

Songkran weekend — the Thai New Year — is celebrated with splashing everyone, including police, with water. It's a blessing.

done in Thailand. Thai businesses and workers will often do just enough to get by, never mind that a little extra effort would permanently solve the problem. It is hard to express the frustration we felt.

But on to happier subjects, such as the New Year, Thai style. Our tent's initial test of our patience came on April 9, the day before Songkran — or Thai New Year — weekend. Thailand has its own calendar, so for them it was 2556, not 2013. Songkran is celebrated with massive water fights on the streets of the cities.

Dousing with water is a show of blessings and good wishes. People also smear perfumed talc on people's faces. The nice thing about it is, except in tourist areas where the *farangs* (white foreigners) hang out, it is all done with good humor and little malice. It is not a war, but a spreading of good luck. So when you shoot someone with a water blaster, you do it with a smile. And similarly, when they dump ice cold water on your head, they do it good-naturedly.

The visa runs. We'd applied for Thailand long-stay visas when we were in California at the end of 2012. Because I'm over 50, it was easy for me to get a retirement visa. However Alene was only 49, so she could only get a multi-entry visa, which meant she had to leave the country every three months. Her first 'visa run' — and these are very common in Thailand — was an inexpensive flight to Kuala Lumpur, the capital of Malaysia. She went off on her own while I stayed to continue working on the boat and managing the workers.

By May we had eased — or been wedged — into a routine. Monday through Saturday we'd be on the boat by 8 a.m., managing the workers all day. We'd often work alongside them when there was a particularly crucial job like fibreglassing. Meanwhile, we'd be communicating with the contractors by phone (or in person on the infrequent days they showed up), and trying to work through our own huge list of projects. Lunch was spent at the wonderful Harefeen Restaurant nearby.

We'd head back to the condo when the workers knocked off between 5 and 6 p.m., and mix our favorite cooling drink of soda water and pomegranate



juice. Thanks to a full-size fridge and freezer, we had ice all the time.

Then we'd swim laps, relax, and watch the eastern sky reflect the colors of the sunset. Next, we'd have a bite to eat, usually either leftovers or a salad or takeout. Prepared food is so cheap and delicious in Thailand that it doesn't make much sense to do your own cooking. Then we'd go to bed. We were so tired each night that neither of us read a book for an entire year.

On Sundays, our one day off a week, we would often jump onto the motorbike to see some sights. Every other week our friends Jon and Sue on *Ocelot* would come over Saturday evening and stay until Monday morning. They were in the middle of their own refit from hell at Chalong, an hour's drive south.

Living ashore meant we came in contact with things that also lived on land. Thailand has a lot of them. There was a whole menagerie right outside our door — geckos, spiders of all types, butterflies, soon-to-be-butterflies, beautiful beetles,

MIGRATION



IN LATITUDES



PHOTOS COURTESY MOONTIDE AND PANAMA TOURISM



Clockwise from above; One glance tells you that Panama City is unlike any other in Central America. Many men and machines have attempted the Darien Gap; very few have made it. Judy and Bill. The Balboa YC and moorings, with the Bridge of the Americas. Flamenco Marina. A now-rare Diablo Rojo.

friendly praying mantises, and lots of frogs. After rains, we would enjoyed frog symphonies.

And snakes! Occasionally there were black cobras found under the condos, although we never saw one of those. For months there was a bird's nest in the bush outside our front door. Unfortunately, one day we returned to find the nest — and tree — destroyed. Probably by the three-foot monitor lizard we surprised on our doorstep.

On a nicer note, a 15-minute ride on our motorbike — public transportation is not good on the island — brought us to the Gibbon Rehabilitation Center.

More next month.

— bruce 11/15/2015

**Moontide — Lagoon 470
Bill Lilly and Judy Lang
Our Canal Transit
(Newport Beach)**

If there is a Panama Canal transit in your future, we have three takeaways for you based on our recent experience. First, you don't have to do anything until you get to Panama City. Second, Panama City has everything. Third, a Canal transit is easy.

We're not going to cover the actual transit until next month because we're going to give you some tips on the Pacific side of the Canal, as well as tips for the Caribbean side after you've completed your transit, and tell you how to set up your transit.

There's a pretty good daily cruisers' net on VHF 8 at Panama City, while the hailing channel is 72. There are several long-term cruisers in Panama who are on the net and who know where to buy stuff and get stuff fixed. Paul on Sunrun-

ner was especially helpful. In addition to information, he also works on boats.

Almost half of Panama's four million people live in Panama City, so you can either find everything there or get it shipped there quickly. The Wanderer once told us that both Yanmar transmissions on *Profligate* went out one Wednesday off Panama, and his cat was able to do a Canal transit the following Tuesday because the boat was hauled so quickly, and the units arrived from Florida and were installed so fast.

Let's face a few facts. It's been variously argued that 'Panama' means an abundance of fish or an abundance of trees or an abundance of butterflies. Everybody decided it just means an abundance of all three. Costa Rica raves about its nature and its diversity of animal and plant life. But it can't hold a candle to Panama, the land bridge between North and South America, in any of those categories. Panama also has the famed Darien Gap between Panama and Colombia, which is impenetrable for three reasons: the incredibly thick jungle, Colombian guerrillas and drug smugglers. Panama also has 500 rivers and, in Lake Gatun, the largest man-made lake in the world.

The daily temperatures at sea level in Panama stay in a tight range between 75° and 89°, but thanks to the humidity, which can reach 90%, it often seems much hotter. You want to sweat toxins out of your body? Panama is just as good a place as Singapore. It rains a lot in Panama and many of the drops are the size of cantaloupes. If it weren't for the rain, the Panama Canal couldn't operate. Along with the rain comes a tremendous amount of lightning.

After you've come down the Pacific Coast and spent your time at the Perlas and other islands — which are terrific — there are five places you can wait at

The Canal is why Panama exists and is the country's moneymaker. Going from the Pacific to the Carib, you are traveling east to west!



PANAMA PETE PHOTOS

CHANGES

Panama City before doing a transit. Two are anchorages, one is the mooring field at the at Balboa YC, and two are marinas.

The La Playita anchorage, just outside the La Playita Marina, is protected from the wind, but suffers from wakes of work boats. You can land your dinghy in the marina, but they want \$50/week for up to three people. You are issued wristbands that change in color each week. (Playita Marina chandlery has a surprisingly good selection with prices not much higher than those in town. There are also several marine stores on the causeway between La Playita and Flamenco, including a small outlet for TESA, the Yanmar distributor in Panama. It's typical Yanmar pricing, but they have good stock at the main store, and will deliver to this location. The staff at all the stores were very friendly, with varying degrees of English skills.)

The Las Brisas anchorage is outside the Flamenco Marina on the other side of the causeway from La Playita. It's a larger area with more boats, but dinghy access is funky. We were told that you come to a floating dock, then pull across to the rocks in a permanent dinghy. There are some kind of steps up the rocks. This anchorage is more exposed to wind and fetch.

Friends with a 42-ft boat stayed at the La Playita Marina for a few days and were charged \$150 for the first night and \$50 a night after that. The reason for the price disparity is the marina got tired of having cruisers come in for one night and use a lot of water and dump a lot of trash. We're not sure about the rates at the Flamenco Marina, but it's not cheap.

The Balboa YC is a semi-yacht club with a mooring field and a restaurant/bar open to all. The mooring field is right off the channel for ships going to the Canal, so you see lots of them up close.

Costa Rica is quick to boast about its diversity, but Panama has 10,000 species of plants and animals, some of them stunningly beautiful.

You are required to use a water taxi — \$5 each way — to get the short distance from your boat to the dock. The 'yacht club' has a nice cruiser bar with live music some nights and so-so food. The Balboa YC is not the really wild place of decades ago, when sizzling young Panamanian girls dressed to kill in order to land a U.S. soldier stationed in Panama for a ticket to life in the States. Some say it was the body friction between the soldiers and the Panamanian girls that started the fire that burned the club down, but others say it was just a grease fire.

Transportation. Another victim of progress in Panama City has been the loss of the 'red devils', which were highly customized buses painted in bright colors to depict famous actors, politicians or singers. Now they have the Metro and Metro bus, which are inexpensive, fast and clean. You cannot ride the bus or the metro without a prepaid card, but you can use the same card for multiple people.

Cabs are very reasonably priced and most have air-conditioning. That's a good thing because, as mentioned, it's really hot and humid in Panama City. A cab from La Playita to the Albrook Center, a very large shopping center, is \$5. They also have \$1/person cabs that run from Flamenco Marina at the end of causeway to Cinco de Mayo Plaza. You just hold up a finger to flag such a cab down.

Water and fuel. We got water at Flamenco Marina in Panama City, and friends from Vancouver said it was as good as their water. Once we were charged for it, the other time we weren't. The same can't be said for the quality of water on the other side of the Canal at Shelter Bay Marina or at Nargana in the San Blas Islands. There were no health issues, but the water tasted crappy. It rains like crazy in Panama, so this was puzzling.

Fuel was a very reasonable \$2.03/gallon for diesel at the Flamenco Marina, and not much more for gas. Call ahead and let them know you are coming in, as they are busy and like to give preference to the commercial vessels that take on lots of fuel. They also have a bin for garbage. You can also get diesel at Playita Marina, but they charge \$2.25/gallon — and a \$35 dock fee if you're not staying in their marina. Fuel at



Shelter Bay on the other side of the Canal was around \$3.40/ gallon, so load up at Flamenco.

When it came to provisioning, Judy fell in love with the a great deli and wine/liquor store right up from the Flamenco fuel/water dock. It had a good selection of wine and spirits at reasonable prices, and good deli meats and even some pulled pork. Pâté, too. Judy liked the Riba Smith grocery chain as well. Panama also has Pricemarts, which had good-looking veggies and Delo 400 oil. Other chains are El Rey and Super99.

It's best to do all your provisioning in Panama City for as long a time period as you can, because the only other places near the Canal are Colon, which some travel guides simply describe as a "no go area" because of the threat of theft and/or violence, and the San Blas Islands. A 7/11 looks like Costco compared to a store in the San Blas.

Speaking of crime, Panama is neither



PANAMA NATURAL

IN LATITUDES



BEACH HOUSE & PANAMA TOURISM



Clockwise from spread above; Isla Saboga, one of Panama's Perlas Islands. 'Beach House' transited the Canal with 'Cap Ines'. The ship paid \$200,000 for their transit. Isla Contadora, a small island bisected by a small plane runway. Low tide on Panama's Pacific Coast. Nikki and Scott.

the safest nor most dangerous place in Central America. So use the normal precautions and enjoy yourself.

