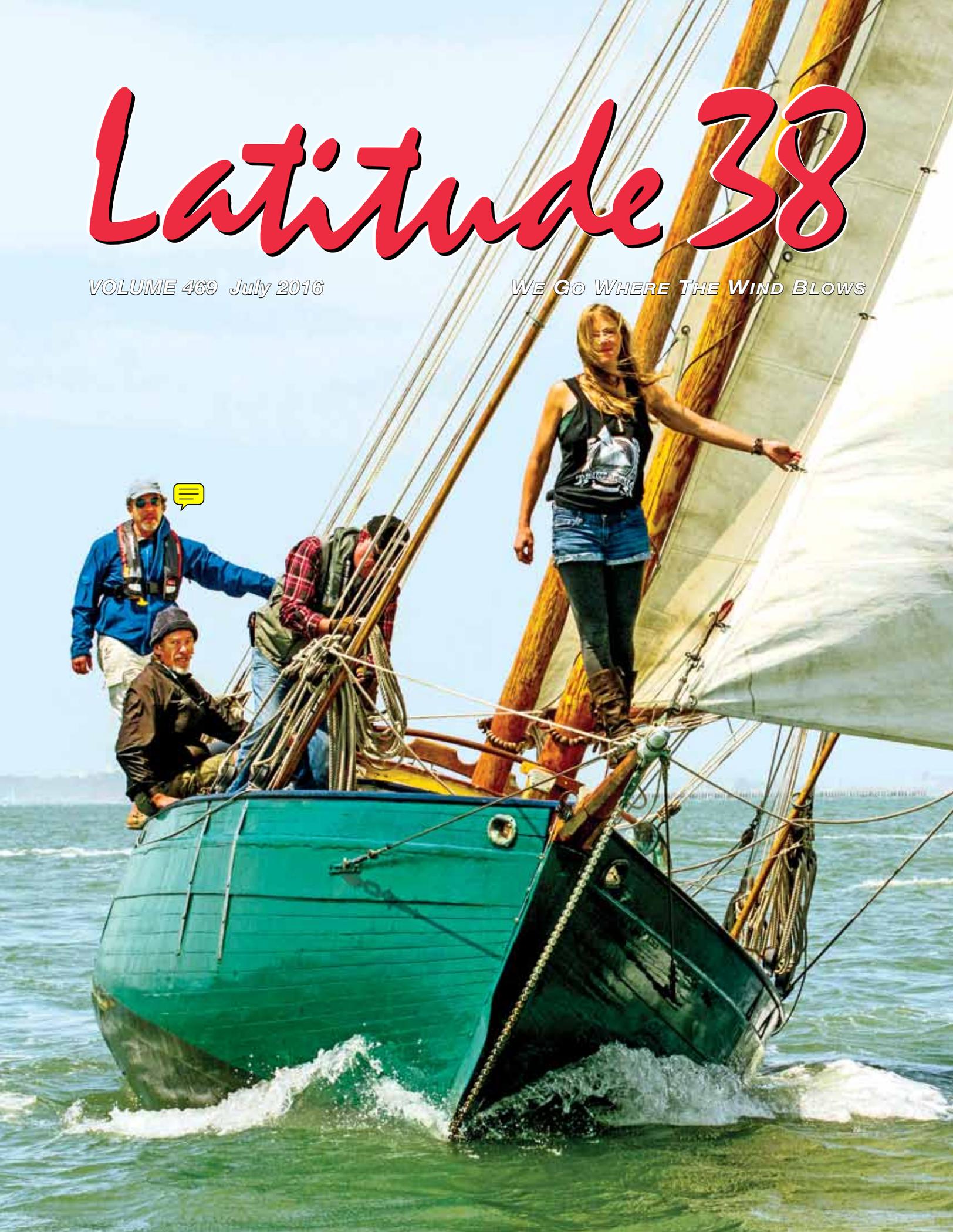


Latitude 38

VOLUME 469 July 2016

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PHOTOS BY JOHN ARNDT



*Serendipity**

Jonathan Ogle travelled to Maine to purchase a small, classic daysailer and bring West, ideal for sailing with young children and friends. The boat was not ideal (too cramped and small) and instead he found his Pisces 21, hull #1, still under construction. It suited him perfectly. The find was serendipitous; hence the name *Serendipity*.

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Cover:

Dennis and John Peitso's 40-ft Chapelle gaff schooner *Bluenose*, built in 1960, strutted her stuff in the Master Mariners Regatta on Memorial Day Weekend.

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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OCEANIS 48



PHOTO: NICOLAS CLARIS

OCEANIS 41.1

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July 6: WEBINAR: YOUR BOAT AS A BUSINESS – Charter Yacht Ownership; 7PM. Looking for a tax break this year? At this webinar, we introduce owners on how to reduce their cost of ownership and save on taxes through charter placement.

July 9: FIRST DATE SEA TRIALS
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July 23: LAP OF LUXURY – Lagoon 450 Lap of Luxury Sails
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August 5-7: Owner's Club Event – BENETEAU & LAGOON ANNUAL RENDEZVOUS
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BENETEAU 40
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BENETEAU 37
2000 • Inquire

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BENETEAU 49, 2010.....	\$293,000
BENETEAU 411, 2002.....	\$129,000
BENETEAU 40, 2007.....	\$172,000
BENETEAU 381, 2001.....	\$109,000
BENETEAU 331, 2001.....	\$79,500
OCEANIS 48, 2016.....	\$449,000
OCEANIS 41, 2015.....	\$249,150
OCEANIS 38, 2015.....	\$225,000
OCEANIS 37, 2013.....	\$158,000
OCEANIS 37, 2012.....	\$163,000
FIRST 40.7, 2000.....	\$108,000
FIRST 36.7, 2006.....	\$94,900
FIRST 36.7, 2002.....	\$79,900
FIRST 25, 2013.....	\$59,900
FIRST 20, 2013.....	\$34,000

SAIL BROKERAGE

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HUNTER 42 CC, 2002.....	\$139,500
CATALINA 400 MkII, 2000.....	\$156,900
HUNTER 380, 2000.....	\$79,500
HUNTER 340, 2000.....	\$67,500
CATALINA 34 MkII, 2008.....	\$119,500

POWER BROKERAGE

CAMARGUE 48, 1988.....	\$179,000
BAYLINER 3888 MY, 1990.....	\$71,000
BAYLINER 3988, 2001.....	\$129,500
ISLANDER 36, 1972.....	24,000
SEA RAY 340 EXPRESS, 2006.....	\$139,000
BARRACUDA 9, 2013.....	\$132,000

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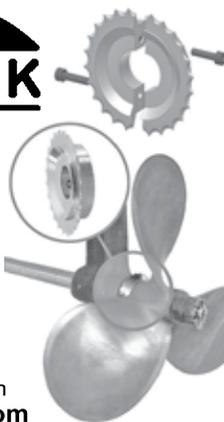
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July 1, 8-9, 15-16, 22-24, 29-30 — Sail aboard the historic scow schooner *Alma* out of Hyde Street Pier, S.F., 12:30-4 p.m. \$20-40. Info, (415) 447-5000 or www.nps.gov/safr.

July 2 — Chantey Sing aboard the ferryboat *Eureka*, Hyde Street Pier, San Francisco, 8 p.m.-midnight. Sing traditional working songs. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

July 2-11 — Pacific Cup Village, Richmond YC, featuring concierge service and multiple parties for Pac Cup racers and their entourages. Info, www.pacificcup.com.

July 2-30 — 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.

July 3, Aug. 7 — 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.

July 3-31 — 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.

July 3 — Barron Hilton's fireworks display at Mandeville Tip on the San Joaquin River.

July 4 — Independence Day.

July 6-27 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

July 6-27 — 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.

July 14, 28, Aug. 11 — Centennial Floating Film Series presents *Tugboat Annie* on 7/14; Robert Redford's *All Is Lost* on 7/28; and *Moby Dick* (1956) on 8/11. Aboard *Balclutha* on Hyde St. Pier, 7:30-10:30 p.m. \$5-10. Info, (415) 561-6662 or www.maritime.org.

July 14, Aug. 11 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner at 7 p.m.; followed by the meeting at 7:30. Info, www.singlesailors.org.

July 15, 1889 — The then-unknown catboat *Harbinger*, designed and built by C.C. Hanley, defeated two crack cutters in an Eastern Yacht Club race off Marblehead, MA, proving the potential speed of the catboat type.

July 17 — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

July 19 — Sail under the full moon on a Tuesday.

July 21 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

July 22 — Music at the Boatshop with Ben Hunter & Joe Seamons, Eddon Boatyard, Gig Harbor, WA, 6:30 p.m. \$15-\$20. Info, (253) 857-9344 or www.gigharborboatshop.org.

July 1986, vol. #109 — From *Letters*: "On a recent sail I asked my wife to sit on the weather rail, adding that 'I need your weight on the high side.' This did not go over too well. I later tried, 'It'll probably have no effect at all (you being a little snip of a girl), but you might be more comfortable on the high side.' But the damage had been done."

July 30 — Taste of the Delta, Tower Park, Lodi, 1-4 p.m. Live music, food, wine, auction. A fundraiser for the Delta Chambers. \$25-\$30. Info, www.tasteofthedelta.com.

July 30-31 — Benicia Waterfront Festival, First Street



'Tugboat Annie' was a big hit in 1933.

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CALENDAR

Green, 11 a.m.-6 p.m. Live music, microbrew tastings, arts & crafts, gourmet food, kids' activity area. Info, (707) 745-9791 or www.beniciamainstreet.org.

July 30-31 — US Sailing Safety at Sea Seminar, Silver Gate YC, San Diego, 8 a.m.-5 p.m. \$200/Saturday only; \$250/both days (for ISAF certification). Info, www.sailaweighllc.com.

Aug. 6 — Maritime Day & Marine Flea Market, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Traditional boatbuilding demos, boat rides, floating home tours, live music, food. Free admission; vendor booths available for \$30. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 12-13 — Delta Doo Dah mini cruise, Owl Harbor to Stockton Sailing Club. Stay at Owl Friday night, have breakfast Saturday morning, then sail to SSC for Hot Summer Nights. Free. Info, www.deltadoodah.com/itinerary-2016.html.

Aug. 12-13 — Courcours d'Elegance, Obexer's, Homewood, West Shore Lake Tahoe. Info, www.laketahoeconcours.com.

Sept. 7 — Latitude 38's Mexico-Only Crew List Party, Encinal YC, Alameda, 6-9 p.m. \$7 cash at the door; free for paid 2016 Baja Ha-Ha skippers & first mates. Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html or (415) 383-8200, ext. 0.

Sept. 11-17 — SoCal Ta-Ta IV 'Reggae Pon Da Ocean' cruising rally from Santa Barbara to Two Harbors on Catalina Island, with stops at Santa Cruz Island, Channel Islands Harbor and Paradise Cove. Info, www.socaltata.com.

Racing

July 2 — The 20th Singlehanded TransPac departs Tiburon bound for Hanalei Bay, Kauai. Info, www.sfbaysss.org.

July 2 — North Bay Series #4. VYC, www.vyc.org.

July 2 — Stars & Stripes Race. CPYC, www.cpyc.com.

July 2 — Firecracker Race, Moss Landing to Monterey and back. ElkYC, www.elkhornyc.org.

July 3 — Summer PHRF. MPYC, www.mpyc.org.

July 4 — Brothers & Sisters Race, around the two island pairs in San Pablo Bay, followed by a BBQ and family fun back in Tiburon's Paradise Cay. TYC, www.tyc.org.

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

July 5-10 — WIND Youth Clinic & Regatta on the Columbia River Gorge. CGRA, www.cgra.org.

July 7-11 — The Vic-Maui Race, co-hosted by the Royal Vancouver and Lahaina YCs, starts off Victoria, BC. Info, www.vicmaui.org.

July 8-10 — Hobie Regatta. MPYC, www.mpyc.org.

July 9 — Andreas Cove YC Race Day on the San Joaquin River. ACYC, www.andreascoveyc.org.

July 9 — Westpoint Regatta & Island Time Party. TIYC/SeqYC/YRA, www.westpointregatta.com.

July 9 — Lipton Cup, a challenge between PICYA yacht clubs. The 'Big Lipton' will be sailed in J/105s, the Larry Knight in Express 27s, the 'Little Lipton' in SF 30s, and the Admiral Cup in Cal 20s. SYC, www.sausalito yachtclub.org.

July 9 — Hart Nunes Regatta for Mercurys, part of that class's Travel Trophy Series. SFYC, www.sfyc.org.

July 9, 23 — Summer Series on Scotts Flat Lake. GCYC, www.gcy.net.

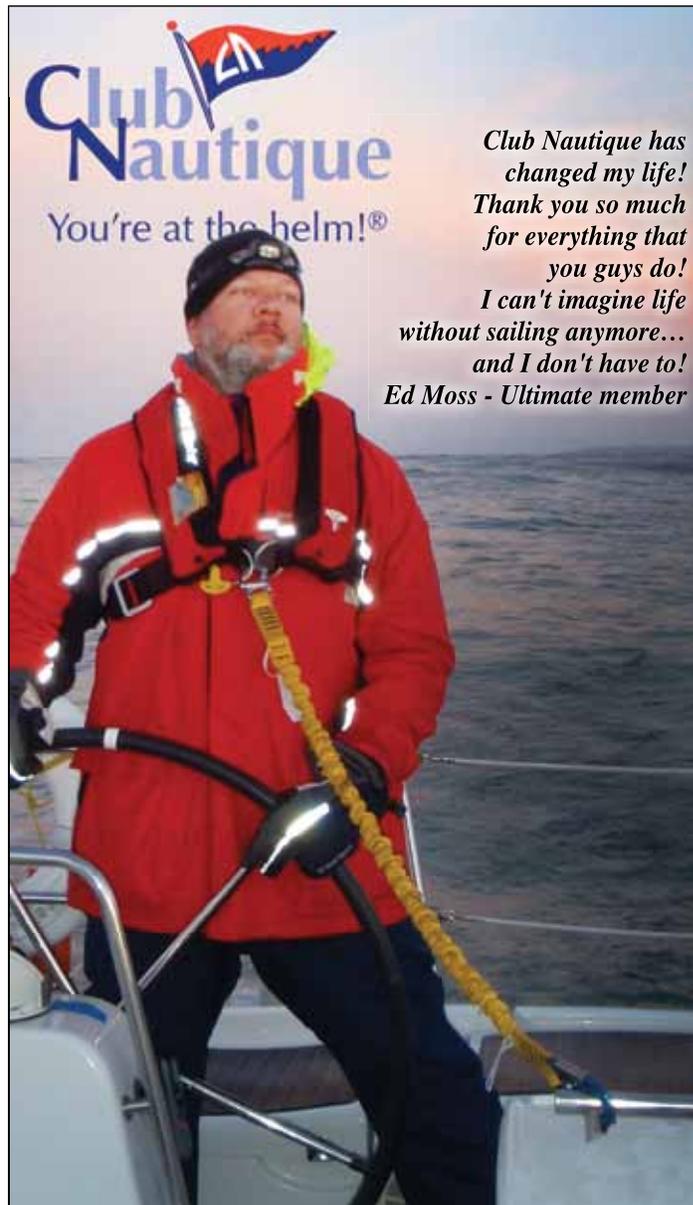
July 9, Aug. 13 — South Bay Interclub Series. Info, www.jibeset.net.

July 9, Aug. 13 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.

July 9-10 — High Sierra Regatta returns! The first weekend is for centerboard boats. FYC, www.fresnoyachtclub.org.

July 9-10 — Melges 24 PCCs. SFYC, www.sfyc.org.

July 9-10 — Cal 20 Round Robin. CYC, www.cyc.org.



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CALENDAR

July 9-10 — SF Classic & UN Challenge. StFYC, www.stfyc.com.

July 9-10 — Svendsen's Summer Splash at EYC. BAYS, www.bayarea-youthsailing.com.

July 10 — Howard Stevens Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 10, July 24 — Summer Series on Lake Elizabeth. FSC, www.fremontsailingclub.org.

July 10, Aug. 14 — Tri-Island Series Races #2 & 3. BYC, www.berkeleyyc.org.

July 10-15 — Whidbey Island Race Week, Oak Harbor, WA. Info, www.whidbeyislandraceweek.com.

July 11-13 — 29er US Sailing Training Camp. CGRA, www.cgra.org.

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

July 11-15 — USA Junior Olympic Sailing Festival, Honolulu, HI. Info, www.ussailing.org.

July 15 — El Toro Junior NAs at SSC, held during Sail Camp. Info, www.eltoroyra.org or www.sailcamp.org.

July 15-17 — Melges 24 PCCs. StFYC, www.stfyc.com.

July 15-17 — USA Junior Olympic Sailing Festival, Cal YC, Marina del Rey. Info, www.ussailing.org.

July 15-17 — Gorge Skiff Regatta. CGRA, www.cgra.org.

July 15-17 — Lido 14 Nationals hosted by Eugene YC on Fernridge Lake, OR. Info, www.lido14.com.

July 16 — Jr. Waterhouse. OYRA, www.yra.org.

July 16 — Midnight Moonlight Maritime Marathon from Raccoon Strait to the Carquinez Bridge to a finish off Tiburon's Bluff Point. A pursuit race, with the fastest boats starting at 4 p.m. SFYC, www.sfyc.org.

July 16 — Plastic Classic Regatta & Concours d'Elegance off San Francisco's Pier 54. Open to all boats at least 25 years old and made of 'plastic'. BVBC, www.bvbc.org.

July 16 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 16 — Small Boat Races #5. EYC, www.encinal.org.

July 16 — Jack & Jill. SSC, www.stocktonsc.org.

July 16 — Championship Series #3. CYC, www.cyc.org.

July 16-17 — Bay Bridge Regatta. South Beach YC, www.southbeachyachtclub.org.

July 16-17 — High Sierra Regatta. This weekend's for keelboats. FYC, www.fresnoyachtclub.org.

July 16-17 — Monterey & Back. SCYC, www.scyc.org.

July 17 — Summer One Design. MPYC, www.mpyc.org.

July 17 — Baxter/Judson Series Race #4. PresYC, www.presidiyachtclub.org.

July 19-20 — Gorge Laser Performance Clinic & Blowout. CGRA, www.cgra.org.

July 19-23 — Governor's Cup, Balboa YC, Corona del Mar. Youth match racing in Governor's Cup 22s. Info, www.govcupracing.com.

July 21-24 — Laser NAs. CGRA, www.cgra.org.

July 22-24 — J/70 PCC & Melges 24 Summer Sportboat. StFYC, (415) 655-7756 or www.stfyc.com.

July 22-24 — Santa Cruz 27 National Championship. BYC, www.berkeleyyc.org.

July 22-24 — Potter-Yachters' Cruiser Challenge in Monterey, hosted by MPYC, with casual racing on Saturday using simplified race rules. Info, www.cruiserchallenge.com.

July 23 — YRA Series #4 run by SBYC on the South Bay. YRA, www.yra.org.

July 23 — Single/Doublehanded Series #3. SeqYC, www.sequoiayc.org.

July 23 — H.O. Lind #3-4. TYC, www.tyc.org.

July 23 — Centerboard Regatta. FLYC, www.flyc.org.

CALENDAR

July 23 — Sadie Hawkins Race. KBSC, www.kbsail.org.

July 23 — Mitchell/Ross. SFYC, www.sfyf.org.

July 23-24 — One Design Invitational for Express 27s on the Olympic Circle. CYC, www.cyc.org.

July 23-26 — Mercury Nationals & Huntington Lake Regatta. Info, www.mercury-sail.com.

July 24 — Doublehanded Races on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 29 — Santa Barbara to King Harbor Race, an 81-mile SoCal tradition. Info, www.sbyc.org.

July 29-31 — Santana 22 Nationals in Santa Cruz. SCYC, www.scyc.org.

July 29-31 — Columbia Gorge One-Design Regatta (C-GOD). CGRA, www.cgra.org.

July 30 — McNish Classic Yacht Race on the waters off Channel Islands and Ventura harbors. Pacific Corinthian YC, www.pcyf.org or (805) 985-7292.

July 30-31 — YRA Second Half Opener, hosted by EYC. YRA, www.yra.org.

July 30-31 — Multihull Regatta. SFYC, www.sfyf.org.

Aug. 2-4 — El Toro Senior North Americans at Pinecrest Lake. Info, www.eltoroyra.org.

Aug. 5-7 — Laser Masters North Americans. RYC, www.richmondyc.org or www.laser.org.

Aug. 5-7 — Santanarama. Stillwater YC, www.sycpb.org.

Aug. 6 — OYRA #8, RC's choice of race course. OYRA, www.yra.org.

Aug. 6 — CBRA #3, hosted on the Knox course by CYC. YRA, www.yra.org.

Aug. 6 — Moseley Regatta. TYC, www.tyc.org.

Aug. 6 — North Bay Series #5/Angel Island Race. VYC, www.vyc.org.

Aug. 6 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 6 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 6 — Delta Dinghy Ditch. LWSC, www.lwsailing.org.

Aug. 6-7 — El Toro Worlds at Pinecrest Lake. Info, www.eltoroyra.org.

Aug. 6-7 — BAYS #4 for youth. SFYC, www.sfyf.org.

Aug. 7 — Commodore's Cup on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 7 — Santa Cruz Big Brothers Big Sisters Regatta. SCYC, www.scyc.org.

Aug. 7 — Summer PHRF 5 & 6. MPYC, www.mpyc.org.

Aug. 9-12 — RS Aero Gorge Clinic & Blowout. CGRA, www.cgra.org.

Aug. 12-14 — Melges 24 PCCs & J/70 Invitational. SFYC, www.sfyf.org.

Aug. 13 — YRA Series #5 run by RYC at Southampton Shoal. YRA, www.yra.org.

Aug. 13 — Double Damned, 36 miles from Cascade Locks to the Dalles on the Columbia River in Oregon. HRYC, www.hoodriveryachtclub.org.

Aug. 13 — Steele Cup/Dinghy Weekend, Rancho Seco Lake. FLYC, www.flyc.org.

Aug. 13 — Cal Cup Windsurfing Series #4. BYC, www.berkeleyyc.org.

Aug. 13-14 — Summer Keel. SFYC, www.sfyf.org.

Aug. 13-14 — Island to Island Race, from Twitchell Island to Angel Island and back. ACYC, www.andreascoveyc.org.

Aug. 13-14 — Dolphin Cup. MPYC, www.mpyc.org.

Aug. 13-14 — RS Aero PCCs. CGRA, www.cgra.org.

Aug. 14 — Lady's Day Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 14 — Fall Series 1-2-3 on Lake Elizabeth. FSC, www.fremontsailingclub.org.



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CALENDAR

Beer Can Series

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

BAY VIEW BC — Monday Night Madness. Fall: 7/25, 8/8, 8/22, 8/29, 9/5, 9/19, 9/26 (make-up). Terry, (408) 210-0517 or www.bvbc.org.

BENICIA YC — Thursday nights through 9/29. Joe, (707) 628-2914 or www.beniciayachtclub.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. 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 through 8/31. Friday Night Summer Sunset Series: 7/22, 8/5. Info, (916) 534-8458 or www.flyc.org.

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

ISLAND YACHT CLUB — Friday nights. 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 through 10/5. Intergalactic: 7/6. David, (530) 545-9155 or www.tahoewindjammers.com.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night through 8/25. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

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

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

RICHMOND YC — Wednesday nights: 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: 8/3-8/24. Bluerush Thursday Night Kite Racing: 7/14, 7/28, 8/11, 9/8, 9/22, 10/6. Friday Night Windsurfing Series: 7/22, 8/12, 9/9, 9/23. J/22 Summer Series: 7/6, 7/13, 7/20, 7/27. 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. Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Race Series. Every Wednesday night through 10/5; Hannig Cup: 9/7. Andrew, (650) 575-0637 or www.sequoiayc.org.

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

SOUTH BEACH YC — Friday Night Series: 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 through 8/24.

CALENDAR

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

TAHOE YC — Laser Series: every Monday night through 8/29. Beer Can Series: every Wednesday night through 8/31. Info, www.tahoeyc.com.

TIBURON YC — Every Friday night through 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.

July Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/02Sat	0434/-0.9	1137/4.7	1611/2.2	2233/6.8
7/03Sun	0522/-1.2	1230/4.9	1704/2.3	2320/6.8
7/04Mon	0607/-1.3	1318/5.1	1757/2.3	
	HIGH	LOW	HIGH	LOW
7/09Sat	0315/5.0	0942/0.2	1655/5.3	2237/2.2
7/10Sun	0410/4.5	1027/0.8	1737/5.3	2343/2.0
	LOW	HIGH	LOW	HIGH
7/16Sat	0409/0.2	1114/4.2	1538/2.7	2150/6.0
7/17Sun	0446/-0.1	1621/4.4	1621/2.8	2231/6.2
	HIGH	LOW	HIGH	LOW
7/23Sat	0206/5.8	0829/-0.3	1533/5.5	2056/2.1
7/24Sun	0300/5.3	0913/0.1	1615/5.7	2159/1.8
	LOW	HIGH	LOW	HIGH
7/30Sat	0331/-0.3	1034/4.7	1507/2.4	2129/6.7
7/31Sun	0422/-0.6	1127/4.9	1604/2.4	2221/6.7

July Weekend Currents

date/day	slack	max	slack	max
7/02Sat		0213/4.4E	0652	0929/3.0F
	1236	1512/2.5E	1815	2100/2.8F
	2325			
7/03Sun		0303/4.5E	0740	1020/3.3F
	1327	1607/2.6E	1910	2152/2.8F
7/04Mon	0016	0355/4.5E	0827	1108/3.4F
	1416	1701/2.7E	2005	2243/2.8F
7/09Sat		0211/1.8F	0428	0805/3.2E
	1202	1448/2.6F	1755	2111/2.6E
7/10Sun	0105	0308/1.4F	0522	0859/2.7E
	1245	1530/2.2F	1834	2202/2.4E
7/16Sat		0200/3.1E	0645	0915/2.1F
	1212	0441/1.9E	1743	2015/1.7F
	2229			
7/17Sun		0228/3.3E	0719	0950/2.4F
	1253	1525/2.1E	1826	2100/1.9F
	2310			
7/23Sat		0052/2.2F	0259	0639/3.9E
	1035	1338/3.1F	1624	1924/2.9E
	2256			
7/24Sun		0144/2.1F	0352	0730/3.6E
	1114	1420/3.0F	1658	2008/3.1E
	2354			
7/30Sat		0107/3.8E	0550	0824/2.6F
	1129	1408/2.3E	1710	1950/2.4F
	2218			
7/31Sun		0205/4.1E	0640	0917/3.0F
	1221	1502/2.6E	1810	2045/2.6F
	2317			

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LETTERS

⇅ SLOW DOWN AND SMELL THE ROSES

The June 15 *'Lectronic* had yet another report of a boat being damaged between California and Hawaii. This time it was the Andrews 45 racing boat *Locomotion*, which reportedly hit something 150 miles from San Diego that caused structural damage and a leak the pumps couldn't keep up with. The three crew were rescued by a Coast Guard helicopter.