Compared to Central American countries, Panama City itself is extremely cosmopolitan, and has every kind of restaurant you can imagine, with lots of Chinese and Indian restaurants.

If you're not in a hurry, try to visit Panama's highlands. It can even get quite cold.

Next month we'll describe how to sign up for a Canal transit and what it's like.

— bill and judy 2/15/2016

**Beach House — Switch 51 Cat
Scott Stolnitz and Nikki Woodrow
Panama to the Galapagos Islands
(Marina del Rey)**

After transiting the Panama Canal, Nikki and I headed to the 30-mile-distant

Perlas Islands in the Gulf of Panama, dodging one ship after the other. We then stopped at Isla Chaperera, the so-called 'Survivor Island', Contadora, and Isla Canas.

Contadora means the 'counting place', and is so named because that's where the divers used to bring their pearls to be counted by the Spanish before they were shipped back to Spain. It's a small island with a quaint town, several restaurants, an airfield — and some upscale homes owned by billionaires. Older readers will

remember that this is where Mohammad Reza Pahlavi, the exiled Shah of Iran, spent some of the last days of his life in the 1980s.

We later anchored in a rip-roaring river of current at Espiritu Santo. The currents are caused by the tides, which have a range of more than 15 feet. But that's nothing for Panama, where the tidal range is as much as 28 feet in some places!

Manuel Noriega, former CIA agent, later military dictator of Panama, and most recently a guest at US, French and Panamanian prisons, used to own one of the Perlas Islands — as least according to the stories told by my former mother-in-law. She said his island is the site of buried gold from a sunken ship that came from San Francisco over 120 years ago. One of her relatives was apparently murdered while searching for the gold.

Not having time to look for gold or wanting to be murdered, we set sail for the Galapagos via Colombia's remote and seldom-visited Malpelo Island. The Gulf of Panama is at the far eastern end of the Pacific Ocean's Intertropical Convergence Zone, and as such is a notorious wind hole. This is where the North and South Pacific trade winds converge, and it's often humid, hot, rainy and squally. But for reasons unknown, we didn't see a drop of rain for weeks.

Malpelo is only about half a mile long but almost 1,000 feet tall. It's all rock with no vegetation, and looked to me like the place King Kong would have liked to live. It also has about 10 offshore pinnacles that rise needle-like to as much as 80 feet. The entire island is very steep-sided, so everything has to be offloaded via a gantry about 40 feet above the water that extends out about 80 feet.

We got on the radio and had three different voices respond. One told us that we couldn't stop without a permit. We couldn't have used the one mooring buoy anyway because there was a 150-ft supply ship on it.

And maybe a dive boat would use it next. Malpelo is a 'big animal' park with

Colombia's Malpelo Island is teeming with sea-life, but the 'Beach House' crew was told they couldn't stop there without a permit.



BEACH HOUSE

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lots of hammerhead and Galapagos sharks, manta rays and whale sharks. The area is pristine and the water amazingly clear — in stark contrast to the west coast of Panama.

It was a lark visiting Malpelo, which we sailed around in about 45 minutes. It was only about 30 miles out of our way to the Galapagos, which was another 535 miles away, so stopping was worth it.

It's our understanding that a large number of cruising boats — about 50% of those leaving Panama — are bypassing the famed Galapagos Islands on their way to the Marquesas. The reason is that the fees have gone up so much. When my wife Cindy and I first passed through in 2009, the total fees were about \$300. Now they are about \$1,450.

The truth is that the Ecuadorians really don't want small boats to stop at the Galapagos, and very much limit where they can go. They want tourists to fly in, stay in a hotel, use their cruise boats, leave their money, then go home.

Nikki and I are now anchored in Wreck Bay. This is the point from which my wife Cindy and I started the circumnavigation in 2009. She tragically passed away, but my circumnavigation is in her honor. Nikki and I drank a Champagne toast to Cindy, the woman who got me started around the world, and I drank one to Nikki, the woman who got me back.

— scott 4/4/2016

Cruise Notes:

"My Gulfstar 50 **Talion** and her crew are anchored in a beautiful little bay on the island of Nuku Hiva in the Marquesas, 18 days and two hours out of Cabo San Lucas," writes Patsy 'La Reina del Mar' of La Paz. "We had a great trip! But how I got here so fast is not in keeping with *Latitude's* vision of La Reina del Mar. First of all, I had three great former

Careful planning, good drivers, and weather info from friends helped 'Talion' sail from Cabo to the Marquesas in 18 days and change.

ocean racers — Glenn Belshaw, Marv Dunn and Mike Horner — as crew. It's good to have people aboard who are not afraid to fly a big chute dead downwind in the dark at 8-9 knots. Second, unlike in the Ha-Ha's, we did more than a little motoring, as I didn't relish the idea of being becalmed in the doldrums with three men I'm not romantically involved with. I had studied weather sites such as *windyty.com* and NOAA every day for over a year before we took off. It was evident to me that there would be three 'dead' areas: 1) The big hole extending 200 miles out from the tip of Baja; 2) 500 miles in the ITCZ, and 3) the approach to the Marquesas. So I had 50 gallons of fuel for Baja; 100 gallons for the ITCZ; 50 for the approach to the Marquesas; plus some extra. We arrived with 30 gallons of fuel — and two days of food.

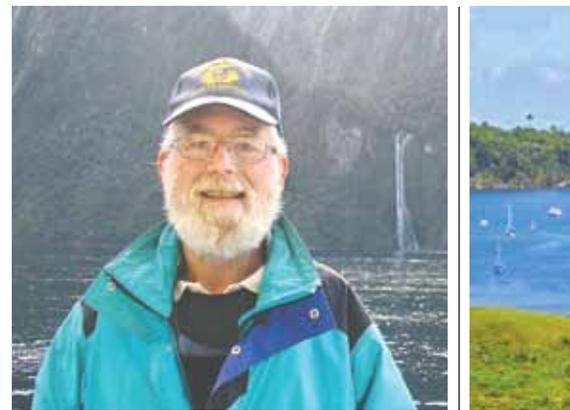
"Another extremely important factor were the contributions of my daughter Denise, my boyfriend Tim in Colorado, and especially Bill Lilly on the Lagoon 47 **Moontide**," continues La Reina. "These three constantly checked weather sites and gave their opinions on what the ITCZ was doing, where the wind was, and where we should go to avoid being becalmed or getting hit by squalls and lightning. Bill said he wished he'd taken a screenshot of the ITCZ when we dove south to cross it, as it parted just when we went through. By the way, the De Lorme InReach tracking device was our most valuable piece of equipment. With its unlimited texting feature, we were in constant contact with our weather gurus and our families, and even posted updates on Facebook."

Although La Reina is now in the South Pacific, she's no. 2 on the list for this fall's Ha-Ha — and all subsequent Ha-Ha's. This will be her 10th Ha-Ha.

Latitude recently asked John Kelly, longtime cruiser with the Seattle-based Sirena 38 **Hawkeye**, what he thought about the personal safety of cruisers

such as himself in the Republic of the Philippines. Readers may recall that on the night of September 15, 2015, 10 heavily armed terrorists abducted Canadian John Ridsdel of the catamaran **Aziza**, Canadian Robert Hall and his partner of the yacht **Renova**, and Norwegian Kjartan Sekkingstad of the yacht **Wiskunde**, from the Ocean View Marina on Samal Island, Davao.

"It's less safe here in the



Philippines than we would like!" Kelly responded. "Port Bonbonon, where I am now, has a tricky, zig-zag entrance to a large anchorage. There are many fishing *bankas*, large and small, moored near the entrance, and a Navy patrol boat, the latter a most welcome addition. There are at least 30 yachts in the main harbor, and only about half of them are occupied as 'Port B' is considered a good typhoon hole. Unlike the boats at Samal Island, Davao, where last year's kidnapping took place, none of the boats here would be considered to be upscale. All of which, hopefully, makes me and my boat a poor target for terrorists.

"I would probably feel all right heading west to Puerto Princesa on Palawan Island," Kelly continued, "but I would hesitate sailing south of here in the Sulu Sea. Much depends on the fate of the four cruisers who were taken from the Ocean

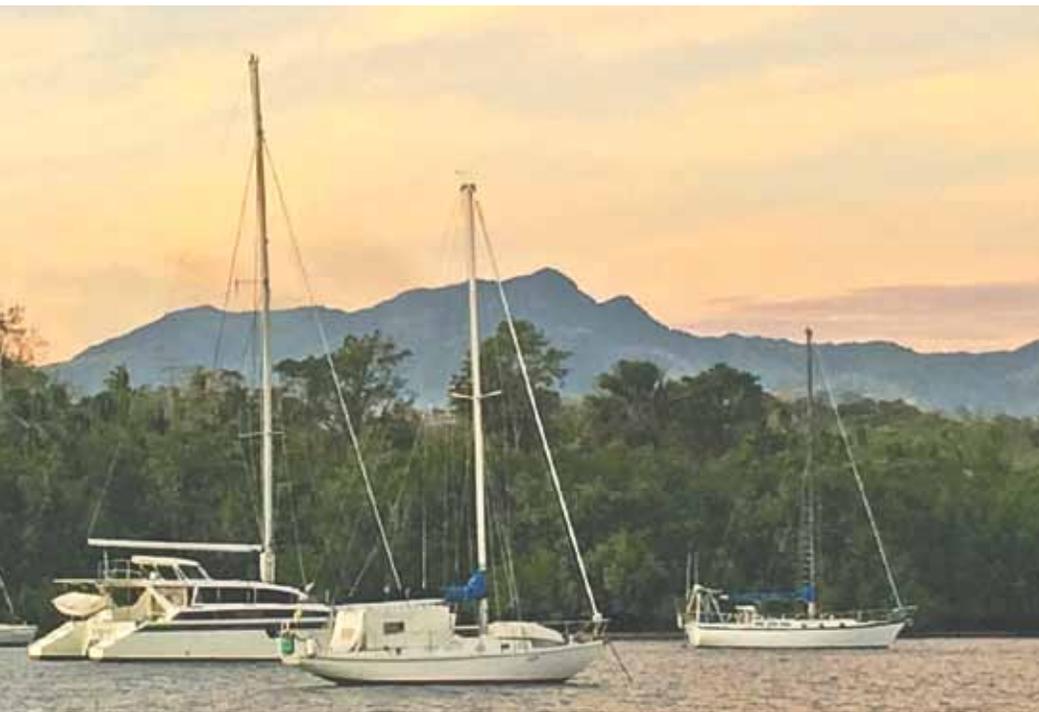


LATITUDE / RICHARD

IN LATITUDES



JOHN KELLY & PHILIPPINE TOURISM



Spread; The anchorage at Port Bonbonon in the Philippines, looking unusually drab at dusk. Insets, left to right. John Kelly, longtime cruiser from the Pacific Northwest. A more colorful shot of Port Bonbonon. The Puerto Princesa area of Palawan, to the west, is lovely and considered safe.

View Marina, who are being held for \$60 million in ransom. According to the video recently released by the kidnappers, the victims will be executed if the ransom isn't paid within the next few weeks."

On April 8, just days after receiving the response from Kelly, the Philippine government initiated an offensive against the militant Islamic Abu Sayyaf group responsible for the kidnappings. The government troops were ambushed, leaving 18 of them dead after a 10-hour gun battle that was described as "the worst violence in the troubled south this year." One leader of the ambush was Mohammad Khattab, a Moroccan national described as "an Islamic jihadist preacher and bomb-making instructor, who came to organize kidnap-for-ransom groups to

be affiliated with an international terrorist organization".

Prayers and/or good thoughts for the kidnapped cruisers are in order.

Is it too late to enjoy Havana and Cuba on the cheap by boat? Florida cruisers on the boat **Belle de Jour** report they arrived at Marina Hemingway outside Havana two days before the Rolling Stones' historic concert, and were very disappointed at how expensive everything had become. They report it cost them \$25 each to enter Cuba, three times as much

as it had cost just a month before. They also had to pay \$75 per person, \$50 for their boat, and 50 cents/foot for berthing. And the berth fees were set to increase by 40% the following month. Despite the increase in marina fees, they had to bring their own toilet paper to the restrooms which "had toilets that didn't flush and were disgusting". As if that weren't enough, it was a \$40 round-trip taxi fare between the marina and Havana. As a result of the changes, the couple report that many cruisers who had been enjoying life in Marina Hemingway for a long time were heading for the exits.

That said, it should be remembered that Cuba has 3,500 miles of coastline, and is only about one third smaller than the state of Florida. As is the case in the rest of the world, metropolitan areas in Cuba are the most expensive.

Tragedy in the Western Caribbean. The bodies of Ria and Waldy Finke, a Dutch cruising couple on the Netherlands-based yacht **Talagoa**, were found floating off Isla San Andrés, Colombia, on April 1. The Finkes' 48-ft steel Van de Stadt-designed sloop, her keel missing, was found overturned on a nearby reef. The Colombian navy believes the deaths were the result of a navigation error rather than foul play. Ria and Waldy, extremely experienced mariners, had spent six months at the Svendsen Yard in Alameda in the fall of 2013 after being dismasted off Eureka on the way down the coast from Alaska.

"They say that the two best day's of a sailor's life are the day he buys his boat and the day he sells her," writes Aussie Pitt Bolinate, formerly of the Formosa 41 **Kharmaseas** in Mexico. "In my case, the day I bought my boat filled me with stress. And now that she's been loaded aboard the ship **Spliethoff** in La Paz for

The Formosa 41 'Kharmaseas' is seen here being loaded onto a ship in La Paz for the trip to her new owners in the Pacific Northwest.



PITT BOLINATE

CHANGES

shipment to her new owners in the Pacific Northwest, I am sad. My big consolation is that the new owners, Chuck Whitt and Debbie Gillas Whitt, are exactly the kind of people I was hoping I could pass my boat along to. I thank the universe for the opportunity I had to enjoy life on *Kharma Seas*."

Pitt, whose boat had an electric engine, is well-known as one of the 'characters' in the Mexico cruising scene. But having seen him in action on the race course several times, we can assure everyone that he could sail the daylight hours out of that decidedly non-racing boat.

How much does it cost to ship a 40-ft boat from La Paz to the Pacific Northwest? Figure on about 20k, plus or minus a few grand.

After the Wanderer grouched that it was impossible to get propane as opposed to butane on the French Islands in the Caribbean, and even not so easy to get it on the Dutch part of St. Martin or formerly English Antigua, Sheri Seybold of the Stockton/Honolulu-based Esprit 37 **Reflections** wrote in to explain how you get propane for your boat in Malaysia. It involves a tree.



Gene Seybold cools the lower tank when decanting propane by gravity from the upper tank to the lower one. Proper fittings are used.

"The propane company here in Malaysia cannot fill our propane tanks because their fittings are different from the ones on our tank. There are two places that will fill our tanks, one being Rebak Mari-

na near Langkawi. But they charge about \$30 US per tank. The other option is all the little stores that rent green tanks for about \$5. So we rent a tank and put it up in a tree to gravity feed the propane into our boat's tank. We have the proper fittings and hose that connects the two tanks. Gene puts ice on the tank being filled as it speeds things up. When we were in Bali, we ordered a huge tank of propane that we used to fill the tanks of 20 cruising boats.

For those of you who have read **Jason Hite's Changes** earlier in this issue and are considering buying a drone, *Latitude* recommends one of the **Phantom 3** models. No matter how low the price, avoid the now-outdated Phantom 2s. And unless you're Steven Spielberg, you probably don't need to spend the money on the just-released Phantom 4.

Which of the four Phantom 3 models — which range in price from \$499 to \$999 — you should buy is a little tricky. You can find some guidance at the DJI website. Probably 90% of buyers would be happy with the Phantom 3 Standard, a ridiculously sophisticated drone for

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just \$499. If you want more range — up to 2.1 miles — get the 3 Advanced. If you want higher video resolution — 4k — get the 3 4k. Both of those models sell for about \$799. If you want the best of everything, get the Professional for \$999. As mentioned above, there is a Phantom 4 that just came out with features like Obstacle Avoidance. We new users need one.

What does the Wanderer know about **drones**? Plenty, having destroyed 3.5 out of five that we've owned. Three have gone for a dip in the Caribbean. The most recent loss was a case of operator stupidity. Having misjudged how far away a friend's boat was, we inadvertently flew sideways 'through' the boat, hitting the rigging, and sending the drone down. We could have easily increased the drone's elevation and flown over the boat. You live — if you're piloting a drone rather than a real helicopter — and you learn.

If you want proof that there can be such a thing as too much love, look to the Marieta Islands at the outer edge of Banderas Bay, Mexico. Thanks to international publicity and a couple of

really cool photographs, the number of visitors to Hidden Beach, aka **Playa de Amor**, shot up from just 27,500 visitors in 2012 to 127,00 last year. The unusual 'beach in a crater' was created when the islands were used as a bombing range by the — no joke — Mexican Air Force. When famed oceanographer Jacques Cousteau saw what was going on, he had a fit, and the Mexican government put a stop to it. The beach also has an attraction because you have to swim through a relatively narrow tunnel. The National Protected Areas Commission (CONANP) has announced that they will close Playa de Amor starting on May 9 to protect the coral reefs, clean up the garbage, and monitor the state of the sea life. They figure the beach could support 625 visitors a day — really!? — but as many as 2,500 were stopping by during Easter Week. It's unclear if the closure



Bombs away! That's what created Playa de Amor, which has become so over-loved it had to be closed for environmental reasons.

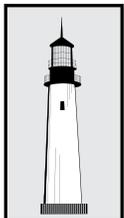
is temporary or permanent.

Playa de Amor has had a tremendous economic impact on the Punta Mita area and Puerto Vallarta. The *panga* guys at Mita used to fish until they realized that tourists were a much more lucrative catch. For the last couple of years they've been making big bucks. Officials say that as many as 250 boats a day were bringing tourists to the beach over Easter Week. Many of these were from Puerto

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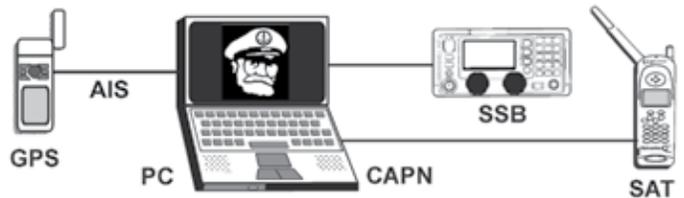
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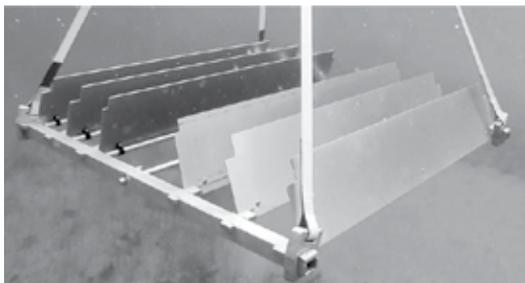
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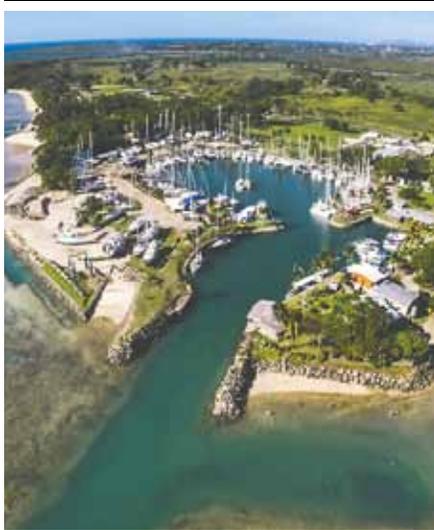
CHANGES

Vallarta, and some carried as many as 400 passengers. There are going to be a lot of unhappy fishermen-turned-island-guides, as well as unhappy owners of big charter-boat businesses. We don't want to see the environment ruined, but it's going to hurt some livelihoods.

Latitude's 63-ft catamaran **Profligate**, which only operates from mid-November through the end of January, is licensed and insured to carry up to 30 passengers at a time on Banderas Bay. The ban won't directly affect her because her permit specifically excluded the boat from visiting the islands. Not that we cared, because captains of boats with permits complained they often had to wait up to two hours to let their passengers off, and many visitors didn't enjoy the experience because of the Disneyland-like crowds.

There is good news out of **Fiji**, parts of which had been devastated by tropical cyclone Winston two months ago, and which was being threatened by tropical storm Zena in mid-April.