We know that following the Japanese tsunami of 2011, there is now a huge pile of submerged and semi-submerged garbage floating out there. It seems to me that the hulls of lighter and faster boats have fallen foul of the possibility of a collision resulting in catastrophic results.

What can be done? Fast may be fun, as Bill Lee always said, but at times an overbuilt and overweight 'crab crusher' of traditional design might do a better job of getting a boat to its destination. Maybe it's time to slow down and smell the roses.



JEFF DAVIS

'Locomotion', sailing in Hawaii.

Michael Wilson
Tortue, S&S 44
Mazatlan, Mexico

Michael — Since Max Ebb is much more knowledgeable about sailing to and from Hawaii, and about boat design and engineering, we asked him to respond to your letter.

"1) 150 miles off San Diego means it was most likely unrelated to debris from the tsunami in the North Pacific Gyre. Surface winds tend to blow things into the gyre, which is why stuff collects there.

"2) Heavy does not necessarily mean strong, but it does mean slow, and fast means a lot more impact energy. As a practical matter, even a poorly engineered heavy boat built of cheaper materials is likely to be more resistant to puncture than an exotic ultralight. So yes, heavy and slow is generally safer against puncture due to debris impact if no other countermeasures are taken.

"3) Light boats are easy to make unsinkable. Cored construction is very buoyant. It's generally enough to provide only enough flotation to hold up the ballast. (It was easy to make my Merit 25 unsinkable for Singlehanded TransPac, with almost no loss of usable stowage space.)

"4) The best defense against catastrophic damage in a collision is a collision bulkhead. This isolates damage to the bow from the rest of the hull. A full watertight subdivision is also viable on larger and heavier boats. Ships have been using that strategy for over a century.

"You can have it both ways here: Light and fast, with good survivability if holed."

About 10 years ago the Wanderer, de Mallorca and a group of friends were sailing Profligate from Antigua to Panama. While about 100 miles off Columbia, we came across a 'river' of debris from the Rio Magdalena. Just about sundown we had to steer the boat in such a way as to take a large tree stump between the hulls while doing close to 20 knots. No, we didn't sleep too well that night.

And as a result, when we decided to replace the soles in both hulls of Profligate a few years ago, we subdivided the bilges into about 10 compartments on each side, and made them watertight. We didn't need the storage space, and we wanted to make sure it would be all but impossible for the cat to ever sink.



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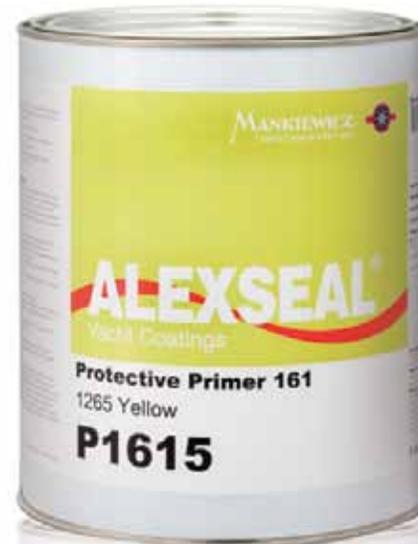
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LETTERS

⇓ **DON'T BUY THRU-HULL FITTINGS AT HOME DEPOT**

There have been several letters in recent issues of *Latitude* about the 'dezincification' of thru-hulls and other metal fittings that were made of brass rather than bronze. The accompanying photograph is of a 3/4-inch national pipe thread to 5/8-inch hose bib. Based on the 'dezincification', I can only assume that it was brass.

I found the fitting while in the process of replacing all the raw-water, heater, and wet-exhaust hoses for my engine on my Cal 40. This particular fitting was on the outlet side of the water strainer. I had replaced the hose, tightened the clamp, and started my engine. I was checking all my fittings and noticed a small leak at this particular one. I tightened the hose clamp — and the fitting broke! It didn't take very much force to break it.

I'm very lucky that it broke at the dock when I was working on it, rather than when I was underway or away from the boat. By the way, the raw-water strainer is a bronze Perko, and it's still solid as a rock.

Vance Sprock
Seazed Asset, Cal 40
Cupertino



VANCE SPROCK

The fitting in question, presumably brass.

Readers — We don't suppose there is any way to know how old that particular fitting was. If it was original, it would be something like 50 years old. But again, there is no telling.

There is an excellent seacock and thru-hull primer on the dangers of brass thru-hull fittings that can be found at www.pbase.com/mainecruising/seacock_primer. The author, whose name we couldn't find, explains that there is a big difference between yellow brass, the worst, and red brass and bronze. Yellow brass, he says, is about 40% zinc and 60% copper, and thus can quickly be eaten away because zinc becomes an anodic metal. When yellow brass turns a "coppery pink" instead of a "yellowish gold" it doesn't have much integrity left.

Can't tell the difference between brass and bronze? According to the author, brass fittings are more yellow in color and frequently have a "machined finish" rather than a "sand cast" finish. That's because marine bronze doesn't machine well. You can also be sure it's brass if it was purchased at Home Depot or Lowe's.

⇓ **85% OF DROWNING VICTIMS WEREN'T WEARING PFDs**

For those headed out on the water on boats, what looks like a perfect day for boating can quickly become hazardous. Drowning was the reported cause of death in three fourths of recreational boating fatalities. Of those drowning victims, 85% were not wearing a life jacket. In 2015 alone, the Coast Guard counted 4,158 boating accidents. Over 2,500 people were injured and 626 died.

The National Safe Boating Council wants all boaters to know and remember that life jackets save lives.

Lindsey Shapiro
Paul Werth Associates/National Safe Boating Council

Readers — While most boating accidents involve Jet Skis and smaller motor-driven boats, wearing PFDs is always a good idea, even on larger sailboats.

⇓ **WE SAW THE MAN, BUT NOT HIS BOAT**

Reading an interesting story in a recent *Latitude* about

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- 34' Catalina 34 MkII, 1997 **NEW LISTING** 79,500
- 32' Catalina 320, 1995 **NEW LISTING** 57,500
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LETTERS

sailors helping fellow sailors reminded me of an unusual experience I had back in 1984. Some friends and I were motor-ing *Thundercloud*, my homebuilt 48-ft catamaran, from San Diego Bay to Mission Bay. We were well offshore to avoid the large kelp bed off Point Loma when we heard someone yell.

It was weird, because there weren't any boats around. Then we saw someone in the water.

We motored over and pulled a Canadian fellow out of the drink.

It seems that he'd been singlehanded and fell off his boat. The obvious next question was, "Where is your boat?"

He pointed to a mast on the horizon and told us the boat was under power and on autopilot. My cat wasn't very fast under power, but we took off in pursuit. More than an hour and many miles later, we pulled up on the port side of the lucky fellow's 50-plus-ft boat. Fortunately, it was calm as a mill pond that day, so he could just step off my catamaran onto his boat.

"Thanks," he said. That was adequate compensation for me, as I was glad that I could help.

"But wear a life preserver next time," I told him.

It's a true story.

Donald Yearout

Red Skies at Night (My second homebuilt cat)

Chula Vista

↑↓ THE GENTLE TONE

Thank you for encouraging all readers to wear PFDs when sailing. I found the gentle tone of your article — your life, your choice — very persuasive. I wonder how many yacht club magazines or newsletters carried a safety article in recognition of Boat Safety Week,

Steve Edwards

Cal YC

↑↓ I'M ASKING THE YRA TO CHANGE THEIR PFD REQUIREMENTS

According to Yacht Racing Association (YRA) safety requirement 3.1, "Each crewmember shall have a U.S. Coast Guard approved Type III or Type V life jacket intended for small boat sailing or other active boating."

The problem with this is it means that the excellent and commonly used Spinlock Deckvest Pro and Hammar PFDs aren't acceptable. Although they meet International Organization for Standards (ISO) and Conformité Européenne (CE) requirements, they are not Coast Guard-approved. (To the best of my knowledge the Deckvest 'LITE' model is approved.)

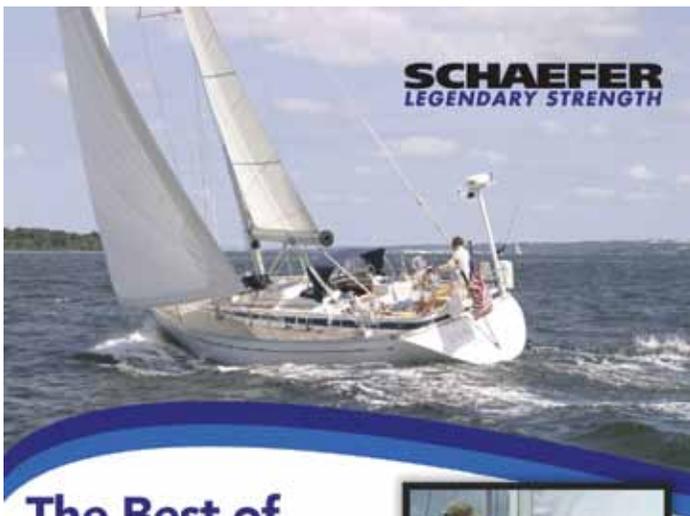
Given that ISO requirements are tougher than the Coast Guard's and are approved by the Ocean Yacht Racing Association (OYRA), I think it would make sense to add ISO to the standard YRA PFD requirement. I think Coast Guard Type I and Type IIs should also be permitted.

I'm asking the YRA to change things, which could easily be done by simply by adding the words "or better" to 3.1.

John Navas
San Francisco

↑↓ WHO ARE YOU CALLING A CLOWN?

Latitude will likely have a piece on the beheading of the second of two Canadian sailors who were kidnapped from



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LETTERS

Ocean View Marina, Samal Island last September.

I'd like to add some perspective. My wife Cecil is a Filipino from the Panabo area that is just down the road from Samal Island. I have visited many times. In fact, we recently purchased two condos there not far from the waterfront. Cecil's entire family — of about three million cousins — lives and works in the area. This is the same city that produced Mayor Rodrigo Duterte, aka Dirty Harry, soon to be sworn in as President of the Republic of the Philippines. It is a friendly and safe place to live or visit.

The beheading of the two Canadian sailors — which took place on separate occasions — is obviously horrible. But it has very little to do with cruising or sailing. They were executives

for a local gold-mining company that was involved in a contentious labor dispute. A collection of dingbat goons decided that snatching the executives at the marina would be a good negotiating strategy. They also took a Norwegian and his girlfriend. They first tried to grab an American-Japanese couple, but the couple escaped by diving into the water.



Canadians Robert Hall (left) and John Ridsdel in captivity.

In time, the thugs were hunted down and one of them shot. They panicked and tried to profit by selling the hostages to the Abu Sayyaf, a clownish but brutal group in Zamboanga, which is the mother lode of Muslim separatism in the Philippines. With ties to Al Qaeda, Zamboanga is the Syria of the region, a place where no tourist should or would ever visit.

Abu Sayyaf apparently killed two of the hostages, a very poor business model that is out of character with their history. It is about the money. In time we will get the full story. Perhaps there was a breakdown or misunderstanding.

The point that I would try to make is that the kidnapping was an outlier. It also has very little to do with cruising, as these managers just happened to have boats.

Cecil and I visited Samal Island last October, shortly after the kidnappings. It was swarming with people and tourism. The many expats with whom we have spoken don't consider that area to be unsafe. While we grieve and feel heartbroken over this brutal crime, I would urge restraint in characterizing the region as "dangerous."

On the contrary, Davao is the world's first smoke-free city. It also installed the first 911 response system outside the Western world. And they can claim one of the most sophisticated active security-camera tracking systems on the planet.

Charles Lane
Shawari, Tayana 37
San Francisco

Charles — Thanks for your perspective. While we might agree with most of your conclusions, we think you have some important facts wrong.

1) Neither of the two Canadians who have been beheaded was an executive of a gold-mining company. John Ridsdel was retired, although he did work as a consultant for a mining company. Canadian Robert Hall was an adventurer with a boat who at various times had been an actor, insurance salesman and welder. He had nothing to do with a mining company.

2) If it was "dingbat goon" labor thugs who did the kidnappings, why did they first attempt to kidnap an American cruiser and his Japanese-American wife? The couple struggled and escaped by jumping into the water. The marina manager was taken after he showed up to see what was happening. It seems

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LETTERS

clear that the victims were targets of opportunity, not targeted members of the management of a gold-mining company.

3) How can you possibly use the word "clownish" to describe Abu Sayyaf? Since it was formed in 1991 with funding from Osama bin Laden's brother-in-law for what it claims is a fight for an independent Islamic province, it has engaged in bombings, kidnappings, assassinations and extortion. Its bombing of Superferry 14 in 2004, which killed 116 people, is the worst terrorist attack in the history of the Philippines. Abu Sayyaf has also been involved in criminal activities such as kidnapping, rape, child sexual assault, forced marriage, drive-by shootings, extortion and drug trafficking. Clownish?

As if that weren't enough, on July 23, 2014, Abu Sayyaf leader Isnilon Totoní Hapilon swore an oath of loyalty to Abu Bakr al-Baghdadi, the leader of ISIL who was just killed.

4) You almost make it sound as if the labor goons should be absolved of responsibility for selling the hostages to a notoriously brutal and violent group because the poor dears panicked after one of them got caught. We're not buying pathetic excuses like that.

While we have to dispute several of the claims in your letter, it's our understanding that you're correct when you say the kidnappings had little or nothing to do with sailing or cruising, and that Samal Island is a beautiful and generally safe place for tourists.

As you note, the citizens of the violence- and corruption-torn Philippines have elected Rodrigo Duterte, who is even more extreme than Donald Trump, as their new president. Duterte says he will cleanse the country of crime and corruption in six months, and has not only encouraged private citizens to kill drug dealers, but has vowed to personally reward them for doing so. We don't see what can possibly go wrong with that.

⇕ OUR TALL, BLOND LESBIAN CAPTAIN... ⇕

I appreciated Max Ebb's May issue movie recommendations, but Lee Helm missed one. *Cutthroat Island* is similar to the first *Pirates of the Caribbean* movie in that there's great excitement, terrific humor and a nautical theme. The difference is that the hero is a woman and the videography is better.

Perhaps the reason I like *Cutthroat Island* so much is the circumstances under which I first saw it. It was about 10 p.m. and the other crewmen and I were huddled in the cockpit watching the movie on a laptop as the 60-ft trimaran we were delivering from Panama to New Zealand effortlessly sliced through the waters of the South Pacific in perfect harmony of wind, water and carbon fiber. Suddenly our tall, blond, lesbian captain dashed on deck and said: "All right boys, it's time to take in a reef." It was as if we were suddenly in the movie.

The boat I helped sail across the Pacific was a 1981 custom carbon-fiber 60-ft trimaran. It was built for breaking speed records. It is currently called *Titi Nui*, which is the Maori name for the shearwater migrates from California to New Zealand. A little video about life aboard is at <http://tinyurl.com/LATitiNui>.



'Titi Nui' during a stop in Rarotonga.

Dan Marshall
Instructor, Club Nautique and Bluewater Foundation
Cupertino

Readers — Cutthroat Island, a romantic comedy/action/adventure film — why not touch as many genres as possible?

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— had high production values, a great musical score, fine action sequences, and great shooting locations — at least according to the Google review. But in the opinion of the Google reviewer, that wasn't enough to overcome the many negative aspects of the 1996 movie. "The film had a notoriously troubled and chaotic production involving multiple rewrites and recasts, and received mixed reviews with criticism towards the incoherent script, one-dimensional characters, and the lack of chemistry between the protagonist duo." Ouch.

Cutthroat Island is also notable for having been the largest box office bomb when adjusted for inflation, and was the last film from the original Carolco Pictures before the studio closed. Double ouch.

You know what would be a box office smash? A rewritten remake of Cutthroat Island, but starring the wild, beautiful and bisexual Amber Heard in the Geena Davis role as Morgan,



The Heard/Depp love/hate relationship on the big screen... box office gold!

the female pirate captain with a guy's name, while Johnny Depp, Amber's soon-to-be ex-husband, could take on the Matthew Modine role of Shaw, a con man and thief who was a slave up for auction before Morgan/Heard fell for him. Lord knows there would be plenty of chemistry between the stars in the

remake — much of it entertainingly toxic.

(If you can make this happy, Scotty, I want credit as executive producer or something.)

⇓ **THE FIRST SHIPWRECK AT POINT ARENA**

I enjoyed the *Max Ebb* column's discussion on movies that featured sailing ships. To this I'd like to add the 1964 movie *Island of Blue Dolphins*, which was shot at Anchor Bay on the Sonoma Coast. The movie featured *IL'mena*, one of the more historic sailing vessels that people never heard of.

IL'mena only had a small part in the movie — mainly long shots from the beach: for example, in the opening scene when actor George Kennedy leads a party of Aleut Indians from the ship to the beach so they can trade with local Native Americans before massacring them.

The movie is based on a true story. Aleut sea otter hunters on the brig *IL'mena*, which was captained by a Russian, visited San Nicholas Island in Southern California in 1811. They apparently massacred all of the native Chumash Indians — except for one woman. She survived on the island alone for 18 years. The story of her plight became a children's classic by Scott O'Dell. Universal produced a movie, directed by James B. Clark, about it in 1964. Local Pomo Indians from Point Arena were used as extras.

That movie was a real stinker except for actress Celia Kaye and the Sonoma Coast. Celia won a Golden Globe Award for being the Best New Actress, and a *New York Times* review wrote, "The most attractive thing about the picture is the idyllic loveliness of the landscape — rocky coastal lines, gleaming beaches and azure skies."

The backstory is that the Russian-American Company bought the brig *Lydia* from a Boston merchant in Hawaii in 1812 and renamed her the *IL'mena*. (The date of purchase suggests that maybe she really wasn't involved in the massacre a year earlier on San Nicholas.)

Anyway, on June 19, 1820, after eight years serving Rus-



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sia in its failed attempt to colonize America, the *IL'mena* went aground at Cape Barro de Arena, now Manchester Beach State Park, approximately 100 miles north of San Francisco. The brig's intended passage from Alaska to Fort Ross was supposed to have been her last anyway. She was abandoned in the surf, the first recorded shipwreck at Point Arena.

IL'mena is believed to have been built of teak, and was similar in design to *Pilgrim*, the 86-ft brig on which Henry Dana sailed in *Two Years Before the Mast*.

In 1998, Jim Allan, an archaeologist from Berkeley, mounted a scientific expedition to try to find and recover the *IL'mena*. He didn't find her. In 2012, on the 200-year anniversary of the founding of Fort Ross, Russian and American historians and archaeologists convened in Santa Rosa to discuss the history of that era. A video documentary on the search for the *IL'mena* was shown.

According to the last known sighting, the *IL'mena* sank in the surf an estimated 150 feet from the beach: "At this time, the keel was buried five feet in the sand according to the depth markers on the stern post," recorded an agent for the Russian-American Company on June 28, 1820.

The latest strategy to locate the exact spot where she rests involves strapping a magnetometer on a drone to scan the beach for signatures of the wreck. Magnetometers can detect objects through sand up to a certain point, although after 200 years, it is not known how deep the *IL'mena* might have sunk into the sand. It is known that her masts were knocked down during the grounding, and most of her cargo was salvaged. But as she was carrying a load of pig iron for the shipyard in Fort Ross, that pig iron might well still be covering — and protecting — the hull from further deterioration.

Rich Sequest
Jewel, Ka Shing 37 Trawler
Benicia

Rich — A day after we got your letter, the Wanderer received a letter from an aging relative in Germany who has long had an obsession with trying to find the remains of the German sailing vessel Bremen, which was lost on the Farallon Islands in 1858. He reports that they have a highly qualified search team, and that the BV-Bremen Bank has agreed to put up \$100,000 for the search. After more than 150 years on the bottom of that often-riled-up patch of ocean, how much could be left?

↑↓ HIN NUMBERS AND MEXICO

We want to join this year's Baja Ha-Ha, but have heard that there were problems with Mexico and Hull Identification Numbers (HIN) a couple of years ago. We have a Beneteau 473, and her HIN number has been painted over and is no longer visible. We have the hull number on the inside of the boat, but not on the stern. How important is it to have it on the stern of the boat?

Carol Kratz
Soiree, Beneteau 473
Redondo Beach

Carol — It was two years ago that AGACE, a tax assessing and collection agency of the Mexican government, went a little crazy. Actually, they went stark-raving nuts and created a public relations disaster for Mexico.

Six marinas were raided in a most heavy-handed way by AGACE officials and marines armed with machine guns. Over 300 boats were impounded, sort of, for various perceived paperwork shortcomings or offenses. We say 'sort of impounded' because many boatowners were never informed their boats



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had been impounded and carried on as though nothing had happened.

One of the main issues was whether boats had Temporary Import Permits (TIPs). If a boat didn't have one, it was subject to import tax, although we don't think it ever came to any foreign boatowners' having to pay it.

Another of the paperwork issues was whether boats had HIN numbers where the 'inspectors' thought they should be. Mind you, the inspectors were such nautical novices that they had to be given little diagrams to show them the location of things such as the bow, the stern, the mast, and so forth. In many cases boats were identified as "Yanmar 55," "Johnson 150," "RayMarine" and other obviously wrong names. In many cases boats were 'impounded' even if they had a HIN number in the appropriate place. Why? Because the owners didn't happen to be aboard to point it out.

AGACE's intentions were reasonable — to get a handle on what boats were in Mexico and to make sure they were in the country legally. Their execution, however, was abysmal. As in an F-. Despite a tremendous amount of bad publicity in the boating world, the following year's Baja Ha-Ha fleet was even bigger than the previous year's.

Anyway, it seems like ancient history now. The Mexican officials are much wiser and more reasonable, and the marina officials now ensure that every boat that comes into their marinas has all its paperwork together.

If your boat no longer has a visible HIN number, or never had one, don't worry. The new TIP forms allow you to use your federal documentation number instead. Alternatively, you can put the HIN number on the stern of your boat in any semi-permanent or permanent way you want.

It's our belief that you have nothing to worry about. Nobody had problems last year.

↑↓ **YES, I BOUGHT A HURRICANE-DAMAGED BOAT**

Hurricane Ike struck the southeast coast of Texas in 2008, and damaged or destroyed hundreds and hundreds of boats in places such as Houston, Beaumont and Port Arthur. The following year I went online searching for hurricane-damaged boats. I found a website that listed about every kind of watercraft: sailboats, powerboats, duck boats, large and small fishing boats, cabin cruisers, Jet Skis, everything. The boats were going to be sold via auction on the Internet.

So I flew to Houston to look at a Catalina 34 that was only lightly damaged. While there, I also saw a 2000 Catalina 320 that had minor damage to the hull and damage to the pulpits and stanchions. But she hadn't been sunk and there was no damage to the mast or sails. She looked like a good candidate for rehab.

After returning home, we began the long wait — 18 months! — for the boat to come up for auction. But on Labor Day Weekend 2010, we were the successful bidders on the Catalina 320, and got her at less than 10 cents on the dollar.

Now we had to get the boat to Marin. We decided to truck her, which took about three weeks in all. We shipped the boat to Matt's San Rafael Yacht Harbor, where we could have Gordie Nash do the expert fiberglass work, and where we could do the rest of the work ourselves.

The pulpits and stanchions looked as though a giant had stepped on them, and the anchor roller had taken a real hit. The anchor roller was repairable, but all the rails and stanchions had to be replaced. The starboard mid-section caprail had been crushed and required rebuilding.

The list of things to repair and replace was about as long as my arm, and the following things needed attention: stand-

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LETTERS

ing rigging, three halyards, VHF masthead antenna, upper rudder bearing, electric bilge pump, new anchor roller and stemhead fitting, running lights, backstay adjuster, topping lift, filters for the oil, fuel and water, circuit breakers — and one and on.

After all the repair/rebuilding was done and the bottom cleaned and painted, we turned our attention to getting the engine running. After an attempt or two, we succeeded. Much to our surprise — and delight — there were only 147 hours on the diesel of the 10-year-old boat. It was hardly broken in.

The sails were in very good condition, the upholstery clean with no damaged spots, and the interior had very little wear. We think the owners mainly used the boat for staying aboard and not much motoring or sailing.



JON ROLJEN

The bottom line is that for the last five-plus years we've had a great boat that looks almost new, sails well, and has been a very good investment. Her name is — what else? — *Phoenix*, and she can frequently be seeing pleasure sailing or racing.

If any readers want to know more about my experience with a hurricane-damaged boat, I'm open to talk about it. I can be contacted at jroljen@comcast.net.

Jon Roljen
Phoenix, Catalina 320
Corte Madera

Before and after photos of 'Phoenix'.