"Zena turned out to be much less destructive than expected," reports Jerry Murphy of the San Diego-based Bristol Channel Cutter **Destarte'**. "Winds here



VUDA POINT MARINA

For the second time in two months, the boats on the hard — and often in pits — escaped serious tropical cyclone damage at Vuda Pt. Marina.

in the Vuda Point Marina area were only about 30 knots, as the eye passed 90 miles to the SSW of us. Most of us slept quite well, as the winds had abated by evening. However, during the height of the wind some crazy sailor was heard

singing *The Girls of Old Maui* to nobody in particular. In hindsight it's easy to say everyone over-prepared, but it made sense to be ready.

"In even better news, my *Destarte'* was put back in the water after the many commercial boats that had been hauled in anticipation of Zena. It's so different from being on land, and so peaceful, like being back in the womb. Friday afternoon I launched the new Zodiac 7½-ft dinghy I had brought down as checked baggage. Weighing in at only 52 pounds, it will be much easier to pump up, launch, recover and stow."

"I'm one of the volunteers on the **Southbound Evening Net** (8122 kHz [6516 alternate] at 0200 UTC), one of the oldest cruising HF nets operating along the Mexican/Central American coast," reports Mark Schneider of the Norseman 447 **Wendaway** from Punta Pulpito, Baja. "We at the Southbound Net are looking for a shore-based volunteer to assemble a nightly marine weather briefing covering the Pacific waters of Mexico and south. This person will have a good Internet connection, strong interest in marine

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weather (preferably with some cruising experience), and a willingness to follow in the footsteps of the inestimable Don Anderson. Please visit southboundnet.wordpress.com to apply!"

Schneider also notes that "NOAA is about to launch an experimental forecast covering offshore waters between San Diego and the Galapagos. It's called the **East Pacific Offshore Forecast (EPOFF)**, and thanks to the work of Jim Corenman of the Schumacher 52 **Heart of Gold**, now in the San Juan Islands, can be downloaded from Saildocs. NOAA meteorologists have asked the Southbound Net to encourage cruisers to provide them with feedback."

"In the 44 years of my life, I have never experienced such crazy, excruciating pain as I did from a blue jellyfish sting on my foot last month," reports Brian Charette of the Jackson Hole, Wyoming-based **Cat2Fold**. "I paddled a half mile back to my boat, stopping on the way to try to pee on the sting, having heard pee would provide pain relief. But when you're on a SUP and in great pain, it's hard to pee on your foot. So I resumed

paddling. Briskly! I got to the boat writhing in pain, peed in a bucket, and thoroughly coated the afflicted area. No relief. I applied jellyfish sting gel stuff. No relief. I got online and read that shaving cream was the solution. No relief.

"A different website suggest hot water. Bingo! Fifteen seconds of my foot being immersed in really hot water bought me five to 15 seconds of reduced pain — so that I could heat some more water. But even two hours later the pain was still intense. I could imagine people dying if they'd been stung on the head, neck or chest. I'm so glad that I didn't go into shock once I got back on the boat. I probably should have paddled to shore."

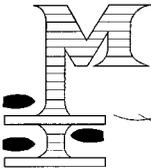
For those who don't know Charette, he's about the most buff and macho guy around, so when he said the pain was intense, you can believe it. It seems as though everybody has their own home



Four days after being stung by the jellyfish, Brian wasn't in as much pain. But the top of his foot told the story of how much it had hurt.

remedy for jellyfish sting relief, but most medical professionals says the best remedy is the hottest water you can stand directly on the affected area. The hot water causes the venom proteins to 'refold', reducing the pain. Nonetheless, the pain doesn't go away quickly. It's the same remedy they recommend if you get lanced by a sting ray.

Yet another boat destroyed on the rocky beach just to the east of Marina Riviera Nayarit on Banderas Bay. In the



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CHANGES

wee hours of April 18, the Pearson 30 **Grand Wazoo** went onto the rocky shore. The cause of the mishap is no mystery. Jim Milski of the Schionning 49 **Sea Level** was the first person on the scene, and he discovered that the pin on the shackle connecting the anchor to the rode was missing. Eddie Sanchez, who was looking after the boat for Canadian owner Jim Pilar, says he'd had a diver check to make sure the pin had been seized to stay in place. But something obviously went wrong somewhere in the process. Despite the boat's old-school thick hull, she was holed. An attempt to get the boat hauled at the nearby yard was terminated when the port captain determined that she was going to sink.

"Latitude has reminded boatowners who will not be returning to Mexico, and potential buyers of boats that have been to Mexico, that it is important to have their Temporary Import Permits (TIPS) canceled," writes Jack Goffman of the Seattle-based Sceptre 41 **Royal Sceptre**. "There has been some question about whether TIPS can be canceled once the boat has left Mexico. Thanks to the advice of Neil Shroyer of Marina de La



Jim Milski holds up the none-too-robust shackle, minus the crucial pin, that once connected 'Gran Wazoo's anchor to her rode.

Paz, and the help of Yolanda Espinoza at Eco Naviera in La Paz, we were able to get our TIP canceled without traveling to Mexico. Neil told us it was possible — as long as we had a copy of our papers from checking out of Mexico and the original

of our TIP — even though it was one of the 20-year TIPs that were given out in 1990.

"Neil then directed us to Yolanda Espinoza at www.econaviera.com.mx," Goffman continues. "She emailed us a letter of authorization form, and had us send the originals of our necessary documents via DHL. About a week later she sent me an email with a scanned copy of a document from Administracion Central de Operacion Aduanera, confirming that the permit was canceled, and telling me that she had sent me the original by FedEx. The total charge for her services and FedEx was \$128, which I paid using PayPal."

The reason it's critical to **cancel the TIP** is that there can only be one TIP per boat, and it has to be in the owner's name. Thus if you leave Mexico with your boat, but don't cancel the permit, then lose the documents, it's going to be very, very difficult for you to sell your boat to a knowledgeable buyer who wants to take the boat to Mexico. Indeed, anyone thinking of buying a boat and taking her to Mexico needs to make sure that her TIP was canceled.

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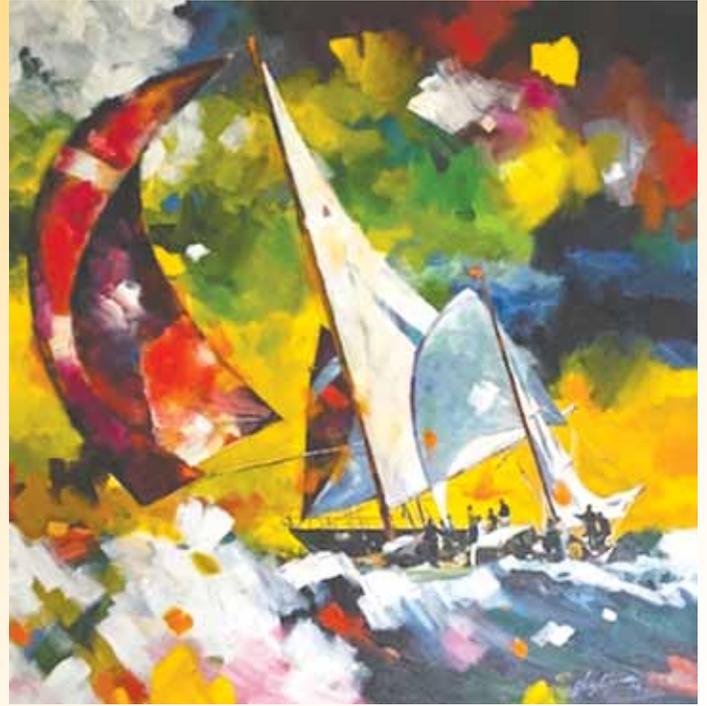
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8-FT TRINKA DINGHY. Richmond. \$2,199. Beautiful, excellent condition. Website says "The Best Rowing/Sailing Dinghy in the World." Originally over \$4,000, now only \$2,199. Info on site: www.trinka.com/trinka8.htm. Call (916) 428-2311.

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20-FT PACIFIC SEACRAFT FLICKA. 1980. Reno, NV. \$35,000. Lake Tahoe Flicka with Trail-Rite trailer both in very good condition. Both covered 7 months per year (wintered in Reno). Dark blue Imron hull with light blue bottom paint. Ullman Sails main and 137 jib in very good condition. Bronze portholes and Lewmar winches. Includes newer Honda 4-stroke deep shaft 8hp outboard engine (less than 25 hours). All teak and bronze/brass interior. Highly functional cabin (6 foot standing). Will deliver within 250 miles for full price. Carefully loved and maintained beautiful pocket cruiser that is magnificent to sail! Contact (775) 345-7504 or james.draper@yahoo.com.



19-FT OPEN 5.70, 2012. RYC. \$19,750. One-design planing hull, yet easily handled by a crew of 2 or 3 on the Bay. Proven, fast boat, season champ, active Bay fleet with almost 20 boats. Main, 2 jibs, 2 asymmetrical spinnakers. Complete USCG and one-design fleet gear. 2012 Honda 2hp outboard. Galvanized trailer. Always dry sailed. Ready to race or day sail. Custom-made full boat cover. Contact dave.peckham@gmail.com.

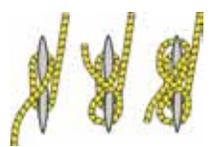
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15-FT SKERRY PULLING BOAT, 2015. Petaluma. \$3,900. Stunning design, beautifully finished. 100 pounds yet stiff, rows easily, tracks straight, spoon-bladed 8' oars, two rowing positions. New Trailax all-aluminum trailer. Photos and more info on website: www.sailboatlistings.com/view/51003. Please contact markl@archplastics.com.

12-FT NEW BALTIC 110, 2011. Richmond. \$2,000. With Nissan 9.8 electric start. \$2,000 for both, or \$1,500 for the outboard, \$800 for the dinghy. Both in factory boxes. Trailer negotiable. Contact (209) 467-3351 or (209) 513-4341 or cbsconstruction@yahoo.com.



16-FT CATALINA CAPRI, 1998. Ojai, CA. \$3,800. This boat has only been sailed in fresh water. Includes roller furling jib, registered trailer, 2013 Minn Kota trolling motor, marine battery, PFDs, and anchor. For info contact kineon@hotmail.com.