Jon — Our only caution for readers thinking about buying damaged boats is that it's very easy for the layperson to underestimate the cost of the repairs. Actually, more than a few industry experts have made that same mistake. So be very careful not to overpay, particularly if you're going to pay others to make the repairs.

↑↓ CRUISING WITH SEVEN AND A DOG ON A J/24

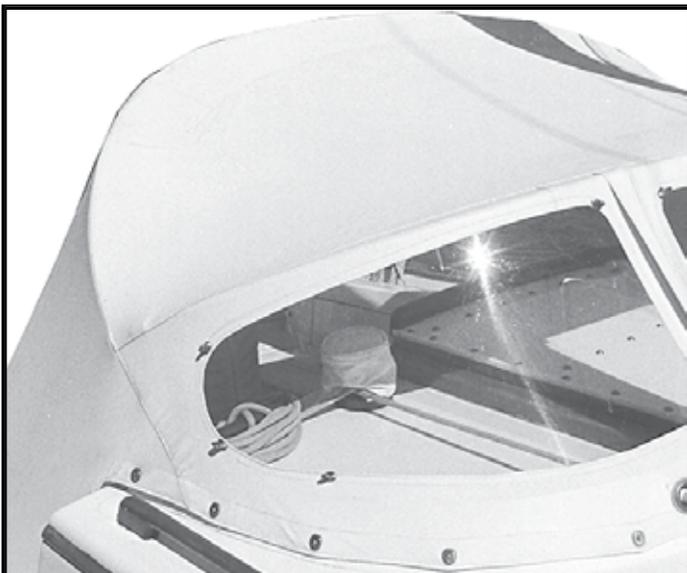
I enjoyed reading the June 1 *Lectronic* story about Tania Elias Calles planning to sail a Laser to Hawaii, and the editor's mention that Carlos Aragon, also a Mexican, had sailed a 14-ft Finn from Mexico to the Tuamotus many years ago.

While I was marina manager at Marina Cabo San Lucas, I became quite good friends with Alex Bulaich, another somewhat iconic Mexican sailor. Alex had done the Whitbread on *Flyer*, having previously — and, in retrospect, sadly — turned down an invite to sail aboard the late Ramon Carlin's *Sayula* when she won the initial Whitbread Around the World Race.

I first met Alex when he showed up in my office, having left his wife, four kids, and a large dog at the fuel dock with the family's cruising boat — a J/24! They had started their cruise from Santa Barbara some weeks earlier, and had even picked up an old sailing friend for the final leg between Mag Bay and Cabo. That made for a total of seven people and a large dog on a J/24.

Alex and family lived aboard the J/24 at the Cabo Marina for another year or so. I routinely looked the other way when they cooked using a hibachi at the dock, which was against the marina rules. But their story was a great one, and *Latitude* did a nice recap of it.

While on the beach one day, Alex introduced me to another Mexican sailor, who I am 99.9% sure was Carlos Aragon, the one who had sailed the Olympic dinghy across the Pacific to



"...in Nova Scotia he gave himself up to a disapproving contemplation of the unruly behavior of the sea." — Robertson Davies



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LETTERS

the Tuamotus. With a twinkle in his eye, Alex told me about Carlos' amazing singlehanded voyage. What made the trip particularly unique was the cooking — or non-cooking — arrangement, as Alex and Carlos were only too delighted to describe.

Nobody could figure out how Carlos was going to be able to carry enough provisions, let alone prepare and cook meals on such a small open boat. But Carlos came up with a simple solution. For several months before his departure, he ate and ate and ate, gaining a very large amount of weight. Then he fasted the more than 3,000 open-ocean miles to the Tuamotus, cooking nothing and eating nothing! Aragon reported that he arrived in the Tuamotus back at his normal weight, in good shape, fit — and more than a little hungry!

By comparison, it makes Webb Chiles' attempt at a sixth circumnavigation, this time with the Moore 24 *Gannet*, seem like a luxury cruise.

The Aragon story goes to prove that where there's a will, there's a way. And that the intrepid sailors of Mexico have done more than a few amazing things.

Tim Schaff
Jetstream, Leopard 45
Tortola, British Virgin Islands

Tim — We don't think there is any doubt that Aragon completed his incredible voyage with a Finn in 1977, but we can't help but be a tiny bit skeptical of the claim that he didn't eat any food on the way. True, during a fast at age 74, an already-thin Mahatma Gandhi survived for 21 days on just a few sips of water a day. And the Scientific American reports that there are well-documented cases of people surviving for 28, 36, 38 and 40 days without any food. But Aragon took 107 days to get to the Tuamotus. Could he really sail a Finn, a difficult boat to sail in the first place, for 107 days without any sustenance?

Perhaps Aragon didn't bring any food, but caught and ate fish or barnacles that surely grew on the bottom of the boat. That's what the French physician-navigator Alain Bombard when he drifted across the Atlantic Ocean in an inflatable boat many years ago, deliberately starting out with no food or water to prove certain survival beliefs he held. We find it amazing that Aragon was able to carry/collect enough water for 107 days in the hot tropics. At the very least, we need a couple of liters of Pellegrino a day to survive. And to thrive, some vodka and ice to go with it.

For small-boat voyaging context, it's important to remember that Webb Chiles didn't just cross the Pacific in an 18-ft open boat, but did a circumnavigation with one. Actually two Drascombe Luggers, as the first one was confiscated by officials in Saudi Arabia, who also threw Chiles in prison for a spell.

↑↓ LESS THAN NORMAL

I'm considering buying a Pacific Seacraft 25 for two reasons. First, because she's seaworthy. Second, because she can be towed to and from cruising grounds in the United States and Mexico.

I really want to do a Baja Ha-Ha in the future, but before I buy the Pacific Seacraft I'd like to know that she'd receive dispensation for being less than the Ha-Ha's normal 27-ft length limit.

Jim Palermo
(melting in) Phoenix, AZ

Jim — Assuming that you have even a modest amount of sailing experience, and a little bit of overnight experience, the Poobah would not have any trouble allowing you to enter the

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LETTERS

Ha-Ha with a Pacific Seacraft 25. The biggest issue is not really the seaworthiness of smaller boats, but rather whether they are fast enough to keep up with the pack. Nonetheless, in past Ha-Ha's we've allowed such boats as a Cal 24, a Flicka 20, and even a Mirror 19.

There's a bit of a funny story about Dulcinea, the Flicka 20 we allowed Randy Ramirez of Stockton to enter in the 2006 Ha-Ha. When discussing whether he could enter the Ha-Ha with such a short boat, the Wanderer asked him about his sailing experience. He responded that he'd previously sailed some boat from Catalina and back. But thinking he'd said that he'd sailed the boat to Canada and back, the Wanderer said sure, you can enter. He and Dulcinea did just fine.

Five years later, Jenny Haldiman and Randy Ramirez not only sailed across the Pacific in their Mariah 31 Mystic, sort of a bigger brother to the Pacific Seacraft 25, they used only 12 gallons of fuel between the West Coast and New Zealand.

For the life of us we can't remember or find the name of the elderly Southern California sailor who singlehanded a Pacific Seacraft 25 around the world. It was an incredible story, because he'd reached the stage where his heart was so bad that he was unable to walk up a flight of stairs. We can't remember what he did, but he recovered his health enough for a small-boat circumnavigation.

↑↓ 19, NOT 9 FEET

In the June 1 'Lectronic about Tania Elias Calles planning to sail a Laser from California to Hawaii next year, *Latitude* mentioned some other long-distance voyages in small boats. Among them, Kenichi Horie's voyage from Japan to San Francisco with *Mermaid*, which *Latitude* described as a 9-ft sloop. *Mermaid* is actually 19 feet — and may still be on display in the San Francisco Maritime Museum.

Gerard McBride
Sebastopol

Gerard — Our apologies, it was a typo. But it gives us an opportunity to review the incredible voyages of Horie.

Kenichi made that voyage to San Francisco in 1962 at the tender age of 23, when he became the first person to sail solo across the Pacific. He'd tried to get a passport, visa, and US currency before leaving Japan, but small-boat travel wasn't common then, and he couldn't get any of them. So he was promptly arrested upon his arrival in San Francisco, which was not yet a 'sanctuary city'. But when Mayor George Christopher, San Francisco's last Republican mayor, heard about it, he had Horie released, got him a 30-day visa, and awarded him the key to the city.

*In 1974 Horie did an east-to-west circumnavigation, and four years later did a "north to south" circumnavigation. In 1985, he sailed a solar boat from Hawaii to Japan. From 1992 to 1993, he sailed from Hawaii to Okinawa in a pedal-powered boat. In 1996, he made a 10,000-mile, 148-day crossing of the Pacific from Salinas, Ecuador, to Tokyo with Malt's *Mermaid*, a solar boat made of recycled aluminum.*

*Kenichi went big-boat in 1998 when he sailed from San Francisco to Japan aboard Malt's *Mermaid II*, a 32-ft by 17-ft catamaran made mostly of 528 beer kegs welded end to end. The cat had masts on each hull and the junk-rigged sails were*



Horie was arrested, then given the key to the city when he arrived in S.F. in '62.

LATITUDE / ARCHIVES



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In 2002 Horie sailed from Japan to San Francisco aboard the Mermaid III, a replica of the original Mermaid, but constructed from a variety of recycled materials, including whiskey barrels for the hull, aluminum cans for the mast, and plastic soda bottles for the sails.

For good reason Horie is considered Japan's greatest sailor — and one of the world's most accomplished seamen.

↑↓ I'VE NEVER BOUGHT A YACHT BEFORE

I only recently started reading *Latitude 38* in October last year and can't tell you how much I enjoy it. I especially enjoyed the letters and editorial comments about sneakaboards, which leads to the reason for my letter.

Let me start at the beginning, I'm a US Navy vet for Nam. I got myself balled up and am now in recovery at VA SORCC near Medford, Oregon. I've always wanted to return to the sea, and thanks to back pay I'm hoping to get, my chance may come soon.

But I need some guidance and haven't gotten any from writing to yacht brokerages. Maybe you can help. Here's my situation:

- 1) I've got about \$15,000 for a down payment.
- 2) I've never bought a yacht before.
- 3) It needs to be large enough for my daughter, my five-year-old grandson and myself.
- 4) Safety is critical.
- 5) I need refresher lessons in sailing.
- 6) I would need to get an upper and lower survey for the boat.

I've looked at several boats online and concluded that a motorsailer with a center cockpit pilothouse, schooner or cutter or junk rig, might fit the bill.

But a wise man asks for help. That's the gist of it. Can you help?

Steve Meer
White City, OR

Steve — We're sorry if this letter is getting published a little late, for it seems to have slipped through the cracks.

That said, first things first. Since you're not the young pup you were the last time you went to sea, the first thing we'd recommend is to take sailing lessons, both to help you re-learn things and to help you decide if getting into a boat is something you really want to do.

The important information you left out is what you're going to do with the boat and where you're going to do it. We presume she's going to primarily be for living aboard, but that you want to do some sailing, too. Where you're going to do that is going to make a lot of difference.

If you can put \$15,000 down and you have good credit and supporting income, you can probably afford a \$60,000 boat. We're not sure you're going to find many center cockpit motor-sailers in that price range, mostly because not that many were made. A boat that might really work for you is a Columbia 45, which is an unusually large 45-footer with a sort-of center-cockpit arrangement. Based on a wild night 40 years ago, we know the aft cabin is unusually large for a boat that size. We saw one listed for \$45,000, but she's in New Jersey. We saw another listed in San Diego for \$69,000.

No matter what boat you buy, if you get a loan she's going to have to pass a survey. With a boat that age — we're talking the early 1970s — you're going to want to make sure the diesel surveys well, too.

Good luck.

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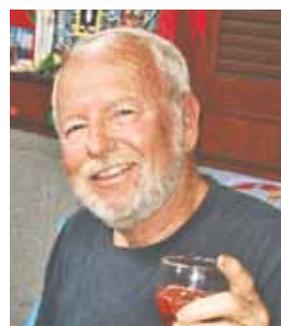
LETTERS

↑↓ HOW DID HE FIND THE ENERGY?

How do they do it?

I'm 66 years old and in moderately good physical condition, but I feel all of my 66 years. And I love and need my naps.

So I find it hard to believe — although it's clearly true — that Jeff Hartjoy, who just turned 70, of the *Baba 40 Sailors Dream*, could do a 167-day singlehanded circumnavigation via the five great capes. Day and night for 167 days, much of it in the icy and damp Southern Ocean, and having to sew up his headsail about a million times — how did he find the energy!? And all the repairs he had to make whenever something broke, all the reefs he had to take in the middle of the night, etc. I'm surprised that he didn't fall over from exhaustion.



SAILORS RUN

Jeff Hartjoy, 70-year-old solo nonstop circumnavigator.

And then I read in *Lectronic* that 71-year-old Jeanne Socrates is getting ready to set off on her fifth solo trip around the world with her *Najad 380 Nereida*, intending this to be her second unassisted, nonstop go-around.

I get exhausted just thinking about what these incredible senior citizens have done and are doing. What is their secret?

Alfred Jenkins
Reno, NV

Alfred — We'll ask them the next opportunity we get, but it probably has something to do with good genes, powerful desires, and a 'use your health or lose your health' attitude.

↑↓ WHERE'S JACK?

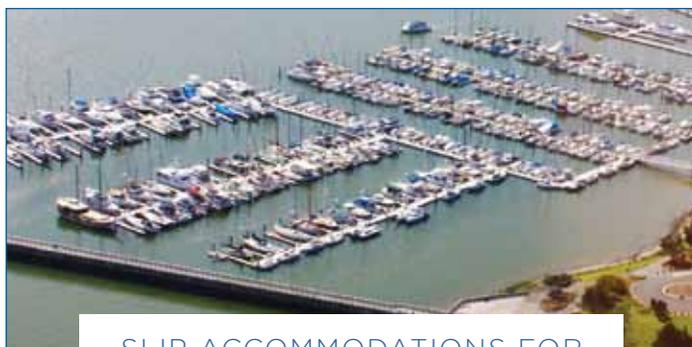
I now have a deadline for my departure to South America, the ultimate goal that will mark the finish of my 'around the world before 80 years' dream. I have until February 28, 2017, to do it.

I will be giving some SoloMan presentations at the Wooden Boat Festival in Port Townsend, and then heading south on September 12, the day after the festival is over. I plan to make several stops along the West Coast before continuing on to Mexico at the end of the hurricane season in November. Right now I'm hauling *Fleetwood* for a bottom job, with the intent of being back in the water for Gig Harbor's annual blessing of the fleet.

After I sailed my first *Fleetwood* 48,000 miles to 51 countries in nine years, including 'circumnavigating' Western Europe, funded by no more than my modest monthly Social Security check, I lost my boat in the Balearic Islands after a series of November storms. At the time, the publisher of *Latitude*, who has long been a big fan of mine, asked if I would be willing to accept donations from *Latitude 38* or from *Latitude* readers to help keep my 'around the world before 80 years' dream alive. I declined at that time, as I had about \$5,000 to my name, and friends, so I didn't need any help.

As many *Latitude* readers know, I've since been able to acquire a sistership to *Fleetwood* in the Northwest. But I still have a number of things to purchase and install on her before I leave, not all of which I can readily afford. So if anyone has any of them in their garage for donation or sale, I have published a list of what I need at www.ComeToSea.us/albums/FleetwoodShoppingList.

In addition, I'm open to suggestions on choices for navigation and communication while along the coast of Central



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LETTERS

America and while on the Caribbean coast of South America.

I also benefit if anyone buys either of my *SoloMan* and *Mastmakers' Daughters* books on Amazon — or even offers a positive reviews. The positive reactions I have had so far confirm the intentions I had in writing the book. It is less about the sailing experience and more about the discoveries and the people I met.

By the time this letter appears in print, I will have already done a SoloMan presentation at the Encinal YC for the Summer Sailstice Weekend, and also at the Santa Barbara YC a couple of days later. If any other yacht clubs or groups would be interested in hearing my story, I would be happy to appear in September or October, asking only that I be allowed to sell my books. I can be contacted at www.cometosea.us.

Jack van Ommen
Fleetwood, Naja 30
Gig Harbor, WA

Readers — We are indeed big fans of Jack, for when he went bankrupt at about age 60, and sometimes couldn't even make his monthly rent payment, he demonstrated just how much a person can do with so little. As a result, he's since led a much richer life than many of his contemporaries.

Van Ommen's story is a terrific one, so if you need a speaker for your group or yacht club in September or October, you should think about contacting him. We're hoping to be able to have him speak just before the October 31 start of the Baja Ha-Ha in San Diego. We're also going to be checking his 'shopping list' to see if we can't help with the final outfitting of his boat.



LATITUDE / ARCHIVES

Jack van Ommen, another septuagenarian adventurer.

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↑↓ A SKIPPER WHO DELIVERS ONLY CATS

As a delivery skipper who delivers only catamarans — and who has sailed his own catamaran around the world — I see more cats than ever headed from the East Coast and Caribbean to the West Coast.

I'm back in Panama for the second time this year with another Lagoon catamaran headed for Cabo. West Coast sailors have taken longer than I anticipated to become enthusiastic about cats, but the interest seems to be accelerating. There are probably 10 catamarans here at Shelter Bay Marina in Panama, either in the water or on the hard. Each time I come through there seem to be more. I even got a tour of a Gunboat 66 that was about to make a transit.

There are some trimarans, too. I saw an old Piver as well as a Horstman.

A woman named April just opened up a sail loft here at Shelter Bay Marina. We had the jib, spinnaker and bimini professionally repaired by her, and at a reasonable price. April plans to run her shop for about a year, during which time she hopes to train some local talent to keep it running. Then she and her husband will continue with their voyage around the world.

Jim Milski
Sea Level, Schionning 49 Cat
San Diego

Readers — Another cat coming to the West Coast and then Hawaii is Tim Dick's just-starting-to-be-built-in-France Lagoon 42. The is an amped-up version of the new 42 with all kinds of custom go-fast features. This sounds pretty hot, as there



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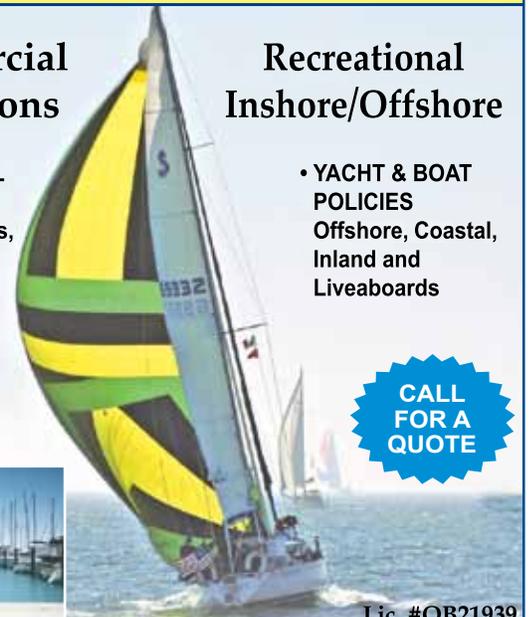
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LETTERS

is a video of a stock 42 screaming along at about 19 knots. If we remember correctly, Dick's boat is slated to do the Atlantic Rally for Cruisers and then next year's Transpac.

Dick says the cat should be sea-trialing in early September. "Lagoon is doing a special build: flush thru-hulls, faired epoxy bottom and extra-precise layout. A custom inventory of new DFI sails (similar to North 3Di) from Incidences will include a Code 0, A3, S2, etc. It should be a fun boat — I can't wait."

Dick has named her Tardis (from Dr. Who) — Time and Relative Distance in Space — as she's bigger on the inside.

↑↓ A HOT ROD ULDB

I read with much interest your *Building Nemo* article, which articulated Terry Alsberg's and Ron Moore's involvement and love of the boatbuilding project. I hope readers understand the importance of the two men's personalities and how it affected the boat's design and boatbuilding process.

For years Ron dreamed about building a 'hot rod' Moore 24. In January 2015, there was Terry in Riverside Lighting asking if Ron was interested in building his 'hot rod' Express 27. Within one week the project began.

Terry has a strong opinion on boat design and construction. After all, he owned Alsberg Brothers Boatworks years ago. He asked Ron, a perfectionist, to build his boat.

I had to laugh at your report that Ron "designed" the kelp cutter. Ron actually just suggested copying the kelp cutter on the Melges, but Terry insisted on his own design. Ron built an entire hatch off-centerline to accommodate the kelp cutter. Terry knew it would be expensive, but he did it anyway.

Since *Latitude 38* was last at Moore Sailboats, *Nemo* has been rolled over, the keel fit, and hull perfectly hand-faired. The sanding sent Ron to an orthopedist for treatment of his shoulder. Ron knew the cost of that, too, but he did it anyway.

The paint job is a unique copy of the original *Nemo* pattern. It is a labor-intensive, lengthy process, with many lines that must be perfect. Then it will be rubbed out to a mirror finish.

Construction materials, boatbuilding techniques, sailors' desires, and standards have changed since the 1980s. The ULDB needs to change as well. *Nemo* is an example of a new ULDB 'hot rod' that can keep up with larger yachts and win the race, and will provide for comfortable daysailing. But an even better second 'hot rod' Express 27 could be built.

Christine Weaver's article on *Nemo* was interesting and accurate. And I particularly enjoyed the rare photo of Ron and Terry smiling at the same time!

By the way, I am married to Ron and have worked with him for 34 years. Terry was the manager of Moore Sailboats when I was hired.

Martha Lewis
Moore Sailboats
Watsonville

↑↓ BASED ON THE BOAT'S LIGHTS, I WAS CONFUSED

During a recent relocation of a new Jeanneau 509 from Seattle to San Diego, I had an interesting experience with lights while on night watch. We were a few miles off San Simeon, and because it was a clear evening, I could see a few lights from homes near the shore and the occasional car headlight.

Then I noticed a vessel nearby. She was between us and shore, which I found quite interesting as I had thought we were fairly close in ourselves. I could clearly see the boat's port running light and a steaming light. A few minutes later I looked over that way again, and now saw her green running light — and figured that she had turned and was now heading



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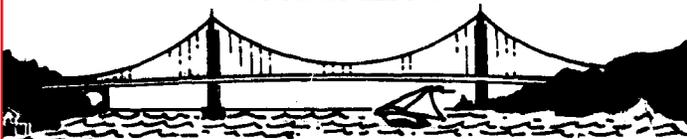
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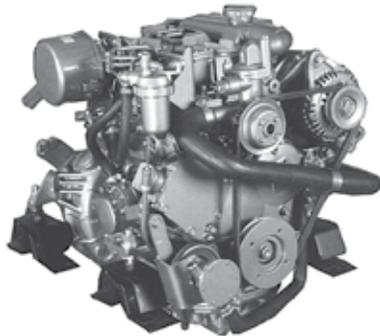
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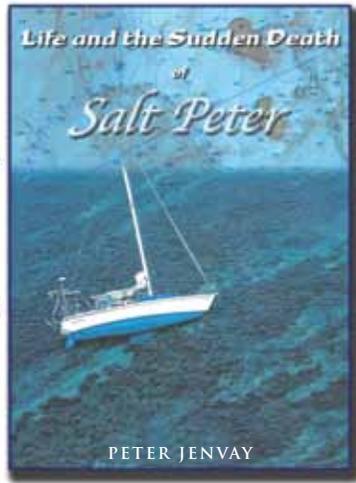


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LETTERS

out our way. Looking over at her just a few moments later I was now seeing the red running light again. Figuring she'd resumed her original course I stopped watching her.

Yet when I looked her way again later, I could clearly see her green running light. As I continued to watch this vessel to determine just what she was doing, I saw her green running light seem to turn yellow and then red. Not quite understanding what I was seeing, I kept watching.

Then it dawned on me that I had been looking at a lone spotlight on shore that had a utility pole with a light mounted on it.

Captain Jack De Friel
Yachtdeliveriesnw.com
Kirkland, WA

Capt. Jack — There's a signal light on the PCH near Dana Point that can confuse mariners coming up from the south. And signal lights in the background can make entering Santa Barbara Harbor tricky at night.

↑↓ RIMAS AN INSPIRATION?

I've been a reader of *Latitude 38* for years, and think it would be fun if you had a section titled 'Where Is Rimas?'

I've been sailing since the tender age of seven and am past 50 now. I have to say that I find Rimas to be an inspiration.

Joe Ibanz
Planet Earth

Joe — An inspiration. In what way? Based on the fact that Rimas has almost always required assistance to complete his record-slow voyages anywhere, and frequently has ended up in places he didn't intend to go, it seems he has appallingly limited sailing skills. Furthermore, he seems incapable — maybe just uninterested — in even the most modest boat maintenance. Yet he incessantly proclaims himself to be some great sailor on a historical voyage of his own imagination. We wish Rimas all the luck in the world, but if you're looking for inspiration, we'd suggest Jeff Hartjoy, Jeanne Socrates, Pete Passano, Webb Chiles or hundreds of others. In our opinion, it's insulting for them to be mentioned in the same sentence as Rimas.



COURTESY RIMAS MELESHYUS

Rimas Meleshyus, who shows good taste in sailing fashion.

↑↓ DOES MY CIRCUMNAVIGATION GET ANY POINTS?

In the June 15 *Lectronic*, the editor asked if anyone had sailed across the Pacific without burning any fuel, or knew anybody who had. The subject came up because the editor had stumbled across a letter from 2012 in which Randy Ramirez of Stockton and Jenny Haldiman of the Mariah 31 *Mystic* had sailed from the West Coast to New Zealand starting in 2011, and had burned only 12 gallons of fuel.

Does using less than 200 gallons while doing a singlehanded circumnavigation with my self-built 39-ft ferro ketch *Eos* in 1977-1980 get my any 'points'? I did the Milk Run from San Diego to Australia with a Mercedes 636 engine, then changed to a Volvo three-cylinder in Australia. I didn't burn much fuel with either engine, but that's because I couldn't afford any. I was living on \$225 a month, and only had money for food, not fuel, too.

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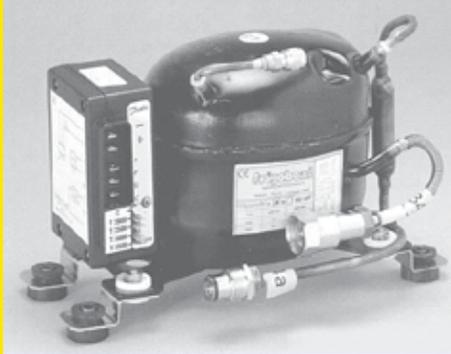


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LETTERS

I later sailed to the Philippines with *Eos II*, a Hollman 50. Photos of both my boats can be found in books by Steve Dawshe.

In the intervening 27 years I've built two cats between 50 and 60 feet in the Philippines. I'm now in the process of building myself a very light and fast modified Kurt Hughes 54-ft cat, to be outfitted with two 30-hp outboards. I'll be using more wind and less motor than with my previous boats. Go simple! You can see my new boat on Google Maps at 10.948 North and 124.031 East.

Dean Vincent
Central Philippines

Dean — Let's see, you built your own 37-ft ferro boat and sailed it solo around the world in the late 1970s. According to Latitude's 'Adjusted Fuel Usage Formula', you only really burned 17 gallons. Congratulations!

Good luck with your new cat, as sailing her is going to be an entirely different experience from the ketch. And if you really do build her light, you'll hardly ever want/have to use the engine.

To be clear, more than a few sailors have crossed the Pacific without using any fuel. From way back when there was Harry Pidgeon, then John Guzzwell, and more recently the Pardeys, Webb Chiles, Ronnie Simpson and others.

If anyone has sailed across the Pacific burning little or no fuel, we'd like to hear about it.

↑↓ RUSSELL BROWN AND HIS 36-FT PROA

I heard that Russell Brown, Jim Brown's son, crossed the Pacific with his 36-ft proa *Jzerro*, which he designed and built, and which presumably has no diesel. A friend who crossed the same year as Brown said he'd roll up the boat each night, and wake up the next morning to set out on another screaming day's run. Rinse and repeat until he reached landfall.

Tom Van Dyke
En Pointe, Searunner 31 tri
Sabang, Indonesia

↑↓ MEMORIES BEYOND THE ORIGINAL STORY

I was reminded of William Willis, who rafted from Peru to Australia in the mid-1960s, if I remember correctly. He was an interesting character. I don't know if his voyage by raft qualifies in respect to your question, but as so often is the case, one of your articles has generated memories and interest beyond the original story.

Bob Bean
Noosa Heads, Queensland, Australia

Bob — We'll give Willis props, but rafting, like rowing, is sort of a different deal than sailing, in that a sailboat can become a longtime home on the water. For what it's worth, several people have drifted across the Atlantic. These include the previously mentioned Alain Bombard in 1952. Four years later, the German doctor Hannes Lindemann crossed the Atlantic in a stock Klepper inflatable kayak. It took him 72 days, but he brought food and even beer with him.

Then there's rowing across oceans. It's become so common that there are even rowing races across the Atlantic.

↑↓ SO CLOSE WE WOULD HAVE BEEN HIT ON THE HEAD

I can't believe how time flies! It seems as if it was just last month that my wife Carol, friend Jeff and I joined the Wanderer and Doña de Mallorca for a week aboard their Leopard 45 catamaran *'ti Profligate* in St. Barth. But it wasn't a month

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LETTERS

ago, it was 14 months ago!

It just happened to be the week of the St. Barth Bucket, and the scale and majesty of the boats — minimum size was 100 feet and the largest boats were right about 200 feet — was hard to believe. We got to watch these behemoths race



DONA DE MALLORCA

Boats in the Bucket are really big. The one in the background is the 218-ft all-carbon 'Hetairos', which we were told cost \$77 million to build and an equal amount to keep going for the last four years.

in what has to be the most spectacular sailing event ever on this planet. Despite the size and speed of the boats, the Wanderer got us so close to the action that had a boat gotten dismasted, we would have been hit on the head.

My favorite was *Seahawk*, the 196-ft Perini Navi with the

brilliant red standing rigging, and the enormous chute with the screaming sea hawk in the center. The amazing thing is that we never saw the slightest crew screw-up in the fleet, be it a backwinded sail, an override on a winch, a lousy jibe, or anything like that. The seamanship required was astonishing.

And after the racing, most of the boats tied stern-to the quay, where the crews partied with the same skill and enthusiasm as they sailed. Many of the huge yachts were Med-moored side-by-side. One had a full-on reggae band and 100+ people dancing on deck, the next one had a Cuban salsa theme with another 100 people dancing, the next one was rocking with an Elvis, and on and on. Money, imagination and enthusiasm had been unleashed. I have a huge 'bucket list', but the St. Barth Bucket hadn't been on it.

But that wasn't all, as Jeff and I also got to do a Zen circumnavigation of St. Barth with the Wanderer's Olson 30 *La Gamelle*. Going around the sparsely inhabited wind-

ward side of the island and shooting the narrow gap between Turtle Island and the Grenadiers was great, and so was short-tacking the Ferrari of a little boat through the crowded anchorage. I liked to watch the owners of anchored and moored boats prairie-dogging out the companionways, hoping I wouldn't sail into them. What a great time!



DONA DE MALLORCA

Wayne at the helm of 'La Gamelle' off Gustavia.

Having traveled all the way to the Caribbean, we didn't fly home directly after our week in St. Barth. We went to St. Martin instead, where we did some sailing on the 12-Meter that Dennis Conner used to win the 1982 America's Cup. It was my third time aboard.

Every time I pick up a *Latitude*, I'm inspired to add things to my bucket list. Chartering in Turkey, New Zealand and Thailand. A long boat trip to Alaska. Doing the canals and rivers of Europe. And then there are all the non-sailing things, such as doing a Grand Canyon river trip.

As we're over 70, we realize that we've got to get going! So it's with a bittersweet heart that we've decided to put our beloved 45-ft *Capricorn Cat* up for sale in the *Classy Classifieds*. I've been working like crazy on her, and she's now ready to show.

But I want to thank the Wanderer and de Mallorca for constantly fueling our sailing and adventuring dreams, bringing



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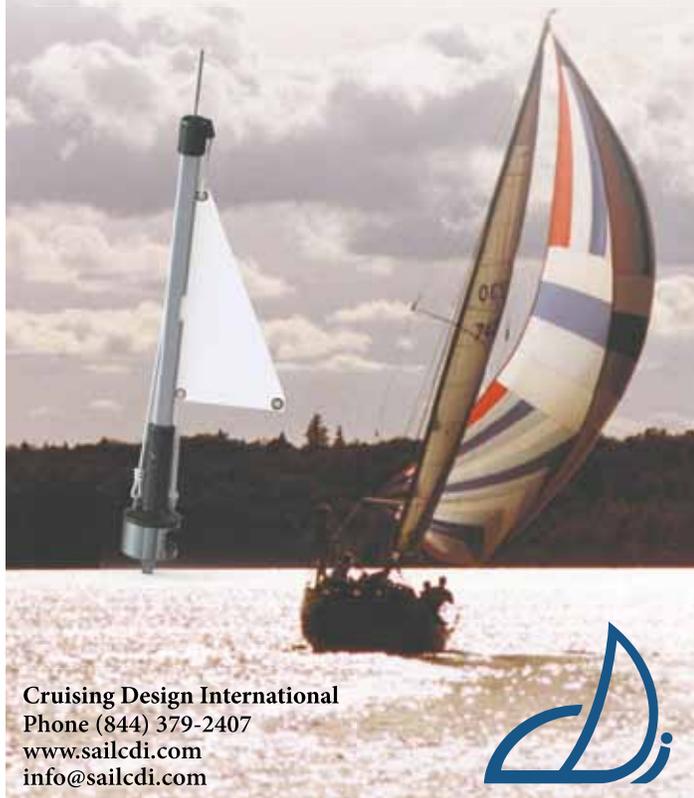
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LETTERS

out the best in us. We're determined to follow in their wake. *Latitude* has helped me through some dark and stormy times in my life by reminding me that Mexico — and indeed most of the world — is just a sail away. I just had to let the docklines go.

Latitude has always advocated 'Get on the boat and get off the dock!' I agree. As long as the basic boat is ready, you can finish the other stuff under the warm Aztec sun in Mexico.

It's very difficult to imagine the abyss there will be in my life after *Capricorn Cat* is gone. But Carol and I are so lucky to have each other — and to have options. For if the *Cap Cat* sells, we can jump onto our bucket list of things to do. We'll do some of them no matter what happens. And if she doesn't sell? We'll do another Baja Ha-Ha this fall. God, I love my wife and I love my life.

Wayne Hendryx
Capricorn Cat, Hughes 45
Brisbane

Wayne — Thanks for all the kind words, but you seem to have forgotten that you sailed your *Ariel 26* to Hawaii and back long before we started *Latitude 38*. (See elsewhere in this issue about the fellow who sailed his *Ariel 26* to Australia.) And you did all that other cruising from Mexico to Panama.

Anyway, we're glad you enjoyed your time in St. Barth with us as much as we enjoyed having you. The *Bucket* is indeed spectacular, but if you want super-competitive racing on some of the world's fastest yachts, with epic partying à la française, the *Voiles de St. Barth*, held a month later, is even better.

Yes, we're proud to encourage people to do all they can do. The limitation on most people is not money, but as so many contributors to *Latitude* have demonstrated, simply the desire to do it. Funny that.

On the one hand we wish you good luck in selling *Capricorn Cat*. On the other hand, we wish you bad luck. It would be great to do yet another Ha-Ha with you and Carol.

↑↓ INADEQUATE NOTICE OF DAY OF HOPE FOR OUR OCEANS

Latitude 38 is the primary institution giving us landlocked sailors a clue to anything that is happening. It would have been nice for you to let us in on the 'Day of Hope for our Oceans' a little earlier than the day of it. I am quite bummed that I had no previous notice, as I might have been able somehow to contribute to the cause.

Thanks for the great work you do, but please try to give us some notice of coming events, not just racing events.

Mark Ellerman
Lake Tahoe, NV

Mark — We'll try to do better in the future, but sometimes we don't even receive notice of such events until they happen.

And it's actually a little confusing, as 'World Oceans Day' is not one specific thing, but rather a grouping of something like 100 very different events around the world 'coordinated' by the Ocean Project. Indeed, everybody is urged not only to participate in Ocean Project-coordinated World Oceans Day events, but to start their own World Oceans Day project.

For more information, or to donate, go to the Ocean Project website. Not that it necessarily means anything, we were unable to find a rating for the organization in any of the nonprofit-watch websites.

But people are cleaning up the waters and beaches without being associated with World Oceans Day. Tom Van Dyke of the Santa Cruz-based *Searunner 31 En Pointe* sent us a photo

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LETTERS



TOM VAN DYKE

of folks at Pulau Rubiah, an Indonesian national park near Sabang, doing it on their own. The area has great snorkeling and diving, and local officials likely reason that the cleaner the area is, the more attractive it will be to tourists.

There are all kinds of independent beach and ocean clean-up events around world. This one is in Indonesia.

⇅ GETTING BOAT WORK DONE IN MEXICO

I need a lot of work done on my Cascade 29, such as installing an engine and having rotten wood replaced. Does *Latitude* have any suggestions on a yard in Mexico that has a good reputation? I won't hold you responsible if anything goes wrong. The boat was built in 1973.

Eliot Ackerfield
Cascade 29
Planet Earth

Eliot — We know people who have had good work done in the Vallarta/La Cruz area, Mazatlan, La Paz and San Carlos, but we're not in a position to make any specific recommendations. In any event, it would probably be less expensive if you had independent contractors do the work, as it doesn't sound as if your boat needs to be hauled out in a yard. We suggest you ask for recommendations from people who have had work done.

You didn't ask us, but we think you also want to be careful about how much money you're willing to pour into a relatively small boat that is over 40 years old. If you can't do most of the work yourself, it might not make economic sense.

⇅ WHICH ELECTRIC HEADS ARE USED ON PROFLIGATE?

I know that you installed electric heads on *Profligate* before the start of the Baja Ha-Ha last year. What kind are they and are you happy with them?

Rollo Tomaso
Newport Beach

Rollo — There is a bit of a story to them. Since we were fitting out *Profligate* to do a limited number of legal charters on Banderas Bay for very small groups, we decided that we needed a couple of electric heads. As is the case with most people, we wanted reliability above all else, so we contacted Jay Gardner of Adventure Cat in San Francisco. His company's two cats have done thousands upon thousands of charters on San Francisco Bay in the last 25 or so years.

Jay recommended Galley Maid toilets from a company in Fort Lauderdale. "They are industrial-strength electric heads, and we haven't had a problem with them in 20 years."

That sounded good to us, so we called the company to order some. Apparently they build them one at a time. The brochure wasn't particularly clear to someone like the *Wanderer*, who is more lyrical than mechanical, but we went ahead and ordered them.

We were rather shocked when they arrived, for in addition to the toilet bowl there was a macerator that was the approximate size of the jet engine on a 737. It was as loud as a jet engine from the 1970s, too. Even if we could have lived with the sound, they were simply too big to fit, even in our large head compartments.

The folks at Galley Maid said that we should have ordered the slightly less industrial model that has the macerator inside the toilet. They were nice, as they didn't make us pay a restocking fee on about \$4,000 worth of toilets. But we ended



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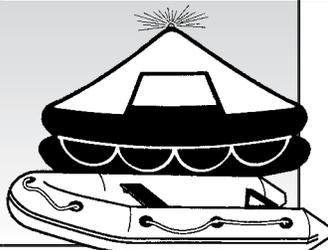
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LETTERS

up having to pay something like \$700 in shipping. Ouch.

As you might expect, by this time it was just days before the start of the Ha-Ha. We conferred with Patsy 'La Reina del Mar' Verhoeven of the Gulfstar 50 Talion, who had been going around singing the praises of her Raritan Electric Toilets. She said they were great, she'd never had a problem with them, and they were fabulous.

So we rushed over to the West Marine Super Store in San Diego to pick up a pair. They not only didn't have any in stock, they don't even carry them. What they did carry was a similar model for the same price. And they could have those delivered by the Thursday before the Monday start of the Ha-Ha.

We hired the guys at Driscoll Boatyard to install them, and they were under tremendous time constraints because the yard was closing down the next day at 3 p.m. for their annual Pumpkin Drop. Yeah, they buy a crate of pumpkins, then raise small groups of people about 50 feet in the air in a scissors lift, and they try to throw the pumpkins into a bucket.

Anyway, the two guys, who have been working on boats forever and say they love it, got to work. It wasn't easy, and soon there were more tools on the soles than in Home Depot.

By Pumpkin time on Friday, both heads were hooked up, but only one of them would pump water out. There was a collective scratching of heads trying to figure out why.

The top guess was that the exit thru-hull was plugged — "It has to be!" So we went at it with a clothes hanger from the outside, and then opened it up from the inside. That wasn't it. We were stumped, and had a weekend jammed with Ha-Ha activities, so the plan was to contact Raritan at 7 a.m. on the morning of the Ha-Ha, at which time we'd have the Driscoll Boat Yard crew all ready to go. The Raritan tech guy was terrific. Following his instructions, the guys were able to determine that there was a problem with the motherboard on one head. After some thinking, the tech guy figured a way to work around it. We tried it, and it worked! And we still had two hours before the start of the Ha-Ha.

Our glee turned out to be short-lived on a limited basis. The one head worked fine. Unfortunately, the head with the jury-rigged motherboard seemed to be a little on the weak side. For while it was able to flush urine without a problem, solids just sat there in the bowl, seemingly waiting for a much more powerful flush.

We had three fully functional heads on the cat, so we were able to live with the situation. We planned on trying to fix the bad head in Mexico and brought down a part for it. The part didn't look like anything on the other head, so we decided we could live with one full electric head, one pee-only electric head, and two manual heads until we got back to California. And that's what we've done.

We're told that the fully functional Raritan head works great. Despite having spent thousands on them, we personally haven't used either one once. Such is life.

That said, except for odd negative reports, our understanding is that most people love their electric heads. For those who want to do research, Practical Sailor seemed to do considerable in-depth testing.

That said, except for odd negative reports, our understanding is that most people love their electric heads. For those who want to do research, Practical Sailor seemed to do considerable in-depth testing.

↑↓ MUCH EASIER TO SEE BOMMIES

Folks headed to French Polynesia in next year's Puddle Jump might benefit from knowing there is a good technique

LATITUDE / RICHARD



Work in progress on 'Profligate's' electric head.

LETTERS

for not getting your anchor chain wrapped around a 'bommie'. Bommies are individual coral heads that litter some of the best anchorages in the Tuamotu Atolls.

When you lay out enough scope for the depth, your anchor chain is almost certain to foul the coral — as you can see from the accompanying photo from the anchorage near the south pass into Fakarava Atoll.

The second drone picture shows the trick we learned on how to avoid this problem. In the photo we are anchored in about 18 feet of water at Hirifa, in the southeast corner of Fakarava's vast lagoon.

Moonshadow's anchor is in the patch of clear sand at the lower left corner of the drone shot. But there's a row of five bommies rising to five or six feet above the sand, which threatened to snag our chain, which would have reduced the scope and its spring effect. This could easily lead to having to dive to clear the chain.



MOONSHADOW

'Moonshadow' in a field of bommies with a buoy to keep her chain from getting snagged.

The chain could also get wrapped tightly around the bommie.

Cruisers down here explained that the way to cope with the problem is to put a buoy on their anchor rode, thus floating the chain above the coral.

In this case we put our float right above the threatening coral heads, which kept the chain hanging a couple of feet above the bommies. It worked great. We haven't fouled our ground tackle in three weeks of anchoring in these situations.

By the way, we also installed mast steps up to the first set of spreaders, as well as a waist-level pulpit on the port side of the mast so I can stand on the spreader to see the bommies. We have used both everywhere we go. You can't believe how much easier it is to see and avoid bommies when you're that much higher above deck.



MOONSHADOW

John aloft, guiding Debbie at the wheel.

Another big help for cruising in these waters is the crow's nest that we put on the mast. Deb drives and operates the cockpit windlass control while I climb the mast, allowing us to place our anchor exactly where we want it — at the windward quadrant in a large circle of sand. Then we use fenders to float the chain over the bommies at the leeward end of the circle.

John Rogers and Debbie Monnie Rogers
Moonshadow, Deerfoot 62
San Diego

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

capsizes steal the show in chicago

The Louis Vuitton America's Cup World Series had its second American stop last month, with sailing on June 10-12 on the fresh water of Lake Michigan.

Friday's practice racing was undoubtedly the most exciting for fans, who watched two dramatic capsizes and contact between Groupama Team France and Land Rover BAR. Emirates Team New Zealand was the first to fall, capsizing late in a close match with Oracle Team USA. The Kiwis came off the foils, crashed down hard, and rolled onto their side, with some crew members falling off the boat or jumping off the top hull. All crew were safe and the Kiwis recovered quickly to start the next race just 15 minutes later.

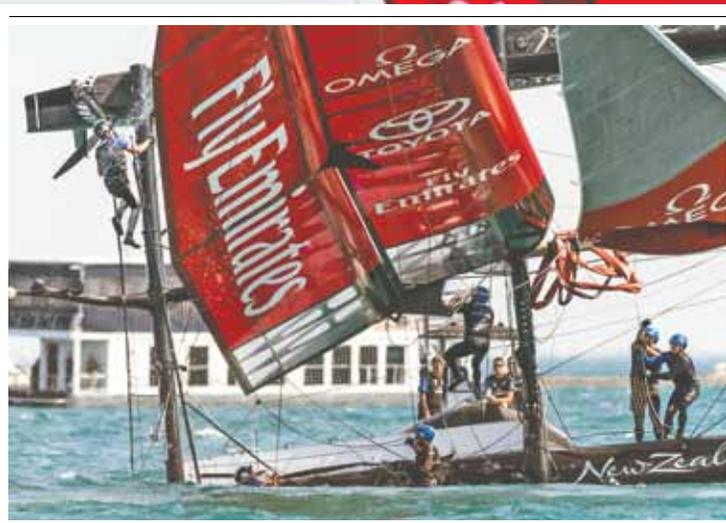
Oracle flipped in the next race. With Artemis Racing approaching with rights, Oracle skipper Jimmy Spithill rolled into a quick maneuver to avoid a collision, and the crew didn't have time to let off one of the lines, pinning the wing sail on the wrong side of the

continued on outside column of next sightings page

23rd baja ha-ha fleet

For reasons possibly linked to El Niño, last year's Baja Ha-Ha fleet was substantially smaller than in previous years. But this year, organizers at 'BHH World Headquarters' have the distinct feeling that the 23rd running of this famous San Diego-to-Cabo San Lucas cruising rally will be a big one, while the backgrounds of participants and the boats they sail on will be typically diverse.

With entries continuing to trickle in weekly, the roster now sits at 103, with the smallest being Steve and Linda Beu's San Diego-based Catalina 28 *Sweet Dream*, and the largest being Tom Meales' Ventura-based Kettenberg 50 *Cut to*



Spread and inset above: Emirates Team New Zealand's spectacular capsize on Friday, June 10. Inset right: sailing mostly upright.



is as diverse as ever

Heal. Built in 1962, this classic beauty is one of only three woodies in the fleet so far. As we often say, however, any well-built and well-maintained boat will take you to the same spectacular anchorages (although 27 feet is the minimum for the Ha-Ha).

For most Mexico cruisers, the hardest part of the adventure isn't preparing the boat, sailing offshore, or adapting to the cruising life; it's ending years of procrastination by throwing off the docklines.

The online entry deadline is September 15 at www.baja-haha.com. Will this be your year to Ha-Ha?

— andy



ALL PHOTOS RICARDO PINTO / ACEA

ac world series — continued

boat, which resulted in a capsize. "It was really puffy conditions," said Tom Slingsby, Oracle's tactician. "Two capsizes a few minutes apart after absolutely no capsizes at all in the entire series so far. The conditions made it tough for everyone, with gusts up to 15-20 knots, and sometimes people were getting caught out."

Groupama's shore team manager Ben Wright explained what happened in the brush between the French and British teams: "Just after the start there was a port and starboard incident when BAR ducked our transom, but they didn't quite make it and we had a little hook-up on the way through. The damage wasn't particularly bad. It was in the back section of the boat where the rudder is mounted, so it is a little bit of a sensitive area, and even though it was a glancing blow off the back, it still made a bit of a mess of it, so it was a bit of a long night for us making the repairs."

Saturday's breeze was too light and unstable to start racing on time, so officials took Friday's 'substitute race' and scored it as Race One. The victory in that race went to Kiwi skipper Dean Barker and his SoftBank Team Japan. Eventually the wind cooperated and the race window was extended beyond the initial 3 p.m. deadline for one late-afternoon race that could be used as substitute if needed on Sunday.

But the wind was just fine on Sunday, and a record-breaking crowd of more than 200,000 fans packed Navy Pier, making Super Sunday indeed super. In the first race that day, Land Rover BAR took the honors after a very strong start, leading throughout the race. In the next race, Groupama Team France won the start, but Artemis Racing grabbed the lead early and crossed the finish line first.

The last race began with five of the six teams crossing the start line together, but, after a slew of penalties was handed out, SoftBank Team Japan got clear air to lead the pack around the course, recording their second race win of the weekend.

"I'm absolutely thrilled with the performance of our team here," said skipper Dean Barker. "It's a great boost for our team and it's really good to see that all the hard work we are doing is paying off, especially in front of such a great crowd."

Artemis Racing tops the Chicago leaderboard, followed by Land Rover BAR and SoftBank Team Japan. Leading the series overall is Emirates Team New Zealand, followed by Land Rover BAR and Oracle Team USA.

If you missed all the action this spring, be sure to mark your calendar for the remaining AC World Series this summer and fall. The six teams will meet again on:

- July 22-24 in Portsmouth, UK
- September 8-10 in Toulon, France
- November 18-20 in Fukuoka, Japan

See www.americascup.com for much more, including how to view these events on TV or live streaming via a special America's Cup app that is downloadable from the site.

The actual 35th America's Cup begins next May.

— chris



RICARDO PINTO / ACEA

Artemis Racing celebrated their victory in Chicago on June 12 with the ritual wasting of a no-doubt perfectly good bottle of Moët.

SIGHTINGS

from our 'what the heck' dept

While Michael and Melissa Harlow of the San Deigo-based Island Packet 37 *Harlow Hut* set off from Mexico to the Marquesas a few months ago they undoubtedly expected to observe strange and wonderful sights out on the open ocean. But in late May, while more than 1,000 miles from any land mass, they chanced upon a man-made contraption that was downright spooky.

It had several poles or stocks of bamboo lashed together to form a rectangular shape, with small floats attached, so the Harlows wondered if the floating curiosity might have been an escape raft built



HARLOW HUT

As you can imagine, Melissa and Michael Harlow were initially troubled by their find.

by some shipwrecked sailor. The eeriest thing about it, though, was that it had some sort of plexi-domed object attached by a tether, with the name Emily written on it. Could it have been some sort of EPIRB device? And was Emily the name of the shipwrecked raft-builder? Unfortunately, they were unable to bring it aboard for further inspection, due to

squally weather.

Obviously intensely curious about what they'd encountered, the Harlows reported it to us, and we, in turn, informed the Coast Guard. Could Emily be a name associated with one of their 'cold case' files? We also wrote up the mysterious sighting in *'Lectronic Latitude*, seeking input and ideas.

"Tell them not to worry," wrote Richard from *Mystic Rhythms*. "It was not a raft built for a person, but a fishing-industry raft. These things wash up all the time in the Pacific atolls. I have even taken apart a few of those round transmitting devices. They usually have a dozen D-cell batteries, one sealed lead acid 12-volt battery (great for a portable fish finder) and some small solar panels. Some of these are transmitters while others are just strobes."