19-FT WEST WIGHT POTTER, 2005. Chico. \$12,500. Bluewater layout. Hyde sails. Main w/2 reef points, Lapper w/CDI. Raymarine ST1000 tiller pilot. 5hp Honda. EZ Loader. Upgrades and extras. Lightly used. Excellent condition. Info at (530) 894-1510 or rdejesus@csuchico.edu.

18-FT KLEPPER AERIUS II. Expedition kayak, 2006. Berkeley. \$4,500/min. Ocean-going kayak, double seat, with mast and sail. Mint package, never been in the water. A Klepper is a "boat in a bag" so it is very portable and easy to assemble. Original price \$6,500. Info at www.klepper.com/en/double-seater-2/aerius-expedition-ii-545.html. Contact pettrans682@gmail.com or (510) 823-7205.



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22-FT CATALINA, 1984. Healdsburg. \$3,000. I have retired to Mexico and bought another boat. I'm selling the most enjoyable boat I've owned. Freshwater use only, swing keel, pop top, almost new 4hp Nissan, trailer. ready for fun. Please contact henson@sonic.net.



19-FT WEST WIGHT POTTER 19, 1986. Quincy, CA. \$7,500. Only owner, very good condition, many upgrades. New 2014: depth, autopilot, compass, wiring, full-batten hood mainsail. 2010 Honda 5 longshaft low hours. VHF, 3 jibs, trailer with new tires/hubs. For more information contact litso2084@yahoo.com.

24-FT J/24, 1978. Brickyard Cove Marina, Richmond. \$6,500. *Jolly Roger*. On Triad single-axle trailer. Rigging 2012. 4hp 4-stroke 2012, 10 hrs. Can see, dry slip 47 BYC, Richmond. Vermiculite removed. For info contact (530) 307-8120 or rotaryrocks@gmail.com.

22-FT CATALINA, 1984. Sacramento. \$5,800. Swing keel, pop top, main, jib and genny sails. Near-new Yamaha 8hp motor with electric start and tilt. Cushions and miscellaneous gear. Trailer included. Very nice condition. Details and info at (916) 715-1960 or bpouulton1960@gmail.com.

25 TO 28 FEET

27-FT DUFOUR 2800, 1977. Moss Landing Marina G27. \$7,100. Nice replaced Volvo Md7. French-build quality, nineties interior upgrade. Sold new in Oakland. Pilot plus depth, coastal log, furling, new standing rigging '06. Receipts. Please call (928) 642-5476.



27-FT CAL 2-27, 1980. Richmond Yacht Club. \$9,000. Just bought *Argo*, my off-to-see-the-world boat, so sadly, I must sell *Jack Aubrey*, my much-loved Cal 2-27. *Jack* has been many things to me over the years. I learned to sail on her. (Easy to sail and singlehand.) I raced her. (Division Champion two years. She's fast!) I cruised her. (Overly-sturdy. Room for family and friends. Sleeps 5. Private bathroom. Real toilet!) I snuck away for lazy weekends (for two!). I entertained on her. (Gorgeous teak interior. Galley. Two-burner alcohol stove. Top-loading ice box. Leaded-glass wine cabinet. Fold-down dining table. 6'2" standing headroom!) I lived aboard her. (Comfortably!) Tiller steering. Universal 11hp inboard diesel engine. Email for details and photos. Identeach@yahoo.com.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Contact (415) 577-1148 or fred@fredandersen.com.

26-FT MCGREGOR, 2008. Oakland, CA. \$26,500. Motorsailer, water ballast. Many extras. Tandem trailer. 2 VHF radios. Depthsounder. Extra daggerboard, rudder, spreaders, stays. 2 anchors. 5 sails: storm jib, jib, genoa, standard main, cruising main (full-batten, double reef.) All lines go to the cockpit for easy one-man sailing. All LED lights, extra cockpit lights for night time. 50hp Evinrude E-TEC with extra prop. Always covered, looks like new. Contact dadgabor@gmail.com or (510) 547-0815.

25-FT OLSON, 1984. Vallejo Yacht Club. \$11,000. Impressive winning record. Many recent upgrades: Torqeedo electric motor, standing and running rigging, new hatches, genoa track with adjustable-under-load cars, Quantum carbon #3, Pineapple carbon #2, Tridata speed and depth, RockBox, Boomkicker boom vang. In good condition: Suzuki 2.5hp outboard motor, 2 mains and 2 spinnakers. Very clean boat! More information at (707) 479-3434 or frankgmena@hotmail.com.



25-FT MARGARET D KETCH, 1974. Trump Yachts. Reno, Nevada. \$4,500. 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 Trail-Rite tandem axle trailer with new tires. Summers only at Lake Tahoe, a very pretty little ketch. Ready to roll. More information at (775) 329-5690 or (775) 229-0976 or ted.fuetsch@gmail.com.



27-FT CATALINA, 1984. Monterey. \$9,500. Standard rig, roller furling, fin keel. Dinette, diesel, propane stove. Wheel conversion removed, all lines for sale. Tiller installed. This boat was sold Jan 2014. Non-transferable slip.



25-FT S2 7.9, 1982. Medford, Oregon. \$10,000. New running and standing rigging, faired epoxy bottom, no blisters. Quantum Kevlar sails, EZ Loader trailer. Contact for more information (541) 690-8153 or S27.9forsale@gmail.com.



25-FT MERIT, 1984. Stockton. \$5,400. Sails vg. main, 110, 135, spinnaker. Proven race record. New bottom paint, halyards and sheets. Great electronics and trailer. May be launched by ramp or hoist. Please call (916) 471-8091.



26-FT INTERNATIONAL FOLKBOAT, 1971. Sausalito. \$11,000. Marieholm. New Yanmar inboard diesel, new standing rigging, Awlgrip hull, new bottom paint. Original interior wood recently refinished, upholstery very good. Main, 3 jibs, spinnaker. Tough boat, ready for the Bay. Please contact (707) 480-0365 or Fginn@aol.com.



28-FT CATALINA, 1991. Sausalito. \$19,000. Good condition. Universal diesel, double reef main, lazy jacks, Harken jib furl, self-tailing winches, autopilot, all lines led aft. More info at (415) 720-8757 or sail_cliff@yahoo.com.



26-FT RANGER, 1972. Redwood City. \$3,000. Great boat designed for SF Bay. Good condition. \$5K upgrades two years ago. Honda 4-stroke engine in great shape. Furling jib, depth finder. Info at (650) 208-7491 or imissie@gmail.com.



25-FT O'DAY, 1978. Folsom Lake. \$3,000/obo. Swing keel trailerable sailboat for sale. Roller furler, spinnaker with pole, 9.9hp 4-stroke Evinrude long shaft outboard. Great Delta or lake boat. She needs TLC. For more information contact chconstruction@sbcglobal.net.



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26-FT INTERNATIONAL FOLKBOAT. 1971. Annapolis, MD. \$8,000. Very good condition with many upgrades. Call or Email for details. (410) 991-0875 or rmoore@cbf.org.



25-FT CATALINA, 1981. Antioch Marina. \$5,500. Ready-to-sail. Clean with NEW 2015 outboard, 9.8hp. Set for single-handed with autopilot. Bottom 2 years old. Working 110% and smaller 80% jib. Good upholstery, working head. Contact (925) 285-9704 or nyesdiving@gmail.com.



28-FT PEARSON 28-2, 1986. Alameda. \$19,499. Great Bay boat. One of Bill Shaw's most popular designs! Very well cared for w/private aft cabin, double V berth, new varnish, new ports. Easy singlehand, wheel steering, Yanmar diesel. For more information contact bluedolphin198663@yahoo.com.



27-FT CAL 2-27, 1976. Stockton Sailing Club. \$9,000/obo. Atomic 4 rebuilt, exceptional interior, lots of extras, new Garmin echoMAP/BlueChart coastal mapping, symmetrical and asymmetrical spinnakers, self-tacking jib, vang. Winner 9 championships. Contact (209) 981-2449 or kittygutierrez@comcast.net.

29 TO 31 FEET



30-FT CATALINA, 1986. Berkeley Marina. \$22,000. Do not look any further - this boat is for you! Two engines, inboard Universal 25hp diesel running great and new Mercury outboard 5hp. Roller furling jib, two reef main, windlass. Call (916) 835-5513 or nforuman0111@gmail.com.



30-FT IRWIN, 1975. Alameda. \$9,500. Universal diesel M3-20B, 270 hrs. 3 jibs, 2 spinnakers and main. Same owner since 12/77. Sailed on Bay and Delta. Please call for more information: (510) 236-5394.



30-FT CATALINA, 1985. Oakland Yacht Club. \$19,500. **SOLD** to leave the dock now, see shape! Tiller, autopilot, rigging 2007, new electrical, refrigeration.



29-FT BRISTOL, 1967. Hidden Harbor, Rio Vista, CA. \$6,000. Beautiful Herreshoff-designed sloop. Sleek, fast, seaworthy. Recently restored. Sleeps five. Dependable Gray Marine Scout engine, runs like a dream. Mainsail and three headsails. Peaceful, extraordinary harbor location. More info at (209) 543-4879 or writenotes123@gmail.com.



30-FT MORGAN OUT ISLAND, 1977. Richmond, CA. \$9,500. Fiberglass hull, Yanmar diesel 20hp engine. Full keel, 3'4" draft! Comfortable cruiser or liveaboard with 9'2" beam. Spacious salon sleeps 6. Propane oven/stove, BBQ, and heater. For more information contact (206) 371-2945 or erinohnemus@gmail.com.



31-FT SENORITA HELMSMAN, 1977. Alameda, CA. \$21,000. Rare Swedish fiberglass sloop in remarkable condition! Repowered and new rigging in 2010. Quality sail inventory. She is ready to sail away! See website for complete specs and photos: <http://sailingr901.wix.com/vsviduri>, then call (510) 501-2225.



WYLIECAT 30, 1997. Santa Barbara. \$55,500. *Dazzler*. Major refit 2007-08, Yanmar diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XPS and ST2000 autopilots. Fusion stereo. AGM batteries, shorepower, charger. For more information contact rwrwles@gmail.com.



30-FT ERICSON 30+, 1986. Redwood City. \$14,900. Good singlehanding with self-tacking jib. All lines led to cockpit. Roller furling, autopilot, Universal diesel, rebuilt Hurth transmission (2008). Sails in excellent condition. Priced to sell. Please only serious inquiries. Call (408) 691-7271.