Jason Shell of the Antares 33 cat *Two Fish* elaborated further: "The raft might have been made by Chilean fisherman. They make rafts with solar-powered Iridium devices that send out their position. They wait a few months. Plants grow on the raft, then small fish gather, then big fish. The fishermen motor the long way out and pick up the raft [and go fishing]. When we were in Raroia, Tuamotus, we met a guy who picked these wayward rafts off the reef and reused the parts. Not all the rafts are retrieved, so the escaped ones become solar lights, etc."

Alyssa Alexopoulos and Lewis Allen of the Redwood City-based Tartan 37 *Eleutheria* (and now also — see *Changes* — the Voyager 43 cat *Quixotic*) report seeing similar rafts on Raroia (the same place *Kon Tiki* landed). Alyssa writes: "We walked the windward side of the atoll and found three or four of these rafts. They all had the same GPS solar-powered tracking device. They had been washed ashore by the current that flows onto and over the reef there. We concluded they were research rafts tracking ocean currents or confirming the theory of early Polynesian migration from South America. We know they came from Ecuador because all the plastic PVC pipes had Ecuador written on them."

Ben Garvey offered even more clarification: "It is most likely a FAD, or fish attraction device, commonly used all over the Western Pacific by fishermen. Fish tend to congregate under floating objects, so they set out rafts with satellite-locating beacons on them (that's the EPIRB-like device); and hang hooks under them. Then they do a rotation visiting each free-floating raft in succession, recovering fish

us paralympic team

Former San Francisco Bay sailor Dee Smith, who now lives in Annapolis, won selection to the American Paralympics team based on the results of the US Sailing Paralympic Athlete Selection Series in the 2.4mR one-person keelboat. Smith, 63, is a veteran of the America's Cup, Volvo Ocean Race and many other high-level racing programs over the course of his career. Rio 2016, to be held September 7-18, will be his first Paralympic Games.

While serving as general manager and tactician for the South African Team Shosholozza America's Cup challenge in



Insets above and below: Alyssa and Lewis found similar rafts in the Tuamotus, more than 1,500 miles from the Harlows' find.



INSET ELEUTHERIA

INSET ELEUTHERIA

SPREAD HARLOW HUT

headed for rio

2007, Smith was diagnosed with stage-four lung cancer, a condition that also impacted his spine. Doctors gave Smith less than a year to live, but he was able to beat the odds. However, he was left with significantly reduced mobility as a result of spinal damage. A subsequent bicycle accident also left him with a permanent injury to one of his legs.

"The last nine years have been pretty much a challenge for me," said Smith. "I came out of that just wanting to go sailing. Now that I've qualified, I can think about getting better." Smith finished

continued in middle column of next sightings page

what the heck? — continued

and re-baiting. They're a nuisance and in many cases illegal — unlit — and can be dangerous to small craft. And they are indiscriminate about what animals they harvest."

Then just when we thought the matter was settled, Nick Salvador of the Baltic 37 *No Strings Attached* chimed in: "That beacon looks very much like the one that the NOAA Tsunami Debris Survey team passed out in 2012 for us to affix to any 'significant' piece of tsunami debris that we happened upon en route to the West Coast. We attached one to a semi-submerged concrete and steel dock.

Needless to say, we are impressed by the brain trust of *Latitude 38*'s readers. So, while we're at it we'll invite you to tell us, "What's the most interesting, unusual or bizarre thing you've ever come across while offshore?" Email andy@latitude38.com. And please send photos if you have any.

— andy

During the four decades that Latitude 38 has chronicled the experiences of West Coast sailors, we've received a fantastic variety of photos of objects floating offshore: semi-submerged shipping containers, the lower stage of a space-bound rocketship, a shipwrecked fisherman who'd been floating for days, and about a half dozen images taken in mid-ocean of seabirds catching their breath atop turtles (top inset) — but nothing quite like the Harlows' mid-ocean discovery (spread photo.)



INSET PREGENA

After the 2012 Japanese tsunami, Nick Salvador and others used similar electronic devices to track the movements of large masses of debris, which were hazards to navigation.



NICK SALVADOR

SIGHTINGS

jocelyn nash: a sailing life

Last fall, sailor and retired sailmaker Jocelyn Nash was honored with 'Special' membership status at Richmond Yacht Club, where she's been a member since 1953. She led the way for generations of women sailors, and three generations of her own offspring.

Her long list of sailing accomplishments begins with the 1955 and 1957 Transpac races from Los Angeles to Honolulu. She sailed aboard Roy Elliott's *Pari Too*, a 40-footer that Elliott built himself. "I was young, and I didn't know if I had the inner reserve to do that," she reminisced. "And I really found myself in the race in '55. I was really tough. I stood watch, I cooked, and I didn't get seasick, so it made me stronger." In Hawaii, the crew was sponsored by the International 110 fleet. The following year, she and her husband, Gordie Nash, bought a 110. "We sailed it for about five years together very well. It was really a good thing for our marriage." They won the 110 Nationals in 1963. "Ultimately, Gordie sold the 110, and I thought I'd be the next to go, because the 110 kind of held us together along with raising kids." The Nashes had four children: Gordie Jr., Chris,

continued on outside column of next sightings page

paralympic sailors

fifth out of 30 boats at the Delta Lloyd Regatta, the World Championships for the Para classes held at Medemblik, the Netherlands, on May 24-28. Learn more at www.deesail.com/2-4m-campaign.

Rick Doerr of New Jersey, Brad Kendall of Florida, and Hugh Freund of Maine earned selection to the team in the Sonar three-person keelboat. The trio fought off Britain, Australia, and Norway to win the world title in Medemblik. "This was a very tight regatta," noted Kendall. "The world's best were here, and we are so happy with what we have done and where we are right now."

In the two-person SKUD-18, the selection for Rio went down to the final race of the Delta Lloyd Regatta. Ryan Porteous



— continued

of San Diego and Maureen McKinnon of Marblehead, MA, earned their place on the team over Sarah Everhart-Skeels and Cindy Walker. McKinnon won gold in the SKUD-18 at Beijing 2008.

The International Paralympic Committee dropped sailing from the 2020 Games in Tokyo. But it may be reinstated for 2024. "One of the things we are working toward is maybe a change in equipment and event format," said Paralympic coach Betsy Alison. "In our application for 2024, we'll see more stadium-type racing. We want to make it more understandable to the public, more visually appealing, and that is all in concert with the IPC's strategic plan."

— chris



Spread: Jocelyn Nash at the helm of the family's Hawkfarm, 'El Gavilan'. Her son Chris, who owns the boat now, is sitting next to her. Chris's son Nick has Jocelyn's old El Toro, and Nick's kids sail in RYC's junior program. **Inset:** Jocelyn at home in Point Richmond this spring.

SPREAD: RICHMOND YACHT CLUB; INSET: LATITUDE / CHRIS

jocelyn — continued

Tim and Leslie.

In 1961, Jocelyn was the first woman to race an El Toro across the Golden Gate in the Bullship. Her last Bullship Race was in '97.

Sailing a Mobjack ("a kind of plastic Thistle") in Annapolis in 1963, Jocelyn was part of Jim DeWitt's Mallory Cup-winning crew, along with Jake van Heeckeren, who later co-founded Pineapple Sails.

In 1975 and '76, Jocelyn won back-to-back Nimitz Cups at Berke-



COURTESY JOCELYN NASH

The crew of 'Pari Too' after finishing the '57 Transpac, left to right: George Schuld, Bill Weiman, Jocelyn Nash, Roy Elliott and Gordon Nash. Jocelyn's condo is filled with photographic memorabilia. "My pictures tell the story of my life," she says.

ley YC with her new Hawkfarm *El Gavilan*. Hers was the first female name on the trophy. When she and her second husband, Bob Carrick, split up, she bought him out of the boat. "Back in those days women didn't have the means to have their own boats. I was far from wealthy, but that's what I put my money into."

Jocelyn was the first woman to sail in the Singlehanded Faralones Race, in 1978. "I felt like I'd really done something, and nobody else seemed too impressed. That was when I first felt accepted as a sailor."

A Singlehanded TransPac followed in 1982. A deluge of equipment problems put an early end to her race, however. After sticking it out for seven days, *El Gavilan* returned to L.A. in 35 knots of wind.

In the 1979 St. Francis Big Boat Series, Jocelyn supplied the local knowledge aboard *Aleta*, where she met her longtime partner Joe Guthrie, who sailed on the same boat.

In the early 1960s, Jocelyn went to work in Jim DeWitt's sail loft. "Jimmy sold to Sobstad, which morphed into Quantum, and I just stayed in the same place. I was there for 40-some-odd years." She was laid off from Quantum in 2007, at the age of 78. "I wondered what I was going to do, because I was a real workaholic — 12 hours was a regular day." But on that last day, during dinner at RYC, Joe Guthrie had a stroke. "The following Monday, Joe had the stroke that really got him. And so I just started taking care of him." Guthrie passed away in 2011.

Now Jocelyn sails with Cinde Lou Delmas on the *Alerion Express* 38 *Another Girl*, and with her new beau, Jim Jessie, on his Cal 2-29 *Nice Turn*. Jim and Jocelyn first met more than 50 years ago. She was sailing a borrowed Columbia 5.5 in a regatta at StFYC. "I came in too hot and I ran into the transom of Jim's Bird boat. We knew each other through the years. We both went through the agony of taking care of a loved one until they passed. A few months after that we started going out."

She now runs RYC's Intraclub Series. "I don't consider myself a good crew anymore. I don't move around fast enough. But I can be good race committee. Right after Joe passed I needed something to do. I've been very lucky," she concluded. "Sailing's been good to me."

— chris

SIGHTINGS

a potentially deadly reality check

Many race organizers require a qualifying voyage of a certain length prior to allowing a vessel/skipper to participate. For that reason, I found myself heading out of the Golden Gate in April 1982 on my Olson 30 *Collage* for a 300-mile romp in preparation for the third biennial Singlehanded TransPac. A vital lesson in seamanship, and a cold dose of reality, lay in store for me.

I had installed in *Collage* what was then a cutting-edge Loran-C, made in Southern California by Micrologic. (In 1982 it was possible to manufacture electronics in California and compete on the World Market.) The ML-2000 was a wonder of sophistication because it could show your position in latitude and longitude, and navigate to waypoints, and it only cost \$1,500. In truth, I had borrowed it from the electronics display at West Marine in Sausalito (where I worked), and I hoped that no one would notice it was gone while I was on my two-day voyage.

After being at sea for a little over 24 hours, I found myself 150 miles away from the Gate, and turned *Collage* around and headed for home. Optimistically, I had made a date with a young lady for the following night, so speed was of

the essence. To insure that I sailed the shortest distance, I entered a waypoint that was in front of Southeast Farallon Island so I would be home quickly, and set an arrival alarm with a 5-mile radius to warn me as I approached. I also set my autopilot on a course to the waypoint, again to shorten the distance and time.

For warmth and quiet, I dove headfirst into the weather quarter-berth, with my head aft, and curled up in my sleeping bag. *Collage* surged along at 7 knots or so, and I fell sound asleep.

In what seemed to be a few hours, I became aware of an alarm coming from inside the boat. "Aha!" I said to myself, "I've entered the alarm zone and I'm close to the Farallones." I struggled out of my berth, reached up for the companionway hatch, and slid it open. I had apparently overslept because it was pretty bright outside and the weather was glorious, with the wind blowing about 6 knots. As I gazed forward, under the boom and the foot of the jib, I was surprised that I couldn't see the island up ahead. The weather was clear, but where was the 400-ft-tall island?

As I pivoted around in the companionway, the island came into view, directly astern of me, perhaps three miles away. It lay directly behind *Collage*, exactly bisecting the vessel's wake. I could see no other solution to how I had managed to avoid the island other than perhaps there was a heretofore-unknown tunnel directly through the island that had allowed me safe passage. From my vantage point, there was no way that I could have missed it.

It took me several hours to shake off the feeling that I could have been killed due to a series of poor decisions that I had made that put me in this lethal situation. Among those decisions were the following:

- 1) I set an autopilot on a course with a known hazard.
- 2) I did not keep a proper watch.
- 3) I relied on a single electronic device to alert me of a hazard.
- 4) I let a schedule influence my decisions instead of good seamanship.
- 5) I had intentionally isolated myself from the subtle sounds and signals that warn someone of danger.

After the *Aegean* tragedy during the 2012 Ensenada Race, the question that inevitably came up was "How, with all of that electronic gear, could they have run into an island that's clearly on the

continued on outside column of next sightings page

GULF OF THE FARALLONES NIMS



Inhospitable Southeast Farallon Island.

sea creatures invade

The objectives of the Sea Creatures' raft-ups are to have fun, showcase floating art, meet sailors of all skill levels, and build community. There was plenty of that happening June 11 and 12 within San Francisco Bay's Clipper Cove, in the lee of Treasure Island, as 62 boats connected in an oval daisy chain to mix, mingle and soak up some sun.

The gathering was created by the WUYC (Washed Up Yacht Club), and was open to all. "We only have one serious rule," explained one of the organizers, who prefers to remain anonymous,



LEFT INSET LATITUDE / JOHN

LEFT INSET LATITUDE / JOHN

SPREAD BRAD KEKST

clipper cove

"Guests must be invited by a boat captain. The underlying subtext is that every captain remains responsible for his or her boat and crew." WUYC welcomed floating 'platforms' of all sorts, including yachts, dinghies, kayaks, DIY vessels and buoyant art.

In 2014, the first year of these gatherings, 26 boats participated. In 2015 the boat count rose to 32. Highlights included two and a half weddings. One observer notes that the half-wedding count was added during platform set-up

continued in middle column of next sightings page

reality check — continued

chart?" The same question was asked repeatedly after *Vestas Wind* ran up on Cargados Carajos Shoal in 2014. "How could it happen?"

Embarrassingly, I know from personal experience exactly how incidents like these happen. It starts with a decision that, deep inside, you realize is not good seamanship, since a less convenient or slower solution to a problem would be safer. But you elect to take the shortcut, to cut it too close, or to proceed too fast. A conscious decision can lead you to take imprudent risks with horrendous consequences if you're wrong. If we take enough risks, eventually, most of us will experience a completely avoidable incident, and we will have no one to blame but ourselves.

— chuck hawley



SIGHTINGS

sailing california's underwater parks

California may have some of the most horrendous freeway traffic in the nation, but it's also got the most impressive system of protected marine parks in the country. Our friends at the California Marine Sanctuary Foundation ask us to encourage our readers to take full advantage of these unspoiled coastal resources, especially their underwater attractions. Below, marine ecologist Rikki Dunsmore, PhD, and her team detail resources in both Northern and Southern California.

California's new parks are underwater, and we encourage you to sail within them to enjoy their natural beauty and bounty. Our state leads the nation in ocean protection now that the first statewide network of marine protected areas (MPAs) is complete.

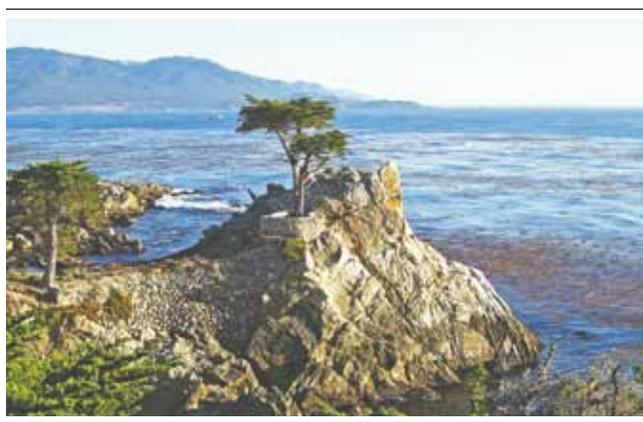
Often called underwater parks, these protected areas conserve special places like Big Sur's submarine canyons and rocky pinnacles that are home to sea otters, rare coldwater coral, and large rockfish. Overall, 16% of California's waters now have added protection. While the State Marine Reserves (SMRs) do not allow take of any kind, State Marine Conservation Areas (SMCAs) allow different uses. The new marine parks provide a series of refuges for ocean creatures to recover and thrive, and give residents places to fish, dive, surf, sail and enjoy the benefits of a healthy coastal community.

sea creatures

time. "We were concerned that construction noise from our power drills would disturb a wedding while it was happening at the adjacent winery on Treasure Island. Quite the contrary: The bride saw our floating trampoline and insisted that she and her groom come over to jump on it."

This year participation climbed to 62 boats. We saw a man sporting water-propelled hover shoes, a drone grabbing aerial footage, and lots of people hopping from boat to boat. A dance platform was decorated in a Sea Creatures theme, and a motorized art boat with flapping wings patrolled the scene.

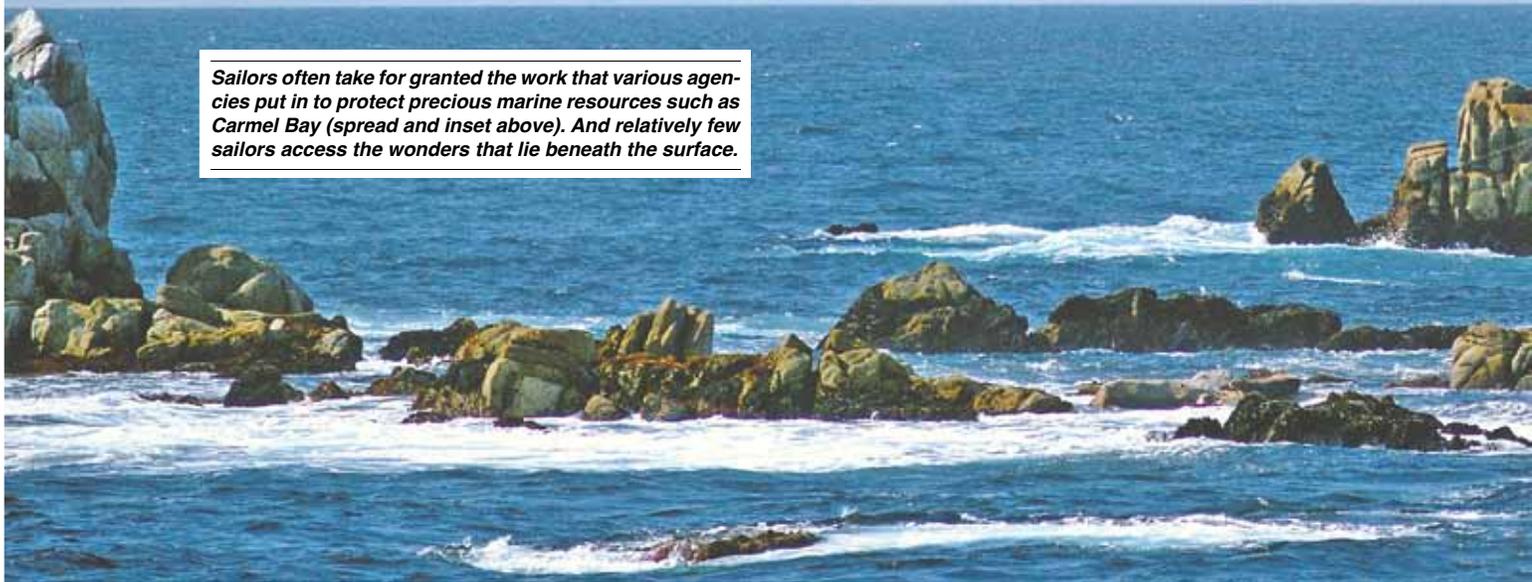
To pull off the gathering, organizers dedicated the prior two months to organizing, coordinating and building. "Of importance were safety topics, such as



Sailors often take for granted the work that various agencies put in to protect precious marine resources such as Carmel Bay (spread and inset above). And relatively few sailors access the wonders that lie beneath the surface.

INSET LEFT FLICKR USER DIRK HAUN; RIGHT CAMPA

SPREAD FLICKR USER COMMORANCY



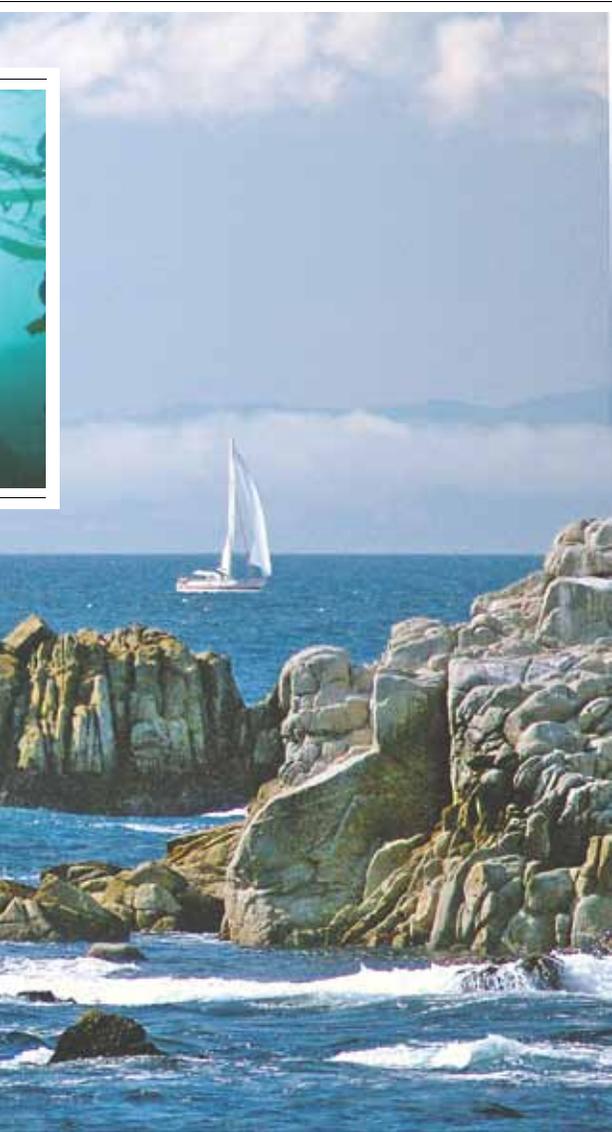
— continued

the best ways to design this year's platforms and bridges. We discussed proper anchoring technique for adding boats into the raft-up, plus how to get the word out about safety and boat etiquette."

As one club member explained, "WUYC is a group of boaters and boating enthusiasts with a different idea of what a 'yacht club' should be. We encourage DIYers, hackers and artists to join us. We have met through the years for raft-ups around the San Francisco Bay, plus the occasional sailing adventure." For more on the WUYC visit www.facebook.com/events/567615230076276.

— martha blanchfield

Ed.'s note: These mostly-young sailors may not be part of the blue-blazer set, but they're actively using their boats, while introducing newbies to the joys of sailing.



marine parks — continued

A few of California's top sailing destinations are also marine protected areas. So, take advantage of these remarkable locations, which are great for diving, snorkeling, kayaking or bird- and marine mammal-watching from your boat.

Monterey Peninsula and Carmel Bay — Sometimes called the greatest meeting of land and water in the world, the natural bounty and beauty of the Monterey Peninsula and Carmel Bay draw millions of visitors from around the world. The best way to beat the crowds is by boat, and sailing your own gives you the chance to decide which of the eight breathtaking MPAs in the area are worth a visit. Characterized by rugged, rocky shorelines, this area includes extensive tidepools teeming with marine life, sandy beaches used by pupping harbor seals, and dense kelp beds that provide shelter for sea otters and many other mesmerizing creatures. While on the water, lucky sailors may encounter gray whales, humpback whales, a school of Risso's dolphins and even orcas! Below are other parks nearby.

- **Edward F. Ricketts SMCA** — Extending along popular Cannery Row, the SMCA boasts excellent opportunities for scuba diving, kayaking, fishing and tidepooling.

- **Lovers Point-Julia Platt SMR** — Spanning the coast between Monterey Bay Aquarium and Lovers Point, the reserve is closed to fishing, but popular among kayaker and scuba divers due to its protected location.

- **Pacific Grove Marine Gardens SMCA** — Kayaking is popular on calm days, but exposure can make it tough when conditions aren't ideal.

- **Asilomar SMR** — See the reserve, home to lush kelp forests, by kayak or test your land-legs with a walk along the Asilomar Coastal Trail.

- **Carmel Pinnacles SMR** — These pinnacles, located just off Cypress Point in Pebble Beach, are a popular kayak destination easily accessed from Stillwater Cove. Keep your eye out for passing whales on their migration paths!

- **Carmel Bay SMCA** — This SMCA is known for its sunbathing, surfing, kayaking and diving.

- **Point Lobos SMR and SMCA** — Point Lobos was the first marine reserve in the US, established in 1960. Point Lobos hosts some of the best scuba diving in California, and offers incredible opportunities for tidepooling, birdwatching and whale watching.

- **Moorings and Anchorage available at Monterey Harbor:**

www.monterey.org/en-us/Departments/Harbor-Marina/Moorings-Open-Anchorage

Catalina Island — Circumnavigating Santa Catalina Island, which is located just 22 miles SSW of Los Angeles, offers a unique opportunity to get a taste of nine state MPAs while polishing your sailing skills. With breathtaking undeveloped scenery, the island has a very mild subtropical climate with warm temperatures year-round, and is home to at least 50 species that occur nowhere else in the world. Surrounding the island are rocky and sandy beaches bordering crystal-clear water full of lush kelp forests and garibaldi, sheep-head, leopard sharks, bat rays, sea lions and harbor seals. Sailing around Catalina is one of the best ways to enjoy the island and the recreation opportunities available.

- **Arrow Point to Lion Head Point SMCA** — Emerald Bay, just east of Arrow Point, boasts world-renowned snorkeling. Big Geiger and Little Geiger coves offer spectacular opportunities for diving and kayaking.