30-FT WYLIECAT, 2004. Richmond. \$48,000. 50% equity interest (1/2 expenses), 100% fun. Hull 16, Yanmar, Raymarine instruments, new wishbone '08. New bottom 2014. Shorthander's dream. Well maintained and cared for. Contact tracyslottatude@gmail.com.

YANKEE 30, 1971. Brisbane Marina. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details, pricing, and contact information: <http://doubleplay.website>.



30-FT CATALINA, 1986. San Rafael. \$32,000. Beautiful Catalina 30, the most popular 30-ft sailboat ever built. She is in great shape and meticulously looked after. Offshore proven, perfect for the SF Bay and liveaboard she is ready to go! Brand new sails, whisker pole, dodger and navigation, autopilot, all new running rigging with an additional Mercury outboard engine plus much more. This boat is truly a step above all other Catalina 30s on the market. For info contact (415) 713-2603 or Joelturmel@gmail.com.

32 TO 35 FEET



CAL 34 MK III, 1979. SFYC Marina. \$19,000. Westerbeke diesel, Harken furling, self-tailing winches. Comfortable liveaboard, six sleeping berths, large cockpit. Very clean boat. Call (415) 860-0543.

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. Contact (626) 410-5918 or ngolifeart@gmail.com.



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32-FT CORONADO, 1974. AYC, Alameda. \$13,500. Great condition, roller-furling, wheel, liveaboard, 27hp engine, VHF radio, propane heater and oven. A beautiful classic in great condition and price.

SOLD



32-FT MARINER CUTTER, 1977. Newport Harbor, Newport Beach, CA. \$25,000. Newly painted deck, recent cushions inside, major engine service as well and new fuel tank. 1992 Volvo 2003 30hp diesel. Good sails. More info at (978) 821-5719 or (310) 804-9533 or contact nptboats@hotmail.com.



32-FT COLUMBIA 9.6 METER, 1979. Marina Bay Yacht Harbor Richmond. \$16,000. Fiberglass masthead sloop. New main, furling jib, spinnaker, wheel steering. Yanmar diesel engine, professionally maintained. Refinished topsides and hull, Haulout and bottom paint 2/2015. Diesel, water and black water holding tanks. 6-ft. headroom in main cabin. Contact (707) 849-0836 or 96columbia@gmail.com.



32-FT WEATHERLY SLOOP, 1983. Gillmer design. Vallejo Marina. \$62,500. This Gillmer design was built to the highest standards aesthetically and importantly, in terms of structural integrity and seaworthiness. New rigging including turnbuckles with Sta-Lok fittings. New electrical panel. New PHIL compact heads. New Dometic refrigerator system. New Survivor 35 manual watermaker. New 80W solar panel (folds to about 3"x12"x18"). Teak decks recaulked and refinished. Equipment list includes 24-mile radar, 9'6" Achilles, 3hp OB, electric/manual windlass, VHF, depth, pressure water, hot water, 30hp Yanmar with two 35gal. SS tanks. 2013 survey. Call (360) 316-1421.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$39,500/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. Website: www.danger-zone.net. Steve at info@americanglobal.org or (617) 838-4648.

35-FT LORD NELSON CUTTER, 1987. Kona, HI. \$75,000/obo. Health forces sale of fully equipped Lord Nelson 35. Pacific cruise canceled. Insulated hull, solid teak deck, safety gear, very dry, much new equipment, charts and spares. Call (+61) 426698916 or capitano3000@gmail.com.



33-FT HUNTER, 1993. Brickyard Cove. \$39,900. This two-owner Hunter is in sailaway condition. New standing rigging 11/14, bottom paint 8/15, 5 hrs on annual engine service. 1500 hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot. Contact (408) 823-3077 or tsnyder21@sbcglobal.net.

35-FT HUNTER 356, 2002. Marina Bay, Richmond. \$63,000. 2002 *Cruising World's Boat of the Year* in class. Too many extras to list. Contact Ken at (325) 347-2349 or cordero@wcc.net.



33-FT CANADIAN SAILCRAFT, 1981. Tiburon. \$13,000. Now is the time. We have upgraded and must sell our loving boat of 9 years. Sailed by a group of friends who have been sailing together for more than 30 years. 2-year-old mainsail, good jib, GPS, autopilot, galley, head, sleeps 5. Great Bay boat. Solid and secure. Clean and ready to sail. Will help with basics of sailing for a couple of days if needed. (925) 200-8411 or pburkeb@hotmail.com.



34-FT TARTAN, 1973. Pier 39, SF. \$27,500. Just one of those boats! Sailed SF Bay, Gulf of Farallones, to Eureka, Santa Barbara. Since 2002, new standing, running rigging, main (full battens), jib, traveler: reconditioned Universal M25. More information at (415) 377-5172 or johnpaul3145@yahoo.com.au.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$39,000/obo. *Little Packet* has a unique cockpit with a built-in dodger for warmth on SF Bay. She has always been well maintained including refastened hull, renewed keel bolts, varnished spars and trim. Same owner since 1971. Sailed as far as La Paz. Has a very comfortable interior. For more information contact (510) 654-7704 or dickwr8@gmail.com.



35-FT ERICSON, 1977. Emery Cove Marina. \$19,999. I've spent the majority of my free time over the last year upgrading every system to make her the perfect coastal cruiser or liveaboard. Mainsail, rigging, depth/speed, bottom job and much more all done in 2015. Singlehand ready with self-tailing winches. Low hours rebuilt Atomic 4. Info at (510) 817-2628 or trevor@ellermann.net.

34-FT CATALINA, 1989. Santa Cruz Harbor. \$43,500. Strong coastal cruiser with classic wood interior, well maintained above- and belowdecks. Bottom job and new fuel tank-Oct 2015. Universal M25 engine runs great. Includes full-batten main with two reef points, 90% jib on the roller furler, 110% Mylar genoa, 135% light Dacron genoa, asymmetric drifter, folding prop, Garmin GPS, LED lighting, and more. Email for pictures. One-year Santa Cruz slip license available. Contact (650) 365-0652 or (530) 277-7668 or billywall@hotmail.com.



35-FT BENETEAU OCEANIS, 1989. Brisbane. \$35,000. Two-stateroom version with enclosed head, 3-burner stove, 12v and 110V refrigeration and double sink. 28hp Volvo, mainsail with two reefs and roller-furled jib with added racing features. More info at (650) 219-3918 or gerrymarren@gmail.com.

32-FT JEANNEAU SUNFAST 3200. \$129,500. Turnkey ready for shorthanded offshore racing or cruising. Asymmetric and symmetric spinnakers. Satphone, AIS, watermaker, EPIRB, liferaft, 50W solar panel, spare carbon pole. Well maintained and in excellent condition. Info at www.mechdesign.com/3200. Contact (435) 640-0587 or sail@mechdesign.com.

35-FT C&C LANDFALL, 1984. Tiburon. \$15,500. Recent engine work, new transmission, newer Navtec rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. New prop. New bottom paint, new survey. Fully battened main. Great Bay boat! Needs TLC, mostly cosmetic. Must sell. Contact (707) 291-7867 or markvoss@sonic.net.



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34-FT IRWIN, 1983. Berkeley Marina. \$21,000. SF Bay coastal sailing vessel. Yanmar diesel engine, roller-furling jib, chartplotter, 100 gallons, hot/coffee maker in galley/head, autopilot and much more!



38-FT MORGAN 382, 1978. Brisbane Marina. \$39,900. This Morgan has a large protected cockpit, is rigged for two-person handling, with all lines down into the cockpit. Her 3-bladed prop cuts fantastically through the Bay chop with aid of her original Yanmar 3QM engine. (Just 500 hours). Her interior is beautiful, spacious and comfortable. For info contact jerry@jscpm.com or (650) 722-4546 or bh.hackel@gmail.com.



36-FT CAPE GEORGE, 1987. Vancouver, BC. \$189,000 USD. Must see! There were only approx. 30 CG 36s completely built by the craftsmen at CG Marine Works (prev. Cecil Lange & Son). This is one of the finest examples afloat! A 2-owner boat with extensive refits in 2007 and 2014. Meticulously maintained in Bristol condition. This is a true bluewater world cruiser, or will sail your local waters in comfort and style. Compliments wherever she is moored. All custom-built magnificent teak interior. Too many extras to list here. For complete description and photos please email or phone. (575) 770-1872 or wse541@gmail.com.



37-FT FRANS MAAS SABINA. Richmond, CA. \$44,000. Standfast 37. *Begone* is ready to go cruising again! Frans Maas Dutch-designed and built in 1961. Major restoration completed in 2005. Rolled steel hull with wooden cabin top and mast, amazing hard dodger, Yanmar diesel engine. Inventory includes: Raymarine instruments, JRC chartplotter/radar, solar panels, refrigerator/freezer, Force 10 stove/oven and cabin heater, watermaker, Icom M802 SSB, EPIRB, Monitor wind vane. Built for performance, seaworthiness and beauty. SF Bay. Call (415) 531-0432.



Sister ship

32-FT NAUTICAT 321 PILOTHOUSE. 2005. Great Lakes. \$155,000. Navy hull #138, commissioned 6/05. Dual hydraulic steer, 40hp Yanmar (301hrs), bow thruster, Flexofold, bimini/dodger, screens. North sails. Rodkicker, Garmin, Autohelm, Mastervolt electronics. 2 spacious double cabins with fans. Separate head w/HW shower. Cruisair. Well equipped galley, dining settee converts to 3rd double berth. (Sailaway includes: Lifesling, cockpit cushions, anchors, MOB, oil pump, mast-climbing equipment, fuel filters, impellers, hose, cutlass bearings, pump, macerator, freshwater and bilge pumps, rebuild kits, Nauticat manuals, Yanmar service, parts, engine install manuals, toolkit with 5-35mm metric wrenches, Flexofold prop puller, Loos gauge, impeller puller. Health forces sale at well below market. Specs, pictures, maintenance summary available at (412) 889-6578 or cmtcpghpa@aol.com.



INGRID, 1979. Bellingham, WA. \$49,000. Well maintained 38-ft Bluewater Ingrid ketch can take you safely across the Pacific. Isuzu 54hp repower in 1999, new Staaf mainsail, Dickinson Pacific stove, custom mattress. For more information contact debrandoug@gmail.com or (360) 770-4525 or (360) 856-9016.

36-FT HUNTER VISION, 1994. Hidden Harbor. \$62,500. Unstayed rig. 500+ hours on Yanmar 3JH. Bimini/dodger, instruments, refrigeration, cockpit cushion and more. Excellent condition. Contact (775) 741-3770 or steved@pyramid.net.

37-FT C&C, 1985. Emeryville. \$46,500. Excellent condition, lovingly maintained, upgraded. Modern electronics, rod rigging, hydraulic backstay, 2nd owner. Yanmar 3HM. KKM hauled 2015. Contact (925) 228-6994 or cookcmm@aol.com.

36-FT ISLANDER, 1972. Emeryville, CA. \$22,500. Sloop-rigged. Perkins 4-108, low hours, rod rigging, feathering prop, new bottom paint, spinnaker rigged, full complement of sails. Will consider 1/2 interest for \$12,000. Contact (650) 964-8901 or fmayolaw@aol.com.



37-FT CUSTOM CRUISER, 1992. Delta. \$85,000/firm. *Sisu* a 37-ft custom cruiser built by owner/professional boat builder. Launched in 1992. Unstayed carbon fiber mast, hard dodger, 3 watertight compartments also 2-piece dinghy. All-teak interior with a lot of built-in storage, 2 staterooms. Propane heat and galley with refrigeration unit. 150 gals water, 85 gals fuel, Yanmar diesel. Docked at residence on the Sacramento River. Call Jack at (209) 200-9200.

40 TO 50 FEET



50-FT BENETEAU, 1992. Marmaris, Turkey. \$175,000. Owner's cabin layout, beautiful teak salon c/w island over Perkins engine, full galley, fridge, freezer, propane stove/oven, microwave, large battery bank, diesel generator, washer/dryer, new teak decks, canvas and unique sun cover. Will deliver in Mediterranean. Contact northcoast30@hotmail.com.

36 TO 39 FEET



39-FT CAL, 1971. San Diego Harbor, Chula Vista Marina. \$12,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Ritchie compasses. Ready for Newport to Ensenada, trophied last time. Contact (949) 280-6220 or granahan@cox.net.



38-FT BENETEAU FIRST 38S5, 1991. Vallejo, CA. \$64,500. See this gorgeous boat. Oceangoing and Bay-friendly 2006 PacCup winner, PHRF108, Espar diesel heater, radar, recent rod rigging/bottom, Philippe Starck wood interior, dodger, energy monitor, 120A alternator, Max-Prop, Volvo diesel, AGM batteries (8D, 4D, Grp27), Dutchman system, furler, second private owner's head. More info on website: <http://jvetter2.wix.com/beneteau-first-38s5>. Contact (530) 554-7088 or (916) 441-4441 or Kris@vetterlawoffice.com.

37-FT PACIFIC SEACRAFT, 2004. Hong Kong. \$175,000. Fully equipped for cruising: Yanmar 56hp, Monitor wind vane, new sails, new chartplotter, aux fuel, SSB, VHF, Navtex, liferaft, solar, wind generator. Pacific Seacraft award-winning quality. Delivery may be possible. Details and contact information on website: www.pacificseacraft37.com.

43-FT CAPE NORTH, 1978. Brickyard Cove. \$45,000/obo. Cutter-rigged world cruiser by Ted Brewer. 2010 Ha-Ha vet. Private aft cabin, two heads, workbench, spacious main cabin. Binnacle-mounted electronics, hard dodger. Davits, fiberglass dinghy, windlass, extras. Visit our site: <http://sailconcordia.blogspot.com/>. Contact craigmoyle@gmail.com or (916) 642-6383.

39-FT BAVARIA, 1994. Everett, WA. \$65,000/obo. Great opportunity! Selden custom cutter rig, radar, wind generator, solar panels, SSB, Hydro, raft, dinghy, Honda 4-stroke, EPIRB, 40hp Volvo 1380 hrs, dodger, cover, cushions, windlass, etc. Please see website: <http://1drv.ms/1spFYLQ> then contact (509) 370-4222 or gastonfmartin@hotmail.com.

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



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40-FT KALIK, 1980. Santa Cruz, CA. \$63,500. Gary Mull 40. Well built and designed racer-cruiser. Built in Korea's best yard. Great boat. Fiberglass deck and hull, strong mast and boom. Great layout, 6'4" headroom, double quarter-berth cabin with door. Head and 2nd helmsman's head. Shower, hot water heater. All teak, very well built. Some unfinished projects and maintenance. Perkins 4-108 runs great. Instruments, lots of sails. 55 Arco 2-speed primary winches. 36" wheel w/ leather. Large T-shape cockpit w/teak seats. Very few built. Contact Steve at (831) 332-1366 or (831) 334-2606 or s.elmore@att.net.



MASON 44, 1999. Long Beach, CA. \$315,000. Last Mason sailboat built by PAE/Ta Shing. Fiberglass decks. Open salon. Original owners. Beautifully maintained. See website for photos and info: www.mason44momentumforsale.com. Contact ward.ferguson@yahoo.com or (562) 690-3709.



44-FT F&C, 1979. Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'11": go to weather board-down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hrs on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30s sailboat. Call (805) 235-4046 or tackorjibe@gmail.com.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$54,900. Price reduced! This turnkey, go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Meticulously maintained/updated. Check out: <http://thissideupyacht.com>. Contact (408) 431-4333 or (360) 431-3723 or tsusailboat@gmail.com.

41-FT NEWPORT, 1984. Delta. \$39,500. Excellent condition. Rod rigging, diesel, radar, GPS. Autopilot, dinghy and O/B. Prepared for cruising, Health changes plans. Freshwater berth. Contact (916) 217-6908 or chardonnaymoon@att.net.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$220,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.



43-FT BENETEAU 423, 1987. South Beach, SF. \$99,000/obo. Great live-aboard and passage maker! 3 stateroom layout, central heat and air, large quality refrigeration, roomy cockpit and swim scoop with handheld shower! Great for living, entertaining and loaded for comfortable passage including all new sat. weather, moving maps, autopilot, radar and 2 new Garmin 15" touch screen navigation systems. All new hatch and port windows, rigging and more! Website with many pictures: tinyurl.com/k8s8b56. (510) 253-5883 or beneteauforsale@gmail.com.



HINCKLEY BERMUDA 40, 1970. Newport Beach, CA. \$79,000. Beautifully maintained, Bill Tripp centerboard yawl. Warm traditional interior; exterior shines. Equipped for local cruising. Great for Bay and Delta. Info on website: www.occisailing.com. Contact (949) 645-9412 or Brad@occisailing.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Single-handed all over Pacific Mexico in comfort and now lying in a fantastic location. For more information see website www.sanctuarycharters.com/sabbatical.php. Contact office@sanctuarycharters.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. Contact garyfox@att.net.



BENETEAU FIRST 47.7, 2003. San Francisco, CA. \$195,000. One of the nicest examples of this fast cruiser/racer available. Well maintained; "Euro" galley model; owner's stateroom forward, two guest cabins aft, many options. Website: www.sloopveronese.com. Contact sloopveronese@hotmail.com or (415) 637-6678 or (707) 781-7145.



42-FT CATALINA, 1995. Marina San Carlos, MX. \$110,000/firm. Clean Mexico cruiser, 6-feet draft, 2-cabin Pullman layout, 2 heads. One refrigerator and one freezer. Excellent condition. Yanmar diesel, Solar panels, 10 ft Achilles dinghy, 8hp 2-cycle Yamaha outboard, Full canvas, kayaks, spares. Located at the heart of the gorgeous Sea of Cortez. Mexico number: 52 (622) 147-8178. See our website for details. www.greatcircle.wix.com/catalina42, then call (520) 390-7220 or (622) 147-8178 or contact brio.sailing@gmail.com.

46-FT LYMAN MORSE SEGUIN, 1983. Newport Beach. \$179,000. This Sparkman & Stephens design is a semi-custom cutter that is a cruising vet of both the Atlantic and Pacific. Equipment includes updated electronics, engine-driven and electric refrigeration, oversized freezer, watermaker, windvane, solar panels, 200 gallon fuel capacity, extensive sail inventory, and 3 blade Max-Prop. Built in Maine for the open ocean and a real head turner. For more information contact (949) 515-5150 or aitchhamilton@outlook.com.



47-FT VAGABOND, 1981. Newport Beach. \$65,000/obo. Project boat. Interior cosmetically overhauled beautifully. Needs electronics, mast, rigging on board. Ford Lehman 85hp needs work. Teak decks need attention. Hull in good condition. Call for details, photos. (949) 689-4978 or lisa@bywaterbyland.com.



41-FT HUNTER, 2003. Ventura Harbor. \$119,000. One of the best equipped 410s on the West Coast. For full specifications and pictures see website: www.hunter410.net. Contact (805) 320-5600 or yourboat@hunter410.net.



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44-FT CATALINA MORGAN, 2007. Oak Harbor, WA. \$260,950. A real deck salon, light and airy with a settee you can sit at and enjoy the outdoors. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 870 hrs. Newer batteries and two 85-watt solar panels. Cruising spinnaker, power winches, hydronic heat. Raymarine L120 radar, chartplotter autopilot, bow thruster. New dodger and glass. Leisure Furl boom. May consider trade. Contact (408) 666-3261 or jerryfsaia@aol.com.

CAL 246 KETCH SAILBOAT, 1972. Monterey City Marina. \$59,000. Lapworth design. Perkins Sabre 80hp engine, low hours. Sails and rigging in good condition. Great interior, 2-staterooms, engine/work room, large light salon and much more. Contact sail2boat@icloud.com.

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42-FT JEANNEAU, 2006. Berkeley Marina. \$195,000. Jeanneau 42 deck salon. Beautiful, well maintained boat with brand-new genoa and up-to-date servicing. King bed in rear berth, 2 flat screen TV's, dinghy with engine and well outfitted. This is the most affordable waterfront living in the Bay Area. Serious buyers only. Call to schedule an appointment to see this beautiful, well maintained vessel. Contact (775) 813-4459 or mbrown@ultimatevitality.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$16,000. Priced to sell! *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. View photos at www.dropbox.com/sh/gxjif56ktnxvusa/4REqpVCvoj. Contact maliaroseley@gmail.com or call (415) 948-9801.



41-FT SCEPTRE PILOTHOUSE, 1987. Dana Point, CA. \$179,500. Raised dinette, forward and aft cabins, custom Sparcraft tall rig, rod rigging, 55hp Yanmar diesel, Mase 3KW generator, pristine condition, many cruising extras, please see to appreciate. Please contact (949) 493-3575 or jgoffman@cox.net.