- **Blue Cavern Offshore and Onshore SMCA** — Bird Rock is popular among bird watchers. Fisherman's Cove, nearby Harbor Reef and Blue Cavern Point host a variety of renowned scuba diving sites

- **Long Point SMR** — Stay the night on the edge of the marine reserve! Boat-in campsites are available at Goat Harbor and Long Point Beach. Keep an eye out for the nesting pair of bald eagles that make their home at Twin Rocks!

- **Casino Point SMCA** — Next to the town of Avalon, the SMCA hosts one of the most popular dive sites in California. Activities range from kayaking and stand up paddle boarding to wildlife viewing tours and hiking.

- **Lover's Cove SMCA** — Lover's Cove's dense kelp forests and sand flats are popular among snorkelers, divers and kayakers.

- **Farnsworth Onshore and Offshore SMCAs** — Farnsworth Bank, a series of underwater pinnacles that are often surrounded by remarkably clear water, is a popular dive spot among experienced divers.

- **Cat Harbor SMCA** — Located on the windward side, Cat Harbor is the perfect spot for diving and kayaking on a calm day. From land, hike to Ballast Point for breathtaking views of the SMCA.

THE UPS AND DOWNS OF



Peter Haywood's 'Elizabeth Muir' and the Klaus family's 'Brigadoon' at Sausalito's Yellow Bluff in the 2016 Master Mariners Regatta on May 28. — All photos Latitude / Chris except as noted.

THE MASTER MARINERS REGATTA

Bright sunshine, a lively westerly in the high teens, flat water courtesy of a flood current, and 66 classic sailing vessels converged on San Francisco Bay May 28 to kick off Memorial Day Weekend the way tradition dictates, with the Master Mariners Regatta.

A pursuit race of sorts, the regatta begins during the noon hour in front of St. Francis Yacht Club, with starts at five-minute intervals. The courses vary somewhat depending on division, but include marks off Sausalito and San Francisco. This year, due to the deterioration of the Southampton Shoal platform and the fallen pilings that have created a hazard to navigation, the race committee from Sausalito YC set an inflatable mark at the northern end of the course. The finish line lies east of Treasure Island.

The first boat to complete her tour

of the Bay was a 1938 Bear, *Huck Finn*, skippered by Margie Siegal. The six Bears got to start first, at high noon, alongside the scow schooner *Alma*.

"*Renegade* had a slightly better start than we did," reports Siegal. "But due to the super-clean bottom and the great new jib from Hogin Sails, we were able to outsail *Renegade*, and by the second leg we were well in front and were able to lay Blackaller Buoy without tacking at all. We had the spinnaker up in 30 seconds. By then we were maybe 500 yards ahead, and we stayed ahead. We were the first boat across the finish line and the second fastest boat under 30 feet. Bears are not slow," she adds. "I've been in races where Bears have snaked through larger boats because they're set up for racing and they have experienced race crew."

Crewing on *Huck Finn* in the Master Mariners Regatta this year were Gary 'Martine' Glenn, Jeff Juergens and Dylan Spaulding.

The first time Siegal won the regatta was in 2013. "We were headed for the finish line and they were picking up the gun and I stopped breathing and we were crossing and they were shooting off the gun and *Puff* was three boatlengths behind us. I struggled so hard to get good enough so I could win. It was a 20-year trip, and I couldn't have done it by myself."

Siegal has owned *Huck Finn* twice, for a few years in the '90s and then again from 2006 until the end of 2015. On December 30, she donated the boat to the Sausalito Community Boating Center — and then chartered it back from the nonprofit.

THE UPS AND DOWNS OF



The big 'downer' of the race was quite literal. Above: Given different courses, the 82-ft schooner 'Seaward' reaches off toward Blossom Rock while the L-36 'Papoose' beats up to Blackaller Buoy.

Having come all the way from San Diego, the 46-ft LOA Kettensburg sloop *Hidalgo* won the Baruna Trophy for first to finish in the Ocean 1 division — without benefit of local knowledge — as well as the Long Distance award.

"*Hidalgo* was the last wooden Kettens-

burg to roll down the ways in Point Loma," says co-owner Mary Kay Davidson. "She was designed by Charlie Underwood and built in 1968. She is a custom boat. We found her three years ago and paid \$3,500 for her. And Curtis Underwood has spent the last three years putting her back together — drawn by Charlie and saved by Curtis." The two Underwoods are not related; the name is merely an interesting coincidence.

On May 8, *Hidalgo* competed in the

'Seaward' tries to pass behind 'Papoose's' transom, but the schooner's bowsprit snags the Lapworth's backstay.

Yesteryear Regatta in San Diego. "Curtis left San Diego May 9 and singlehanded to Port San Luis, where I joined him to finish the trip together," said Davidson. "We left Port San Luis at 9 p.m. and arrived in San Simeon at 2 p.m. the next afternoon, sailing in 20-knot northwest winds and 12-ft seas. At 2:30 in the morning we left San Simeon and arrived in Santa Cruz

Below, clockwise from top left: the afterguard aboard the schooner 'Freda B' discusses strategy after the start; 'Legend' at the start in front of St. Francis YC; John Polivka's gaff sloop 'Polaris' and the Belmonts' Farallon Clipper 'Credit' at the Yellow Bluff mark; 'Hidalgo' came all the way from San Diego to race on S.F. Bay.



ROYANNE FAIRBAIRN



THE MASTER MARINERS REGATTA



Above, left and right: 'Papoose's mast breaks apart and splinters of wood slowly rain down. 'Seaward's bowsprit finally breaks and the boats part. Below right: the aftermath. Mercifully — and surprisingly — no one was injured in the accident.

in nice winds and calm seas... then Half Moon Bay, and the next day under the bridge, arriving at Encinal YC on the day before the race."

With 66 vintage craft of varying sizes and characteristics sailing on a busy Bay in a good breeze, it would be surprising if there were no incidents

whatsoever, but most are not so dramatic and catastrophic as that between the 82-ft schooner *Seaward* and the 36-ft Lapworth sloop *Papoose*. Fortunately, no one was hurt during the collision, both boats made



Below, clockwise from top left: Margie Siegal's winning Bear 'Huck Finn' on the run; the 'Freda B' crew hoists the sponsor flags after finishing; docked at Encinal YC after the race, the 'Mayan' crew enjoys a hot-off-the-press sailing rag; Beau Vrolyk driving, Jeff Lawson on main and Stan Honey calling the shots aboard 'Mayan'.



ROYANNE FAIRBAIRN



SERGEI ZAVARIN



MASTER MARINERS REGATTA

it back to their homeports under their own power, and *Seaward's* insurance company is working with *Papoose's* owner to facilitate repairs.

After the race, most of the sailors arrived, either by sea or by land, at Encinal YC in Alameda, where they checked out one another's vessels in the raft-up and enjoyed refreshments, sunshine, and a Dixieland band. Dinner, dancing and awards followed in the evening.

— **latitude**/chris



The 'Hidalgo' crew at EYC. Left to right: Connie Bruton, Mary Kay Davidson, Curtis Underwood, Daniel Diaz, Christine Carmichael, Jacob Brogno and Xiaoxi Zhang.

MBA MASTER MARINERS REGATTA, 5/28

BIG SCHOONERS — 1) **Alma**, 88-ft Steiner scow schooner, 1891, Jason Rucker; 2) **Freda B**, 80-ft Witholz topsail schooner, 1991, Marina O'Neill & Paul Dines. (3 boats)

GAFF 1 — 1) **Brigadoon**, 65-ft Herreshoff schooner, 1924, Terry & Patty Klaus; 2) **Bluenose**, 40-ft Chapelle schooner, 1960, Dennis & John Peitso. (2 boats)

GAFF 2 — 1) **Sea Quest**, 36-ft Angelman Sea Witch ketch, 1961, Stephen Carlson; 2) **Makani Kai**, 40-ft Angelman Sea Spirit ketch, 1970, Ken &

Kristine Inouye; 3) **Sequestor**, 36-ft Hanna ketch, 1940, Hans List. (4 boats)

GAFF 3 — 1) **Kathleen**, 24-ft Hess cutter, Paul Maheu; 2) **Egret**, 28-ft cat ketch, Bob Hall. (3 boats)

MARCONI I — 1) **Mayan**, Alden 356-B schooner, 1947, Stacey & Beau Vrolyk; 2) **Elizabeth Muir**, 51-ft McInnes schooner, 1991, Peter Hayward; 3) **Ruby**, 57-ft Pryor sloop, 1981, Josh Pryor. (6 boats)

MARCONI II — 1) **Encore**, 39-ft Concordia yawl, 1966, Bert Damner; 2) **Stroma of Mey**, 41-ft Bermuda ketch, 1936, Barry Rabbitt; 3) **Lydia**,

40-ft Schock cutter, 1956, Bob & Kristi Hanelt. (6 boats)

MARCONI III — 1) **Vectis**, 32-ft Woollcott cutter, 1929, Louis & Sara Nickles; 2) **Folly**, 32-ft Burgess cutter, 1889, Alan Gross; 3) **Vixen**, 31-ft Swanson yawl, 1904, Steven Kibler. (9 boats)

MARCONI IV — 1) **Syrinx**, Bristol Channel Cutter, 1983, Lowell Harrison; 2) **Jabulani**, Herreshoff 28, Jeff Wilson/Cathy Aronson; 3) **Morning Star**, Hallberg-Rassy 32, 1984, Barbara Ohler/Gary Costigan. (3 boats)

OCEAN I — 1) **Hidalgo**, 46-ft LOA Kettenburg sloop, 1968, Mary Kay Davidson & Curtis Underwood; 2) **Marjorie**, 59-ft Waring ketch, 2007, Tracy Oberst; 3) **Legend**, 52-ft Sparkman & Stephens yawl, 1954, Tim Mullins. (7 boats)

OCEAN II — 1) **Lively Lady**, Mull 30, 1968, Ted Hoppe; 2) **Credit**, Farallon Clipper, 1952, Janice & Bill Belmont; 3) **Ouessant**, Farallon Clipper, 1957, Jennifer Hinkel. (7 boats)

BIRD — 1) **Cuckoo**, Bill Clausen; 2) **Oriole**, Jock Maclean. (2 boats)

BEAR — 1) **Huck Finn**, Margie Siegal; 2) **Magic**, Tim Maloney; 3) **Renegade**, Russ & Christine Katz. (6 boats)

Full results at www.mastermariners.org

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BAJA HA-HA MELTING POT

As most *Latitude 38* readers know, the Baja Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

One look at the Ha-Ha XXIII entry roster on the event's website, www.baja-haha.com, and you'll see that a great variety of boats are entered, and the backgrounds of those who sail them vary greatly also. Look for mini-bios on all owners in the October issue of *Latitude 38*.

In addition to the many first-timers who'll be sailing south this year with the Ha-Ha, there are plenty of 'repeat offenders' who are eager to replay some of the fun and great sailing that they experienced during previous rallies. A few full-time Mexico cruisers have even vowed to sail all the way back to San Diego this year, just to re-do the rally.

Look for event updates in *Sightings*, and 'Lectronic *Latitude*.

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Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 7. There, hundreds of potential crew will mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

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

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IMPORTANT DATES

- September 7, 4-6 p.m. – Free Mexico Cruising Seminar, Alameda's Encinal YC.
- September 7, 6-9 p.m. – *Latitude 38's* Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC.
- September 15, Midnight – Entry deadline.
- October 22, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.
- October 29, 5 p.m. – Pacific Puddle Jump Seminar. Inside West Marine at 1250 Rosecrans St., San Diego.
- October 30, 11 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
- October 30, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- October 31, 10 a.m. – BHH Kick-Off Parade.
- October 31, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 3, Noon – BHH baseball game at Turtle Bay.
- November 4, 11 a.m. – Famous Turtle Bay Beach Potluck Party.
- November 5 – Start of Leg Two to Bahia Santa Maria.
- November 8 – Beach Party at BSM.
- November 9 – Start of Leg Three to Cabo.
- November 10 – Dance Party at Squid Roe.
- November 11 – Cabo Beach Party.
- November 12 – Awards presentations hosted by Cabo Marina.
- November 22, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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THE LATITUDE 38 INTERVIEW

Jeanne Socrates

In this year's edition of Guinness World Records, the editors finally got around to acknowledging Victoria, BC-based British sailor Jeanne Socrates' 2013 achievement of becoming the oldest woman to sail solo, nonstop and unassisted around the world (then 70) via the Five Great Capes of the Southern Hemisphere. We were delighted to catch up with her in Mexico recently and have a long chat (excerpted below). Last month, she announced that she'll attempt another solo circumnavigation beginning in October. If successful, she will become the oldest person — male or female — to do so. And the Guinness editors will have to amend their list again.

Latitude 38: You're a petite woman. Did a 38-ft boat work out well for you?

Jeanne: I've probably shrunk in the last couple of weeks, but I'm about 5'4". For me, the important thing about the size of the boat is that it's not too big inside. After I lost my first boat, I looked at a 40-footer that was available. But when I went on her, I thought to myself that I wouldn't be able to grab onto anything to keep from being thrown to the other side of the boat if hit by a big wave. I didn't need the extra space, so I was happy with the 38-footer.

As for the size of the boat being able to handle really big seas, I thought she was just fine. I might have been more comfortable in a 70-footer, but I couldn't singlehand something like that. (Laughter.) And what would I do with all the space?

38: Speaking of space, how did you find room for all the food you needed for your 259-day nonstop circumnavigation?

Jeanne: Everyone asks that. I made a mock menu for two weeks of what I would likely cook, then extrapolated it for a year. Then I kept adding to it because I forgot this or that, or thought I would fancy something. I ended up with a lot of food at the end. In fact, I still have food on the boat from when I went around the trip before.

I carried fresh stuff, like onions, potatoes and eggs. I got 10 dozen fresh eggs from chicken-keepers around the Victoria area. It was important that they hadn't been chilled, because the moment you chill them they start to go bad quickly. I kept them in bubble plastic and turned them over all at once every day. They lasted four months.

38: You mentioned that you ate less than normal during the circumnavigation.

Jeanne: Yes, because a lot of time you're not expending that much energy. Storms come through every three or four days in the Southern Ocean, and you know they are coming, so you

"I might have been more comfortable in a 70-footer, but I couldn't singlehand something like that."

do have to sail the boat. It's not like in tropics, where you can set the sails and go for days on end — and even get bored stiff. But I'd have my cereal in the morning, maybe have lunch, and then I'd cook in the evening.

When a big storm was coming, I'd get the pressure cooker out and soak beans, lentils and peas, and open tins of ham or whatever I could find. I'd make a big stew that would last for four days. It was brilliant.

It's cold in the Southern Ocean, usually in the low 40s, so it's always cold and damp and nothing ever dries. So I'd often

get in my bunk with all my clothes on to try to dry the clothes out. Lots of times I'd get in my bunk with my hot stew because it was warm in there. (Laughter.)

38: Were the weather forecasts very accurate in the Southern Ocean?

Jeanne: Oh yeah. I'd get GRIB files that showed what to expect. Unfortunately, Cape Naval in South Africa wasn't working, and they were in charge of a big area I sailed through. For awhile I thought my weatherfax machine had gone down, but when I got past South Africa I started picking up La Luna from Australia. Later I got New Zealand, and just below the equator I was able to pick up Honolulu.

38: So weatherfax was a key?

Jeanne: When the computers were working, I would get the GRIB files using my Pactor modem and save them on my computer. But when my computer monitors went down — it was the monitors, not the computers — weatherfax was vital because it was the only way I could get GRIB files.

38: Describe a typical front in the Southern Ocean.

Jeanne: The wind was from astern, either from the west or northwest. I'd have the main up with a preventer and a staysail on a pole. Wing-on-wing with the staysail and a deeply reefed main worked really well. But I had to jibe regularly, going from northwest-ish to southwest-ish, and then back again. Yes, I loved my little poled-out staysail. (Laughter.) It was so good, and the pole was just a tiny aluminum thing. I thought about getting a carbon-fiber pole, but I was advised that the pole was so small that aluminum would be fine — and it was.

38: What was the most wind you saw?

Jeanne: I tried to keep fairly north of the center of the lows going around the Southern Ocean, so I would be 43° or 45° South. I was often in reasonably strong wind — say 30+ — but between the lows I'd get really light wind. If I went up to 40° South, I'd get becalmed. But by staying a little north, I didn't get the worst of the fronts.

Actually, the worst front I ever had was during my first trip around when I was passing Cape Town heading down toward the Southern Ocean. I didn't really know about fronts at that time because they don't show up on GRIB files. If you look for the little wiggle in the barometer lines you can deduce where they are, but they aren't obvious as they are on weatherfaxes where they are marked.

As I'd been sailing around quite a bit, I thought I knew what I was doing and that weather fronts weren't really a problem. Then suddenly one night — my God, it was horrible! — a front came through, and in just seconds the wind went from out of the northwest to out of the southwest. This was in the middle of the night, of course, and the main was quickly backed. Plus the big swell I'd had from one direction was joined by a big swell from another direction.

I had a major problem sorting things out. (Laughter.) I tried not to look at the windspeed, but I glanced at it once and saw

59 knots. When I eventually was able to come back down the companionway, my entire body was shaking like mad. At the time I thought, "What is this, fear?" I actually think I was shaking because of the cold temperature.

38: How often did you heave to or use your series drogue?

Jeanne: I've only used it — well, I probably should have used it the time I got knocked down — 3.5 days from the Falklands heading toward Cape Town. I suddenly found that in addition to a depression in Antarctica below me, a depression was coming off Argentina as well, and I was getting sandwiched. I did quite well escaping one that almost trapped me, but I couldn't avoid the next one. So I put out the drogue and just lay to until everything went by. There was another system coming, so I lay to it for another day.

The beauty of the drogue is that it won't let you pitch-pole or broach. There is just no way. It might be uncomfortable because you've taken your sails down, so you're wallowing around like a motorboat with no inertia from the sail. But you know your boat will be fine, you're safe, and you just have to get through it.

When I was coming up to Victoria, British Columbia, I was on the radio with a sailor named Steve going up to the Aleutians when a massive depression from the west Pacific was about to hit him just prior to landfall. He stopped 100 miles from land, deployed his series drogue, and while we were talking on the radio described waves breaking over his entire boat from behind. But he was safe.

I personally think parachute anchors set off the bow can be too hard on cleats, and so hard to bring back in that people often have to cut them away. I have a floating retriever line on my series drogue, which makes it easy to recover. The force isn't as strong with the series drogue, either. My series drogue consists of a line 300-foot-long line with 124 little cones about the size of my hand.

38: What about waves breaking into the cockpit and water getting into the cabin?

Jeanne: I have a special washboard without louvers, so the companionway is watertight when it's in. But I did have a problem with leaking around the sliding hatch.

38: Did you use a diesel heater to stay warm?

Jeanne: Not really, because I didn't want to use the fuel. Obviously I had my engine sealed off because I was going for



The unstoppable Jeanne Socrates is all smiles on the bow of her Najad 38 'Nereida'. Since this interview took place, she's announced another solo circumnavigation.

an unassisted solo record, which prohibits all use of the engine. So I was towed to the start and towed after I finished. But I topped the tanks with as much fuel as I could in case I needed to run the generator to use the radio. Mostly I relied on solar power to charge the batteries, but given the fuel I had for the generator, I could have talked on the radio one hour a day for seven months or so. I occasionally used diesel for heating, but not often.

38: So how did you stay warm?

Jeanne: By dressing like the Michelin Man. I had four or five layers of fleeces on, with the thin stuff on the bottom and the thicker stuff toward the outside. (Laughter.) I was warm enough, but I'd get in my bunk fully clothed. Anyway. (Laughter.) And the bunk had a duvet atop the zero-degree down-lined sleeping bag. But I'd still put my duvet on top of that.

38: Tell us about the problem you had with your liferaft.

Jeanne: It happened just a couple of days outside Cape Flattery just after I started. I was down below and the boat was happily

doing six knots — then suddenly dropped to three knots. I went up top and there was my liferaft, beautifully deployed, trailing behind in the ocean, her lovely lights shining. "Damn-it," I thought, "I can't get it back." I had to abandon it, but immediately let the Coast Guard know there was an empty life raft out there. Somebody got a lovely Christmas present that year, I'll tell you.

38: Were you able to get another liferaft and still be in compliance with the rules?

Jeanne: Absolutely. I contacted the World Sail Speed Record Council and asked if I could sail into San Francisco Bay and pick up a new raft. They said it would be fine as long as I stuck to the rules, which meant I had to take it on while under sail, that nobody could come aboard to help me, and that I had to fix it in place myself. LaDonna Bubak of *Latitude* came out with the photoboot, her husband, and the raft, so it worked out fine. But I didn't want to go to the Southern Ocean without a liferaft.

38: Jeff Hartjoy, who just finished his singlehanded solo circumnavigation, had to sew his headsail about 50 times. Did you have trouble with sails?

Jeanne: I had new, extra heavy-duty sails. Carol Hasse of Port Townsend Sails made the main, while the headsails were from Jewels in England. The headsail wasn't as heavy as I would

the latitude interview:

have liked. It made it around once, but that was it. Carol had made the previous headsail for me, and it made it around the world twice before collapsing. I complained, telling her I'd paid a lot of money for the sails and thought they'd last longer. She asked where I'd been and how many miles I sailed. I told her I'd used them to sail around the world twice via the Southern Ocean. (Laughter.)

38: What percentage of time were you becalmed?

Jeanne: I got becalmed a lot between storms the last time around. The Indian Ocean high had come down south, so I had to go down to 45° frequently to get wind. I still ended up being becalmed. I have a friend on the east coast of South Africa who told me when he was a boy, they had rain every day. That's not happening anymore.

38: After John Kostecki won the Around the World Race, we asked him which was worse: too much wind or too little? He said too little.

Jeanne: There is nothing more frustrating than not being able to get anywhere. (Laughter.) Even when you're hove-to, you're moving, although maybe at only one knot. Being becalmed is terrible.

With my first boat I was once coming up from Fernando de Noronha in the South Atlantic to Trinidad, and both my windvane and autopilot had broken, so I had to hand-steer for 10 days. My routine became seven hours at the wheel, then five hours hove-to while I slept, ate, sent emails and such. You just have to keep going. When I hove-to the traditional way — tack around, leave the jib sheets where they were — I went backward, albeit slowly. That wouldn't do! So I learned to tack around and then heave to, because then I'd drift in the direction I wanted to go. Five hours of going backward at even one knot was maddening.

38: Did you have redundant systems?

Jeanne: I had a spare rudder for the Hydrovane windvane. And thank God the rudder was tied on because it fell off once. I was able to bring it back aboard. The Hydrovane worked really well 95% of the time. In three knots of wind it would still keep a course. I rarely used the autopilot.

38: What other gear was really important that might surprise people?

"I watched Ellen MacArthur do her record-setting circumnavigation. I began to wonder what it would be like to go around nonstop myself."

Jeanne: My clear weather screen that zipped into my dodger. I could stand behind it in all the rain and stuff and still see. I could sit behind it in the cockpit or stand in the companionway and look out. If I needed to get out in a hurry, I could just unzip it and do my sailing thing. But if I just wanted to see what the conditions were like or how the boat was behaving, I could stand there and be totally protected.

38: You were a math professor?

Jeanne: (Laughter.) Yeah. It came in handy with navigation, being able to calculate things without a computer, etc. It was no problem for me doing triangles and stuff.

38: I can't imagine how terrible you must have felt when you

lost your first boat on a beach in Mexico just 60 miles shy of completing a circumnavigation. Plus, it was the boat you and your husband had sailed across the Atlantic and done some cruising on. How did you handle that emotionally?

Jeanne: I had to squash all emotions and just try to save all the boat gear that I could. I thought the boat was going to be saved, but when I came back the second day, I saw the big hole in the hull and the water and sanding washing in and out. I think somebody took a hammer to the hull when I was gone to make sure I'd never get the boat off the beach.

38: How soon afterward did you decide to try another circumnavigation?

Jeanne: Initially my only goal was to just get another boat — because I couldn't visualize not being on a boat. I enjoy it so much. So getting another boat was just total continuity in my mind, and I didn't really think about going around again. But while the new boat was being made, I watched the Vendée Globe around-the-world race, and watched Ellen MacArthur do her record-setting circumnavigation. I began to wonder what it would be like to go around nonstop myself.

Initially I thought I would do the Singlehanded TransPac again. But as my new boat was being built in Sweden, and when I came down the Atlantic, I watched the Vendée Globe fleet go around the Horn and keep going instead of turning up to

San Francisco like I was going to do. It was then I thought, "Oh, I hadn't quite finished the last circumnavigation, so maybe I should try that and see what that's like." So I thought that I would do the Singlehanded TransPac, but then decided that maybe I could do a solo, nonstop circumnavigation and finish in time to do another Singlehanded TransPac. (Laughter.)

When I did get to Cape Town, having suffered the knock-down that broke my boom and ended that attempt, I signed up to do the Singlehanded TransPac. So I did the 2006 race; had entered the 2008 race but lost my boat trying to get to San Francisco; had the new boat in 2010 but only got to Hawaii as the boats were finishing. And I was at the finish in 2012, but for only one night because I had to get to Victoria to start my solo circumnavigation.

38: You seem very healthy.

Jeanne: Well, I don't know. (Laughter.) Whatever. I feel fit enough. I don't age. I say keep your health and do what you want to do.

38: Is there any equipment you wished you had?

Jeanne: It would have been nice if my Iridium phone had kept working and not packed up after several months. It just stopped. It was nothing I could fix. I have another phone now, but it's so expensive.

38: If it's not getting too personal, what does it cost you to keep sailing?

Jeanne: I've never figured it out. Sometimes — such as when the boat is fully provisioned and I'm at sea — it doesn't cost anything. But sometimes it's really expensive. Last summer I



COURTESY JEANNE SOCRATES

Still young at heart, Jeanne offered this photo op last year while in England to receive several prestigious awards.

jeanne socrates

had my rudder damaged during a blow in an anchorage, so she had to come out and there was a lot of expense there. But I just live on my income.

38: Going to the various awards events, you've no doubt met many other accomplished sailors, like Mike Golding.

Jeanne: Well, Mike Golding, I knew from before I got any awards. I got my ice information from Mike as the Vendée Globe boats were going around Cape Horn at the same time I was. I had Alex Thompson in front of me and Mike Golding way behind me at the Horn. I took a photo of our three boats' positions on my chartplotter. In fact, I got quite excited at one point coming down to the Horn 100 miles from Alex. A friend gave me his email address and I tried to contact him, but he was having battery problems.

But yes, I've met a lot of famous sailors, often at boat shows. I later met Mike in person and thanked him for putting me on the list of boats getting Vendée Globe ice information. They have a whole team that tracks the ice, and the information helped me get around safely.

38: How close did you get to the ice?

Jeanne: Well, there were some nasty big bergs floating around at the time, which there hadn't been the previous time I went around. Then one was supposed to be right in front of me, so I had to stay up all night, then the fog came in, and radar wasn't showing anything. The next day they deleted the berg from their list. (Laughter.)

38: What were your biggest disaster concerns? Fire, dismasting?

Jeanne: Having been knocked down once at the Horn, the next time I came around I carefully steered away from that spot. (Laughter.) I went farther out, as I didn't need to see the Horn again and I wanted to stay away from the racing boats.

38: What happened in the knockdown?

Jeanne: I was hove-to the usual way, with headsail up, getting my series drogue ready to go. It was blowing a steady 35 knots and gusting to 40, and the seas were starting to break. If things got worse I was going to deploy the drogue. Suddenly a slightly bigger tumbling wave came by and pushed us over. It broke the boom and a lot of other stuff. Some reports said that my boat turned turtle, but that's not true, she just got knocked flat. It was actually the weight of the water in the main that broke the boom at the third reef point. Fortunately, I didn't lose the mast and I was able to start the motor.

The Chileans sent a boat to tow me in, but I told them 'no thank you,' I didn't need it. But with no main, a torn staysail, and things generally spiraling downward, I decided I should accept their offer of help. By that time it would have been too rough to get a tow line from them, so we waited until the next day. But on the next day it had calmed down and I could motor in without help.

38: How much better a sailor are you now than the first time around, and do you keep learning?

Jeanne: You learn all the time. The last time around the weather wasn't as bad — or maybe I just knew what to do better. I had no wind information as my instruments had packed up. All I had was my Windex at the masthead. So I just jibed ahead of time when fronts were approaching. When the front arrived, I was already on the new course I wanted to be on.

38: Any sailing heroes?

Jeanne: Ellen MacArthur, oh yes, for sure. She did amazing things, becoming the fastest person to sail around the world until her record was broken by Francis Joyon. I saw Ellen at an event, made a dive for her, and had a long chat. We talked about the eating thing, having to make yourself eat.

Ellen was so sleep-deprived; she was only getting about one

hour a day. I couldn't believe it or how hard she worked. She was under a lot of pressure, too, because she had a big team behind her, and she had to do things not to let them down.

Jeanne: Do you feel like you get the appropriate respect from male sailors?

38: Oh yeah. Definitely. They say very kind things to me.

Doña de Mallorca: What's a typical day on your circumnavigation? Are you on deck a lot?

Jeanne: In the Southern Ocean you stay below as much as possible because it's cold, windy, nasty and dangerous on deck.

de Mallorca: So what was a normal day like in the Southern Ocean?

"When I was hungry, which wasn't often, I would eat, and when I was tired, I would sleep unless something had to be done."

Jeanne: I would try to get as much sleep as possible because you're always being woken up. A new front is arriving, the wind is up, you need to jibe — it was always something. So you're forever crawling into your bunk trying to get sleep. And the changing time zones really got to me. I couldn't figure out when I was supposed to eat. So when I was hungry, which wasn't often, I would eat, and when I was tired, I would sleep unless something had to be done. I always tried to make sure I ate breakfast, but it was often too rough to make coffee.

38: Fatigue must have been a big issue.

Jeanne: Early on I needed lots of sleep, but not so much as time went on. I learned how to quickly fall into a deep sleep. I have no trouble going a full night without sleep — but I have to catch up pretty quickly.

Noise is really important on a boat. Your boat has a 20-knot noise, a 30-knot noise and so forth. If there is any slight change in sound, you wake right up. You can tell your boat speed from anywhere on the boat, and you can feel when she's 'happy' and when she isn't.

38: You're a very social person, so did it get weird being all alone out there?

Jeanne: No, and I wasn't really alone because I had all kinds of friends on the radio. That's why the radio was so important to me. Initially, I got my Ham license just for Winlink email, but on my nonstop circumnavigation especially, I checked in with the Maritime Mobile Net, the Pacific Seafarer's Net, and other nets. I had a radio community.

I really worked the Ham radio on my last time around, as I was on lots of frequencies with lots of radio operators. People all over the world. I was in contact with a group of guys in the States every day, and I'm still in contact with them. This communication really escalated when my computer monitors went down. The Ham guys came up with a system to keep my emails working, but obviously not the GRIB files. That's where my old-fashioned weatherfax machine came in so handy. They are almost impossible to find these days, but I really like them.

Yes, I could have been on the radio all day. In fact, I had to put a stop to it, as I kept getting passed from one net to the next net. I suffered another knockdown south of Cape Leeuwin while talking on the radio. (Laughter.) "Gotta leave guys, just got knocked down."

38: That's a good place to end this. But many thanks for the chat, it's been great getting to know you.

— latitude/richard

BRIGANTINE MATTHEW TURNER —

Just contemplating the myriad steps involved in building a 100-ft brigantine would probably give most sailors a panic attack or worse — even if they had solid boatbuilding skills. Fortunately for Alan Olson, the mastermind of Sausalito's *Matthew Turner* shipbuilding

traditional-boat aficionados researched West Coast shipbuilders of the late 1800s — when sail power still fueled both coastal and international commerce. It soon became obvious that the shipbuilding prowess of Matthew Turner was the perfect historical link to their proposed project.

The Gold Rush initially brought Turner from the Great Lakes to California, where he did quite well during a three-year stint of mining. But he was wise enough to see that supplying the region with much-needed building lumber and other essential cargo would bring much more reliable profits.

Turner bought and captained several cargo schooners before building the brig *Nautilus* in 1868 at Eureka, CA — the first in a succession of 228 oceangoing

ships that bucked conventional norms. Unlike the bluff-bowed vessels that had previously dominated the shipping industry, Turner's designs had narrow bows and carried their cargo farther aft, thus making them the West Coast's fastest commercial sailing vessels of that era.

In partnership with his brother, Turner's first boatyard was at Mission Bay, near modern-day Hunters Point. But the firm's success eventually inspired a move to Benicia, where 154 ships were eventually completed, earning Turner fame as the most prolific American builder of the late 1800s.

He also had substantial business interests in both Hawaii and Tahiti, bringing home much-sought-after cargoes such as sugar and fresh fruit. Among Turner's most famous ships

were the barkentine *Benicia*, which once crossed from Australia to Hawaii in 35 days (nearly 5,000 miles against wind and current); the schooner *Papeete*, which famously sailed from San Francisco to Tahiti in 17 days (4,000 miles); and the brigantine *Galilee*, which sailed from Tahiti to the Bay in 22 days (close-hauled at best).

The *Galilee* —



remnant's of which can still be seen at Sausalito's Galilee Harbor — is the closest relative to the new *Matthew Turner*, in terms of both size and design.

Once she's completed, Olson and others involved in the sponsoring non-profit Call of the Sea hope their ship will eventually follow in *Galilee's* wake,

Among the thousands of curious observers who've poked their heads in to take a look, dozens have volunteered their skills.

offering voyages to far-flung destinations, in addition to her main mission: running hands-on marine environmental education programs for middle school students, here in the Bay and along the California coast. Established in 1984, Call of the Sea now takes roughly 5,000 kids sailing annually. But with the addition of the *Matthew Turner*, that num-



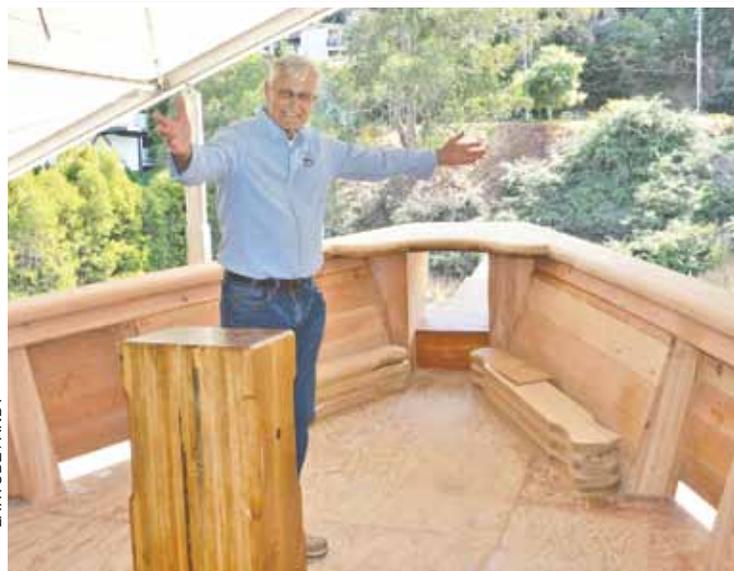
A spectacular wheel for a spectacular ship. In the years to come, many hands, young and old, will take a turn at the 'Matthew Turner's helm.

project, he has subscribed to the calming effects of Buddhism for many years. In fact, it was while living and working at a Buddhist retreat that his long-held dream of building a historically accurate square rigger took on new focus.

One day his teacher asked "If you were about to die, what would you regret?" Without hesitation, Olson thought: building a Bay Area tall ship — a personal passion that had been relegated to the back burner since the 1980s, when he first studied its feasibility.

Back then, Olson and several other

Proud Papa Alan Olson strikes a pose on the bow of the brand-new brigantine that his vision and fortitude brought to life.



LATITUDE / JR

LATITUDE / ANDY

THE 'PEOPLE'S TALL SHIP'



During the lead-up to last month's whiskey plank celebration, volunteers paint the names of prominent sponsors on each plank. Inset, head shipwright Franz Baichl and others coax the final plank into place — a major milestone.

ber could triple, and expand to include young scholars from higher grade levels.

The launch goal for the new brigantine is February, 2017, and Olson hopes to have her fully operational by next summer. If all goes according to plan, her inaugural ocean-crossing will be as a member of the Pac Cup fleet in 2018 — and we're certain that each of her 39 berths will be a hot commodity among her many supporters.

Even before the keel was laid in 2013, the build site within a giant white tent along Sausalito's Marinship Way has been accessible to the public. This is in keeping with the notion that the *Matthew Turner* should be an asset shared by the entire Bay Area community; the 'people's tall ship', you might say.

Among the thousands of curious observers who've poked their heads in to take a look, dozens have volunteered their skills and/or muscle-power to the project. "Some arrive with lots of skills, but this is something they've never had a chance to do before," says Olson. "For woodworkers, it's kind of the holy grail — other than maybe building a violin.

"Others show up without many appropriate skills, but they just want to help. There's always plenty of things for them to do — holes to drill, bungs to fill, lumber to move. Over time they gain some knowledge and become quite valuable." Head shipwright Franz Baichl, his #2 Richard O'Keefe, and a few other paid builders supervise crews of 10-20 volunteers.

Even now, eight months before the brigantine's proposed launch, it's easy to see why

anyone who's had a hand in the construction process would be tremendously proud to have contributed sweat equity.

According to Olson, it's largely due to

Hundreds of 6-inch bronze bolts secure the 'Turner's 3-inch planks to her multi-laminated ribs.



BRIGANTINE MATTHEW TURNER —

his talented volunteers that the project is on track to be completed next summer within its originally projected \$6.2 million budget. "Without them," he says, "it would probably be a \$10 million project."

Like the ships that Turner and his contemporaries built well over a century

ago, this new brigantine will be constructed entirely of locally sourced woods. Apart from a small amount of Oregon white oak used for trim, all of the planks, frames, keel timbers, masts and decking are, or will be, built of Douglas fir from a sustainably managed forest in Mendocino County that has been certified by the Forest Stewardship Council.

Not only are the recently installed hull planks three inches thick, but some of them are 45 feet long and weigh more than 300 lbs. Before they could be cajoled into position, each one had to be steamed for three hours in a special bag — hung near its eventual attachment point — to make it malleable. Once pulled out of the bag, the 'persuasion crew' had only about 10 minutes to secure it in position before it would stiffen up again.

As challenging and laborious as that sounds though, forming the ribs or frames from multiple laminations of fir

and epoxy was even more exacting and time-consuming. Each one is uniquely shaped, and as you walk along the main deck's bulwarks, where the ribs protrude through the deck, you can see that some have as many as 40 laminations! As creative as that process was, we'll bet the construction crews are happy to have that task behind them.

Check out the project's website, www.educationaltallship.org, and you'll learn that other forms of modern technology have been blended into this 'traditional' ship's design and operational game plan: "Instead of diesel engines, the ship is propelled by AC electric motors directly con-

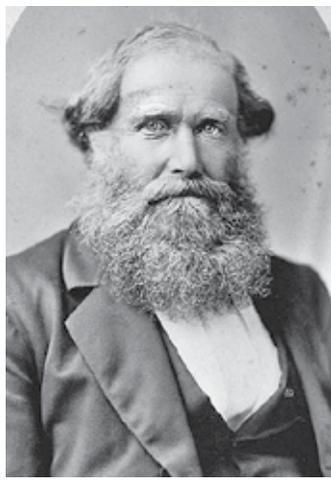
19th and 21st centuries — skipping over the petroleum era — [the *Matthew Turner*] will become a unique teaching tool that can inspire appreciation for

All of the planks, frames, keel timbers, masts and decking are, or will be, built of Douglas fir from a sustainably managed forest.

past boatbuilding designs while utilizing innovative technology solutions, to construct a truly green sailing ship."

Although ambitious, it all sounds doable to us. After all, by today's standards, Matt Turner's original engineless vessels were as green as they come.

In order to achieve multi-passenger accreditation from the Coast Guard, other elements of modern technology were mandated such as watertight bulkheads fore and aft, and passageways that can be sealed off during an emergency. The push of a button at the helm will activate sliding steel doors belowdecks that look beefy enough to



Inset above: The prolific builder Matthew Turner. Above: An artist's rendering of what the finished ship will look like. Right: The Turner Shipyard in Benicia.



connected to the propeller shafts and drawing energy from large battery banks. When the ship is sailing, the energy of the passing water causes the propellers to rotate, which, in turn, causes the electric motors to become generators that re-charge the batteries onboard. Significant electrical energy is created as sailing speeds increase." When dockside, the ship's batteries will be topped up by wind generators and a massive shoreside solar array.

The organization hopefully predicts, "By combining technologies from the

secure a bank vault.

The naval architects and engineers at Point Richmond's Tri-Coastal Marine get the credit for figuring out how to build a wooden, Gold Rush-era passenger vessel so that it complies with 21st-century safety regs.

MATTHEW TURNER SPECS

Sparred length:	132 feet
Length on deck:	100 feet
Beam.....	25 feet
Draft.....	10 feet
Weight	175 tons
Mainmast height.....	100 feet
Number of sails.....	11 sails
Hours of labor.....	1 zillion

THE 'PEOPLE'S TALL SHIP'

What's left to do? Plenty — both before and after February's proposed launch. The interior has to be built out; engines and electrical systems have to be installed; fresh-water and gray-water tanks must be mounted and plumbed; masts, yardarms and other spars must be built; rigging elements such as traditional deadeyes have to be fabricated; standing and running rigging has to be assembled... and much more. Think about how long your 'to do' list is when preparing for your own boat's annual haulout, then multiply by 100 and you'll get an inkling of all the tasks that roll around in the minds of Olson and his crew while they're trying to get to sleep at night.

Olson admits, "Sure, there have been some bleak moments and many road-blocks. But I always thought, 'I can't give up on this.'" And today, hundreds of supporters are thrilled that he stuck to his lofty dreams.



One of the most generous in-kind donations came from the Conservation Fund's 50,000-acre, sustainably managed forest in Mendocino.

With the most challenging construction steps now behind them, Olson can almost see the light at the end of the tunnel. "It's a dim, flickering light, but almost." As with any project manager who's been entrusted with great responsibilities, though, he keeps focused on his original promise to himself: "to finish

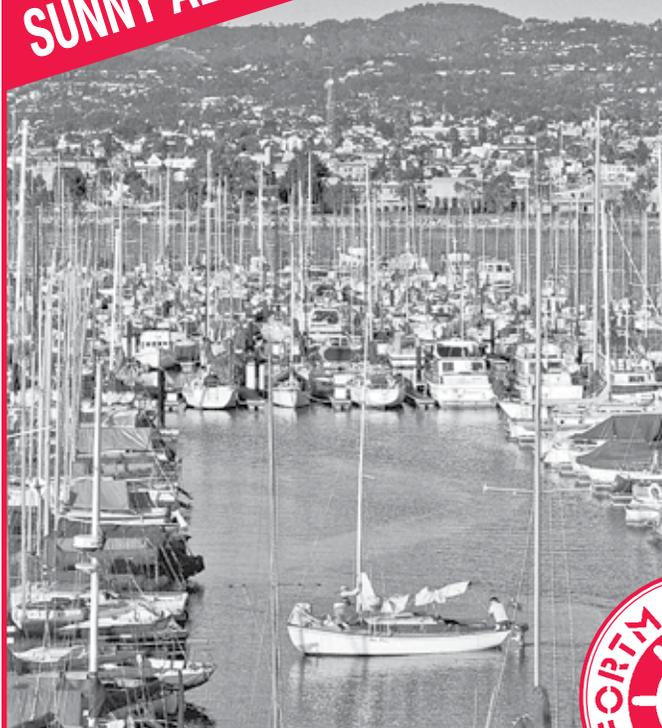
in a timely manner and with no debt."

Once completed, the *Matthew Turner* will be based at Sausalito's Army Corps of Engineers pier, adjacent to the Bay Model complex. Fittingly, that's less than a third of a mile from Galilee Harbor, at the end of Napa Street, where the new ship's distant cousin, *Galilee*, came to rest at the end of her storied sailing career in Pacific waters.

We don't know if the Army Corps' pier will last 100 more years. But judging by the meticulous craftsmanship that's gone into building the *Matthew Turner*, we wouldn't be surprised if she were still introducing newcomers to the magic of sailing, the wonders of the marine environment, and the empowering feeling that comes from working alongside shipmates to harness the wind, well into the 22nd century.

— **latitude/andy**

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PACIFIC CUP 2016 PREVIEW —

While some yacht races pride themselves on their exclusivity, the Pacific Cup has always extolled its inclusiveness and taken pride in calling itself "the fun race to Hawaii." Since the inaugural edition in 1980, Pac Cup organizers have always placed as much emphasis on including small ultralights crewed by a couple of amateurs as on professionally crewed maxis. Now celebrating its 19th edition, the Pacific Cup simply isn't like most other races.

At *Latitude 38*, we take pride in being a little bit different, just like San Francisco itself, and have long found a kindred spirit in the unique phenomenon that is the Pacific Cup.

Beginning in San Francisco in mid-July and ending 2,070 miles later in beautiful Kaneohe Bay, Oahu, the Pacific Cup is a race dominated from start to finish by one major meteorological feature: the northeast Pacific High. This normally stationary high is what creates the strong coastal breezes that blow down the California coast in the summer, and is also responsible for the warm and steady trade winds that blow competitors all the way to Hawaii and allow them a predictable return voyage home.

Whether racing or cruising, sailing from the West Coast to Hawaii is one of the most statistically consistent and enjoyable long crossings that most mariners will ever undertake.

After two consecutive years of strong El Niño occurrences and the wild, unpredictable weather that came with it, the 2016 edition of the Pacific Cup may well signal a return to normalcy. With the scientific community recently confirming that 2016 is officially a La Niña year, the race should, in theory, offer traditional strong and steady trade winds, average **'Aero' at the finish of the 2014 Pacific Cup. Joe Wells' South Beach, San Francisco-based Hobie 33 will go again this year.**

to below-average squall activity, and a reduced chance of tropical systems moving north across the race course. As with any offshore yacht race, however, we won't know how the weather will turn out until the last boat is tied up in Kaneohe.

Between now and then, we can only watch with anticipation to see how this diverse fleet of 67 entries fares. From the diminutive and seemingly requisite doublehanded Moore 24s to the super-

She should certainly be the quickest boat to Hawaii and a serious threat to set a new race record.

maxi *Rio100* and everything in between — including a rapidly growing fleet of cruisers — the 2016 Pacific Cup fleet is the perfect embodiment of all that is right in yacht racing.

Champagne sailing conditions, intense competition, adventure steeped in nature, a stunning destination and epic parties on both ends — this is the Pacific Cup.

Let's take a look at the fleet, division by division:

Honu Division, DW PHRF A

Monday July 11 start — Named after Hawaii's green sea turtle, which symbolizes good luck, endurance and long life, the name Honu is especially fitting for this division as it comprises some of the slower entries in the race.

Beginning off St. Francis YC on Monday, July 11, at 10 a.m., the Honu Division will be the first boats to cross the starting line and officially kick off the race. With eight heavier-displacement racer/cruisers in the 35- to 40-ft range, Honu Division represents one of many bright spots in the 2016 Pacific Cup, with all but one entry being first-time Pac Cup participants. Containing two pairs of West Coast classics — Islander 36s and Cal 40s — as well as a smattering of other builds, Honu should offer exciting and close racing with any number of sur-

prises and may just inspire owners of similar boats to compete in the 2018 Pac Cup.

Kolea Division Doublehanded 1 DW PHRF

Monday, July 11 start — Pac Cup's Doublehanded Divisions are among our favorite aspects of the race. Composed of an extremely diverse group of boats whose sole commonality is their small two-person crew sizes, the DH divisions are especially subject to conditions. If it's a windy year, expect the small ultralights to take off and correct out very favorably. If it's relatively light, expect the larger boats to simply rumble down the course.

Anyone who has ever sailed across an ocean solo or shorthanded surely has a few stories to tell, and with a group that includes four small Santa Cruz ultralights, an Archambault 27 and a quartet of heavier-displacement cruisers, we can't wait to hear some of the stories from this fleet — and share them with you.

Because the little Moore 24s, Express 27s and Santa Cruz 27s are low on waterline and displacement, yet high on fun and surfing abilities, they're some of our favorites to watch in any Hawaii race.

Mark English and Ian Rogers on the Moore 24 *¡Mas!* have been prepping for this race for years and have put in the time and effort, earned consecutive wins in the Coastal Cup, and gained valuable experience along the way to become a class favorite. These two young fathers are accustomed to operating on little-to-no sleep, and *¡Mas!* will surely be one to watch.

Latitude 38 Cruising Division

Monday July 11 start — With 13 entries in this year's Pac Cup, the once-insignificant Cruising Division now comprises some 20% of this year's fleet, and that number is bound to go up in the years to come.

Designed for sailors and cruisers who want the experience of crossing to Hawaii yet prefer to do it in a laid-back environment that offers the safety net of a group, the Latitude 38 Division could



KANEOHE, HERE THEY COME



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

The Beneteau 423 'Tiki Blue', Farr 36 'Sweet Okole' and J/105 'Free Bowl of Soup' start 2014's race to Kaneohe.

be called the Baja Ha-Ha of the Pac Cup.

Competitors may motor along the way and fly whatever sails they want to, irrespective of rating. We're stoked to see the increased participation of this cruising portion of the Pac Cup fleet, and we look forward to promoting and supporting the 'fun' of everyone racing to Hawaii.

Weems & Plath Division DW PHRF B

Tuesday July 12 start — Comprising nine closely paired and relatively similar racer/cruisers including a handful of race veterans and regulars, the division sponsored by Weems & Plath — a maker of marine navigation instruments — is poised to become a navigators' duel. Steve Hocking's Beneteau 45 *Ohana* (which means 'family' in Hawaiian) and Wayne Koide's Sydney 36CR *Encore* are just two of the veterans in this division and will have their hands full in a race that should go down to the wire.

Alaska Airlines Division DW PHRF C

Tuesday July 12 start — A di-

vision that could boast having a race within a race, the Alaska Airlines Division includes a four-boat Express 37 one-design battle among *Bullet*, *Elan*, *Limitless* and *One-Eyed Jack*, which will also be competing with other Carl Schumacher-designed boats for the Schumacher Trophy. Dean Treadway's Hawaii race legend and past overall Transpac and Pacific Cup winner *Sweet Okole* is always a force to be reckoned with in a Hawaii race, as there's no doubt that his custom cold-molded Farr 36 certainly knows the way to Oahu.

Add in a couple of Beneteau racer/cruisers, a Hobie 33, *Aero*, and a Pac Cup first-timer in the Archambault 35

Mirthmaker, and the Alaska Airlines Division becomes one of the most exciting divisions to watch.

North Sails Division, Doublehanded 2

Tuesday July 12 start — Here is another group brought together only by their two-person crew sizes. Like Doublehanded 1, the North Sails Doublehanded 2 Division includes an interesting and very different group of boats. From Buzz Blackett's unique Berkeley-built, Class 40 *California Condor* with the boat's designer, Jim Antrim, aboard, to Bill and Melinda Erkelens' custom 30-footer *Wolfpack*, and the shorthanded Hawaii-race classic Olson 30 *Double Espresso*, the North Sails Division features many locally renowned boats and sailors who have been in the game for decades. Being the faster of the two doublehanded divisions, this will be one to watch closely and could offer the first boat over the finish line in *California Condor*.