44-FT GLEN-L STARPATH, 1992. Vacaville. \$15,000. Starpath ketch with cradle. Fiberglass, 2 cabins, 1 head, aluminum main and mizzen masts/booms, standing/running rigging, deck hardware, winches, Isuzu diesel. Interior 80% complete. Call for details, photos: (808) 388-9503 or rmanz50@gmail.com.



40-FT NAUTICAT, 1985. San Diego. \$137,500. This Sparkman & Stephens-designed sailing vessel provides comfort and safety for bluewater cruising or off-shore anchoring and marina liveaboard life style. More info on the web at <http://Nauticat6252.blogspot.com>. Contact clarkbar6252@gmail.com or (619) 618-8585.



44-FT RP, 1992. San Diego. \$72,000/obo. Builder: McConaghy. Designer: Reichel Pugh. Hull material: carbon composite. Engine: Single diesel Volvo Penta MD2030 sail drive. Dimensions: LOA: 44-ft 0 in, beam: 13-ft 9 in, LWL: 39-ft 9 in. Maximum draft: 8-ft 3 in, displacement: 16,032 lbs. For more info contact (808) 286-5202 or Curtis.w.collins@gmail.com.

41-FT ISLANDER FREEPORT KETCH. 1977. \$75,000. Center-cockpit cruiser, great liveaboard. New Doyle main and headsails, Harken furler, mainmast standing rigging, lifelines, halyards. Five new batteries, new bottom paint. Genset, watermaker, SSB, autopilot, solar panels. Pix: www.desideratasailing.com. Contact staffordjm1@gmail.com.



44-FT ISLAND CLIPPER, 1946. Sausalito. \$64,000. Sloop rig, Fellows and Stewart-built: fir planks, oak frames, bronze fastened. Teak decks, spruce mast. Suit of sails, 3cyl diesel, 7-ft draft, documented vessel. Local shipwright owned 10 yrs+. Contact Jeff at (415) 847-3718.



45-FT MORGAN, 1983. Alameda. \$94,500. Nelson-Marek design combines sleek hull with luxury interior. Single owner lovingly maintained performance cruiser with gracious teak and holly interior. 2 staterooms and 2 heads with showers. Great fin-keel sailing, easy livability, and wonderful headroom. 8 berths, cedar hanging closets, full galley, and added storage. Extras include Furuno radar, custom dodger, multicolored gennaker, and additional Lewmar winches. Details at : <http://ccflash6.wix.com/morgan45-4>. Contact (831) 624-0517 or (831) 917-1475 or vitreous@ix.netcom.com.



42-FT COOPER 416 PILOTHOUSE. 1980. San Diego, CA. \$65,000. Returning from Mexico and ready to go again. Fully outfitted, comfortable cruiser, perfect for a family. Radar, plotter, SSB, autopilot, extensive canvas, dinghy davits, 10-ft hard-bottom dinghy, watermaker, 12/110v refrigeration, 3-burner propane stove, extensive anchor gear, water heater, 2 kayaks and more! Contact (760) 271-6883 or pezvela01@yahoo.com.

51 FEET & OVER



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68-FT DERECKTOR, 1971. Richmond, CA. \$199,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. More info at www.apolloduck.com/feature.phtml?id=267073. Contact (415) 663-8776 or lorcarossman@gmail.com.



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BAVARIA 50, 1999. Portland, Maine. \$165,000. Every conceivable piece of cruising equipment installed including: Icom 802 SSB, D400 wind generator, Vectron inverters, Spectra watermaker, dual Garmin chartplotters, radar, AIS etc. New interior upholstery and memory-foam mattresses. New super-deluxe cockpit cushions; Electric Harken primaries and Selden in-mast furling main make it super-easy to sail alone, so the wife and kids can relax. New Harken roller-furling gear on bow. (707) 721-2745 or peter@dunbarandcullum.com.

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

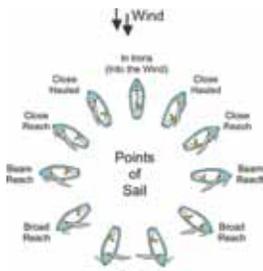


30-FT BIRD BOAT, 1924. San Francisco. \$5,000/obo. Classic SF Bird Boat, *Mavis* #4. Restored, 2 sets of sails including spinnaker, inboard Yanmar engine, marine radio, auto water pump, elegant interior. For more information contact (415) 260-2224 or rob.ingalls@comcast.net.



38-FT NAUTIGAL, 1938. Point Richmond. \$20,000. Myron Spaulding of San Francisco designed, built. Historically significant. Fir on oak classic. Sails like a witch. Varnished teak. Good sails, spinnaker, gear. 26-year owner, ask me anything. For more information contact (925) 787-6741 or cjeffstokes@msn.com.

25-FT CHEOY LEE PACIFIC CLIPPER. 1958. Clipper Yacht Harbor. \$25,000. *Mist*, No. 9. Beautifully restored and maintained. Bright teak topsides. Original, rebuilt, Stuart Turner auxiliary. Refurbished keel bolts, chainplates, and frames. Perfect original interior. Recipient of the Master Mariners Benevolent Association Stone Cup (people's choice) and Corinthian Cup (best owner-maintained yacht). 11/15 haulout including bottom paint and bright topsides striped and revarnished. Full cover. Perhaps the finest Pacific Clipper in existence. A joy to sail and simply breathtaking. Please call (415) 806-4904.



35-FT HINCKLEY PILOT, 1969. Sausalito Yacht Harbor. \$120,000. Classic Sparkman & Stephens sloop, captain-/owner-maintained, easy to singlehand, large sail inventory, excellent condition. Transferable slip close to boardwalk, with parking pass. US-documented for charter. E Dock, slip #223. Info at (415) 269-8145 or tfunk50@gmail.com.



26-FT HACKER-CRAFT REPLICA. Alameda. \$35,000. *Cloudy Bend*. Beautiful mahogany runabout, John Hacker design. This vessel has been maintained with meticulous care. Built in 1992, she is a replica of a 1929 Hacker-Craft. Very low hours, runs great, always stored with cover and warehoused. Contact (510) 521-8454 ext. 301 or mford@svendsens.com.



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35-FT BENETEAU CATAMARAN, 1986. Ensenada, MX. \$60,000/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. For more photos and information contact (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.

30-FT CONDOR TRIMARAN, 1990. San Carlos, MX. \$39,950. Light, strong, fast and trailerable. Composite construction. New: synthetic rigging, furler, bottom paint, Tohatsu 9.8, cushions, interior varnish, etc. Trailer rebuilt. Details on the web at www.yachtworld.com/boats/1990/condor-30-2607617. Contact (360) 643-1593 or wholebird@gmail.com.



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40-FT BROWN. Pt. Richmond. \$15,000. Early epoxy-built vessel. Hull sound, needs haulout, paint and TLC. 2 full-batten mains, new 2-burner propane stove. Documented. A bargain for the right person. Some trade considered. (510) 828-5991 or cegdavis@gmail.com.

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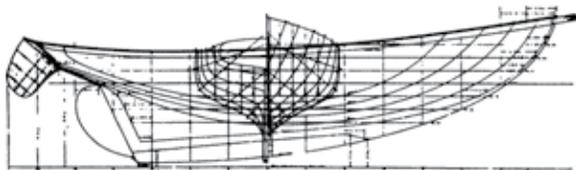
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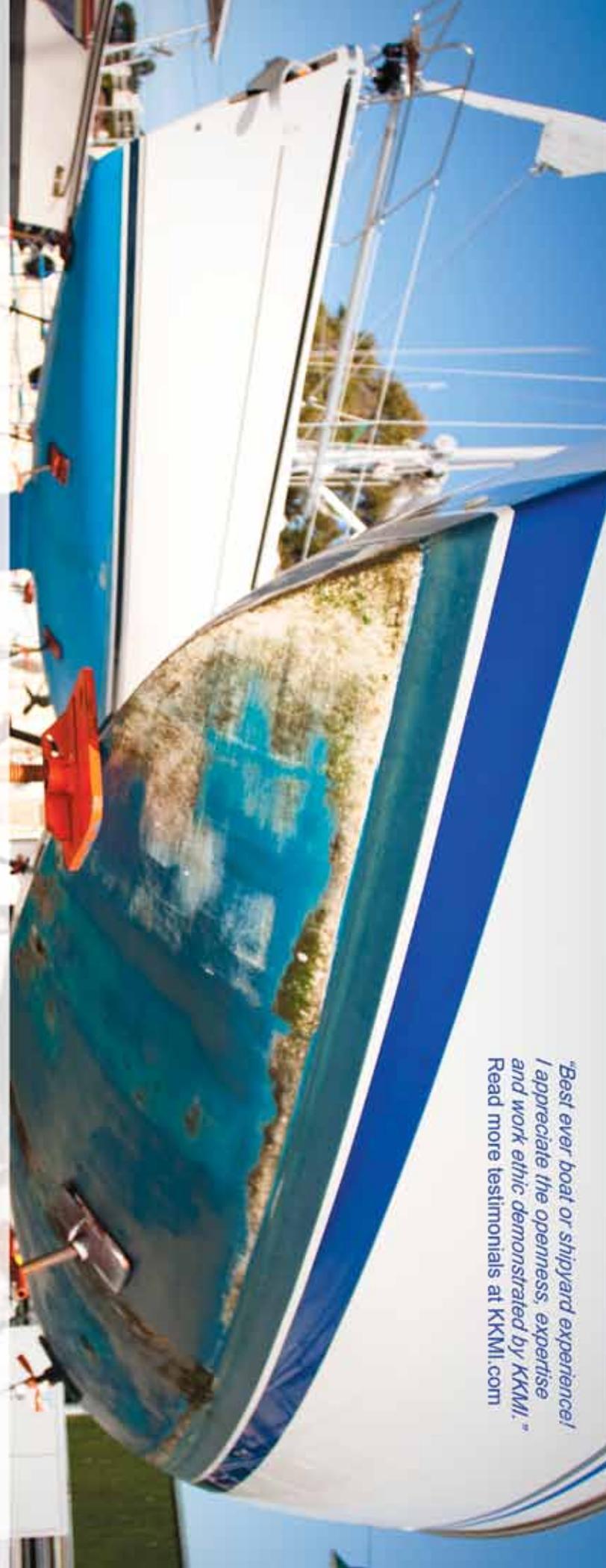


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