Pasha Hawaii Division, ORR D

Thursday July 14 start — The sole division starting on Thursday, ORR D promises to be one of the most hotly contested. The beginning of the true big-boat racing fleets, Pasha Hawaii Division also features a race within a race, as four Santa Cruz 50s compete for overall and division honors, as well as the soon-to-be-famous inaugural Bill Lee "Wizard" Trophy for best-performing Bill Lee-designed yacht. Shana Bagley Howe's custom SC50 *Adrenalin* competes with *J World's Hula Girl*, a sailing school entry skippered by Wayne Zittel, alongside the original SC50, one of the Hawaiian entries, Gib Black's beautiful and distinctive *Chasch Mer*, and Michael Moradzadeh's SC50 *Oaxaca*.

Thomas Furlong's Club Swan 42 *Elusive* makes her Pac Cup debut, though

Shana and Mark Howe's Santa Cruz 50 'Adrenalin' at the start of the Spinnaker Cup to Monterey on May 27.



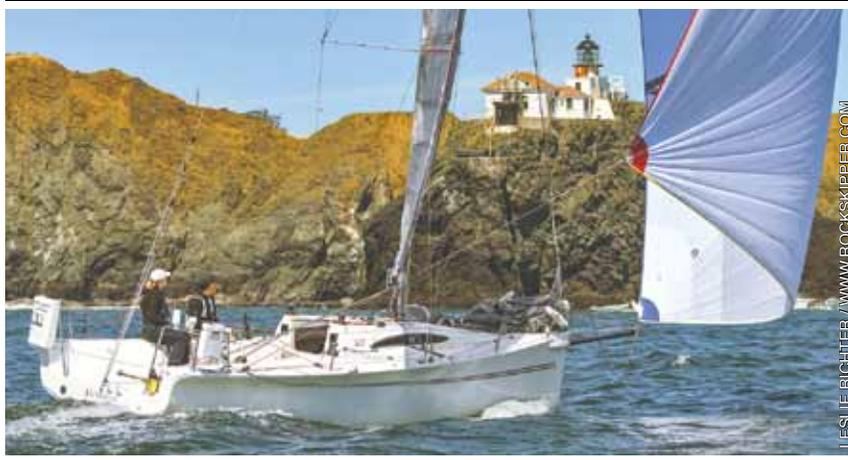
LESLIE RICHTER / WWW.ROCKSKIPPER.COM

PACIFIC CUP 2016 PREVIEW

with an experienced crew that includes a number of shorthanded and solo sailors. One boat to surely watch will be Bay Area boat-builder Rufus Sjoberg's ultra-tricked-out Melges 32 *Rufless* — hands down the smallest and likely the fastest boat in the division. This 2015 OYRA champion has been dialed to the nines by Sjoberg and includes a rock-star crew that will be in it to win it and tough to beat, in both division and fleet.

BMW of San Rafael Division, ORR E

Friday July 15 start — Friday's sole start is the premier division of boats in ORR E. Undoubtedly the fastest boat in the division and the entire fleet is Manouch Moshayedi's Bakewell-White supermaxi *Rio100*. Having proven her speed as the 2015 Transpac Barn Door winner, she should certainly be the quickest boat to Hawaii and a serious



Steve and Amanda Kleha's A27 'Alchimiste' on the return leg of the OYRA Lightship Race on April 16. They'll race doublehanded to Hawaii.

threat to set a new race record if conditions are right.

Correcting out to win the BMW of San Rafael Division will be a challenge however, as *Rio* will have to beat a trio of classic sleds that have been optimized for Hawaii races. Roy Patrick Disney's Andrews 70 *Pyewacket* is a serious threat to win any ocean race she enters, while Hector Velarde's Andrews 70 *Runaway* and Edward Marez' Santa Cruz-

based SC70 *Buona Sera* threaten to play the role of spoiler.

Unique among the Pac Cup entries is Jens Kellinghusen's custom 56-ft *Varuna VI*, a Jason Ker-designed canting-keeled monster. The latest in a string of offshore weapons built for the German owner, *Varuna VI* is competing in many of the world's premier

ocean races and has included the Pacific Cup on her global tour of events as she makes her way Down Under, headed for her Rolex Sydney Hobart debut in December.

Check *'Lectronic Latitude* throughout the race for updates, anecdotes and commentary. We plan to run an interim report in the August issue of *Latitude 38* and a full recap and results in September. Also see www.pacificcup.org.

— ronnie simpson

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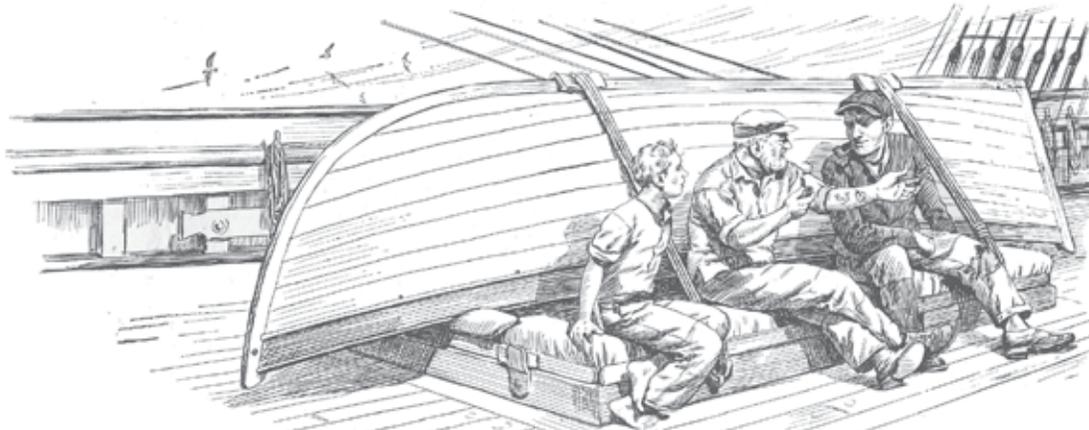
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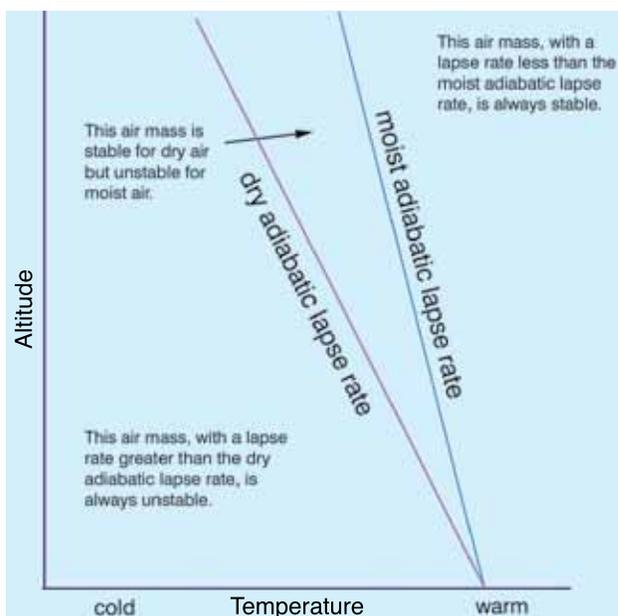
My only qualifications are age, creaky joints that don't like foredeck work, and the fact that I own my own copy of the Expedition routing software. That was enough to get me signed on as navigator on a big boat racing to Hawaii. That and my willingness to write some checks to cover some of the expenses. The result was that I had surely been promoted to my level of incompetence — but that would be my secret. I do know how to drive Expedition. Routing software, however, is no help in dealing with squalls.

Lee Helm turned out to be our inspector. As usual, she had volunteered to do some of the safety and equipment inspections for this race, hoping to get a crew spot. Of course, we both knew that the boat would probably finish about a day sooner if she were navigator and I were doing the inspection.

Lee's job was relatively easy this time because the owner had prepared the boat very thoroughly. All that she could find deficient were lifelines not tight enough, according to the little fish scale she carries, and an out-of-date battery in the Lifesling light. There were also some lifeline stanchions that were an inch and a half too far apart, but she let us slide on that one because the wire was a size up from the required minimum. Most surprisingly, she didn't make us go through her usual live demo of the emergency rudder, probably because the owner had built it to Lee's own design.

"Lee," I asked as we sat down at the chart table to go over the required paperwork, "What can you tell me about

Basic squall thermodynamics: The temperature profile of the air mass determines the vertical stability for moist or dry air.



dealing with squalls?"

"Squalls sail on starboard tack," she shrugged. "Except, like, when they don't."

"That's not much help," I said as I cleared a pile of tools from the chart table lid so that I could open it without spilling them off the table.

"You need to read Will Oxley's book, *Modern Race Navigation*," she continued.

"Is it a good squall tutorial?"

All you really need to know is that upper air, compared to the surface wind direction, is deflected to the right.

"No, but it explains why you shouldn't have a chart table with an opening lid and storage inside," she said. "Actually, the book is sort of a detailed user guide to Expedition. Only available as an e-book, but a must-read for anyone navigating their first major ocean race."

"I'll check it out," I assured her. "Now where did the owner put that folder with the liferaft certifications...?"

Lee had a good point about the chart table. It was full of the crew's wallets and key rings, last year's tide tables, plotting instruments that we never use, a rusty splicing fid, spare batteries of unknown condition, a few almost-empty rolls of sail repair tape, a single wool sock, a big crescent wrench, and a soggy paperback novel that appeared to be about young women surviving a simultaneous storm at sea and a shark attack in a liferaft while wearing almost no clothing. At least, that's what the cover art seemed to indicate.

"None of the stuff in here has anything to do with the navigator's job," Lee pointed out, "and every time someone needs something it will interrupt your work."

I finally located the folder with the raft info, and asked Lee again about squall strategy and why I needed to know that the squalls usually sail on starboard tack.

"Upper air follows the isobars because the coriolis forces are so strong," she said. "Surface wind is slowed by friction, so it deflects in the direction of the pressure gradient from high pressure to low pressure. But,

like, all you really need to know is that upper air, compared to the surface wind direction, is deflected to the right. So the squalls, moving mainly with the upper air, are also deflected to the right, and blow downwind as if they are sailing on a starboard tack broad reach, typically about 165 degrees off the true wind."

"How do I use this info?" I asked.

"Simple. If you want to get out of a squall you're in, or into a squall when you're out of one, or out of a clear spot between cloud streets with not much wind, jibe to port. You'll be on the opposite tack from the squalls. Port tack is for change. Starboard tack is for status quo."

"Finally," I said. "That's the level of simplicity I need."

"It gets worse," she warned. "But first you have to understand how a squall works."

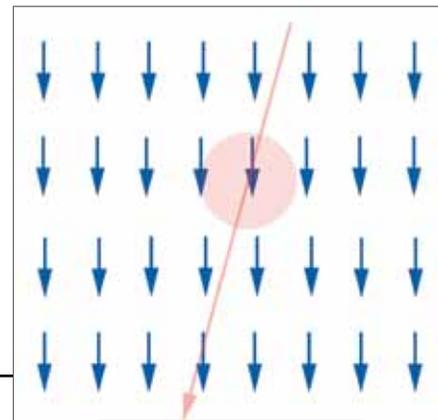
"Okay," I said cautiously. "I know it's driven by vertically unstable air."

"But do you know why the air is unstable?" she asked. And before I could answer, we were in thermodynamics class.

"Let's say you have a cubic meter of air, and you push it up a thousand meters," Lee began. "Pressure drops by about 11%, to 89% of sea level pressure. What happens to the volume of this chunk of air?"

"Even I can remember this from school," I said. "The gas law states that $P V$ equals $N R T$. N is the number of molecules of the gas, R is a constant, so

Squalls sail on starboard tack, usually broad reaching at about 165 degree true wind angle (in the Northern Hemisphere trade winds).



SQUALL TUTORIAL



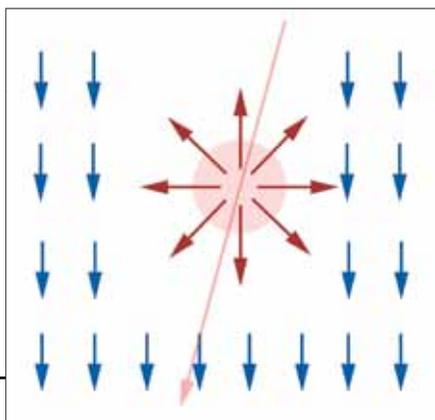
MAX EBB

Determining exactly what effect a squall cloud will bring is difficult, if not impossible. It helps to understand basic thermodynamics.

if pressure times volume has to equal a constant, when pressure goes down by 11%, volume has to go up by 11%. Right?"

"Bzzzt! Wrong!" said Lee. "That's only true if temperature stays constant. In our thought experiment, we're lifting the air much too fast for temperature to equalize. That requires that the lifted air get colder, because as the air expands, it's doing work on the surrounding air. This is called adiabatic expansion, meaning no heat energy goes in or out; the only energy change is the mechanical energy lost due to the expansion. And this is

As shown below, surface wind from the squall's downrush column radiate outward.

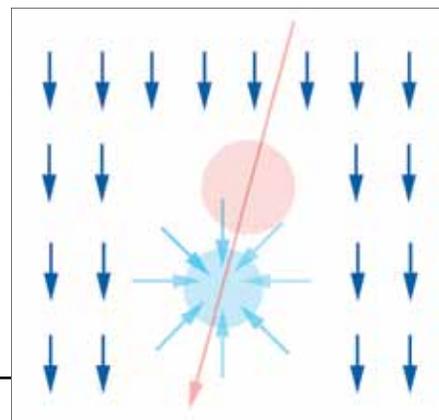


also an isentropic process, no change in entropy, so it's, like, fully reversible if the air moves down again.

As much as my memory of the gas law had inspired a moment of confidence, the mere mention of the word "entropy" took it all away. From my undergraduate days, I could never quite grasp "entropy" as a quantitative parameter. I was in for a rough ride.

"Have no fear," Lee continued, "we can calculate the temperature of the air after it's moved up a thousand meters. We need the ratio of constant-pressure specific heat to the constant-volume specific heat, usually represented by the letter

Squalls often kick off a new column of rising air ahead of the downrush column, sucking in surface air.



gamma. For air this ratio is 1.4. And to calculate approximate temperature after adiabatic expansion, the formula is:

$$T_2/T_1 = (P_2/P_1)^{(\text{gamma} - 1)/\text{gamma}}$$

So for a thousand meters of lift from sea level, we have:

$$T_2/T_1 = 0.89(0.4/1.4) = 0.967$$

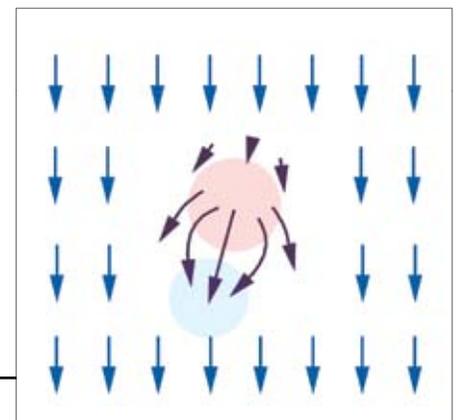
Thankfully Lee spared me the derivation, but calculated the new temperature after a thousand-meter altitude change as 96.7% of the initial temperature. This of course is based on the absolute temperature scale, so if the air starts out at 15 degrees C, it ends up at 0.967 (273+15) - 273 = 5.5 degrees C.

"Now things get interesting," she warned. "If the surrounding air is at constant temperature, same temperature at all altitudes, the air that moved up becomes a lot colder than the air around it, so it sinks back down. This is an air mass that could be described as vertically stable. In fact, even if the air mass is colder up high than down low, as long as the rate of temperature drop with respect to altitude — also called the lapse rate — is less than the adiabatic temperature drop, the air mass will still be stable. But, like, if the temperature gradient in the air mass is more steep — very warm near the surface and very cool up higher — then a chunk of air that moves up a thousand meters might find itself surrounded by cooler and heavier air, even after adiabatic expansion, so it keeps floating up and keeps getting more buoyant relative to the air around it."

"Like a lava lamp?" I suggested.

"Close," Lee allowed. "But, like, now

The resulting surface wind around a dipole squall, with wind shifts exaggerated. This explains why fast boats jibing across the squall front often sail into a header when it's time to jibe back. It also shows that there can be a left-hand shift when the squall center is passing to starboard — but it might still be worth jibing to port to avoid the back of the squall system.



it gets even more interesting. Suppose, instead of just dry air, we have a mix of air and water vapor. You know, like the kind of air you usually find in the trade winds near the surface of the ocean. As the air goes up, it has less capacity to hold water vapor, so when the relative humidity hits 100% the water vapor condenses out into liquid drops of water. This releases all the energy of vaporization — 600 calories per gram! Basically the reverse of boiling. So a lot of heat gets added to that chunk of air as it rises, and instead of cooling off by more than 10 degrees C for every thousand meters of lift, it only cools off by about five degrees for every thousand meters."

She paused, as if expecting me to fully grasp the significance of this last fact.

"See what that means?" she prompted. "As soon as the air becomes saturated at 100% humidity, it becomes much more likely to be unstable, because the wet adiabatic lapse rate is a lot less than the dry adiabatic lapse rate, so it's a lot more likely that the environmental lapse rate is greater than the wet adiabatic, so a chunk of air that moves up is more likely to become more buoyant in the air around it and will keep moving up."

Evidently my facial expression failed to convey that sublime flash of new understanding that Lee was aiming for.

"That's why there's more turbulence in clouds!" Lee practically shouted, "and that's why towering cumulus clouds form over the ocean in the afternoon. And now, the best part: Remember that this process is isentropic, therefore reversible? That means that if the air starts moving down, it will also be unstable in the down direction. Stable air from a high altitude that starts moving down will become heavier relative to the surrounding air as it falls, and then fall down faster and faster. Water can have the same destabilizing effect on the way down. If there's liquid water in the air, as in cloud droplets or rain, then the water evaporates as it sinks and keeps the falling air cool. That keeps the air from warming up as it's compressed by the increasing pressure. That makes it even colder and denser than the air around it, so it sinks even faster. We get a squall!"

"Okay, that all makes sense," I said. "It certainly explains why we have squalls at night."

"And it explains basic squall behavior. You get the blast of air from the downrush column of a collapsing cumulus cloud, with rain if it's a powerful one. And you get the wind shift to the right, because it's bringing down wind from the upper air where the wind direction is

shifted to the right. It explains why you have to be ready to jibe on that clockwise shift if you're on starboard and you want to get south. And it explains the calm area in the wake of the squall, because the wind from the downrush column fans out in all directions around the column, so behind the squall it's subtracting from the trade wind instead of adding to it."

"As soon as the air becomes saturated at 100% humidity, it becomes much more likely to be unstable."

I asked, "Does that also explain why the standard advice is 'exit stage left'?" Is it because we want to get away from the back of the squall where the wind is light, and we can do that faster on port if the squall is sailing on starboard?"

"You got it. But, like, there's just one more very important complication."

"Which is?"

"The ocean surface can still be a lot warmer than the air at night. And remember, these vertical motions are isentropic and therefore reversible. New columns of rising unstable air can form ahead of the squall's central core of air collapsing downward."

"How does this affect squall tactics?" I asked, trying to get right down to the practical advice.

"A fast boat can reach back and forth across the front of a squall and stay in some pretty decent wind for hours at a time," Lee explained. "And, like, if the wind pattern is radiating out from the center of the squall, you would expect a lift as you get to the edge, which would be the cue to jibe back across the front of it. But instead, it's common to sail into a big header just before sailing out of the squall."

"How do you explain that?"

"Strong squalls are dipoles," she said. "There's a strong cell of collapsing air, but right in front of it there's often a cell of rising air that sucks a lot of the falling air back in toward the squall's axis, to replace the air that's going up. The instability is probably triggered by the cold air from the downrush column forcing its way under the warm air near the surface, kicking off the new unstable thermal of rising air. You get a wind pattern on the surface that looks like this..."

Lee fumbled around for something to draw on, but the only bit of blank paper within reach was the inside back cover of

the pulp novel. She drew the non-squall trade winds as a uniform field at about 15 knots. Then she added the downrush of air from the squall's main cell, radiating outward from the core. Then the cell of upward instability right in front of the main downrush column, sucking air back into it. The diagram was a mess by the time she had added up all the various local wind effects, but it was clear why a boat might get headed just before reaching one side of the best breeze.

"This is still a simplification," she warned. "Think of squalls as multi-cylinder engines. Some pistons are going up and some are going down, and the real art is figuring out which is which in time to call the necessary jibes to stay in the good wind. It really helps if you're set up to jibe without having to wake up any crew from the off-watch."

"Ain't that the truth," said the owner, who had just arrived in time to provide some of the missing documents for Lee. "Last time I called an 'all hands' to jibe at three in the morning, I had to call another 'all hands' to jibe back at 3:45. They were not amused, and as it was I waited way too long before jibing back. This time we're set up for two-pole jibes, so the watch on deck ought to be able to jibe early and often, almost capriciously, without extra help."

Lee ran through the squall tutorial again, for the skipper's benefit.

"Maybe that's where the old ditty comes from," he said before reciting an ancient rhyme:

*First the rain and then the wind
Tops'l sheets and halyards mind
First the wind and then the rain
Hoist your tops'ls up again*

"Yikes, call the rhyme police!" exclaimed Lee. "I mean, 'wind' and 'mind'? Followed immediately by 'rain' and 'again'? But, like, it does have a basis in fact. A really big squall will often have a rain cell in front of it because of the rising air it kicks off. So if the rain comes first, there's probably a big blast of air behind it. If the rain comes after the wind, the squall is past. But that's for a classic two-cylinder dipole squall. Wait 'till you sail into a V-8..."

Lee and the skipper concluded the paperwork, and left the cabin. I examined Lee's sketch again. But the front cover of that soggy paperback was hard to ignore. I decided that I needed to take the book home for further study.

— max ebb

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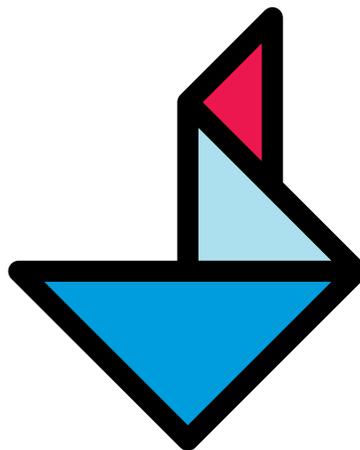
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THE RACING

This month we introduce the California Offshore Race Week — long may she run; feature reports on a delightful **Delta Ditch Run** and a remarkably nice turn around the **Farallones**; go on to the **Go for the Gold Regatta**; and wrap up with congratulations to a Bay Area **Rose Cup** winner. Among other races, **Box Scores** includes some first-half beer can series results, with more to come next month.

California Offshore Race Week

It's such a great idea that we're hoping Offshore Race Week is the beginning of a new tradition on the California coast, a must-do for boats that qualify to race on the ocean.

"We really enjoyed California Offshore Race Week," said Rodney Pimentel, whose Cal 40 *Azure* won their division in the series. "All five clubs did a great job of running the event and making it fun for the participants. Linking the three races together seemed to increase participation."

The first California Offshore Race Week (a long name, so let's just call it CORW) started on Friday, May 27, with the Spinnaker Cup. As usual, San Francisco YC ran the start, and Monterey Peninsula YC received the finishers. But then, for the first time, Encinal YC's Coastal Cup started from Monterey that Sunday and finished in Santa Barbara, where Santa Barbara YC invited the coastal racers to join in a Wet Wednesday beer can race. The second-ever SoCal 300 started from Santa Barbara on June

in Monterey and Santa Barbara, which are great venues," commented Pimentel.

Jim Vickers, the commodore of EYC, explained how CORW came about. "At the end of the 2015 Coastal Cup, we at EYC were bemoaning how much work was put into a race that only six boats finished, and Bill Guilfoyle, then rear commodore of Santa Barbara YC, suggested maybe we could join the San Francisco to Santa Barbara Coastal Cup together with the SoCal 300 and form this California Series. We all thought that was a great idea. It took a few months to get the idea hashed out, and get EYC/SBYC/SDYC aboard with dates and details, but by September it was a done deal, and we were going to race the Coastal Cup from SF to SB, and tie in with the SoCal 300 from SB to SD."

Then David Servais from SDYC called up and said, "Hey, I've got a better idea. Let's split it up not into two events, but into three, and we'll bring in the Spinnaker Cup."

"I originally said no to the idea," says Vickers, "because I thought we'd

never get five yacht clubs together in time to pull this all off. But David and Bill did a bunch of groundwork, including connecting with Betsy Jeffers, vice commodore of MPYC, and Nancy DeMauro, race chair of SFYC, which made the five-club idea seem possible. We all started working feverishly to organize and promote this, and we're all thrilled with how well it has worked out. It's nothing

short of exciting to see a resurgence in offshore racing."

The numbers tell a success story of cross-pollination between NorCal and SoCal fleets. The Spinnaker Cup had 58 entries, compared to 23 last year. The



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Coastal Cup had 29 entries, and the SoCal 300 had 30. Each of those had only a meager seven entries in 2015.

"We are looking forward to doing it again next year," says Pimentel. "It would be nice if the race organizers would consider starting the Spinnaker Cup a day later, and the SoCal 300 a day earlier to keep the entire event within a week."

— *latitude/chris*

SFYC/MPYC SPINNAKER CUP, 5/27-28

CLASS D — 1) **Varuna**, Rogers 46, Chris Hemans; 2) **Fox**, TP52, David Servais; 3) **Buona Sera**, SC70, Edward Marez. (8 boats)

CLASS E — 1) **Bustin Loose**, Sydney 38, Jeff Pulford; 2) **Symmetry**, J/111, Howard Turner; 3) **Outsider**, Azzura 310, Greg Nelsen. (12 boats)

CLASS F — 1) **Elan**, Express 37, Jack Peurach; 2) **Blue Flash**, J/88, Scott Grealish; 3) **Loca Motion**, Express 37, Mark Chaffey; 4) **Alternate Reality**, Express 27, Darrel Jensen. (16 boats)

CLASS G — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Carnaval**, Santana 35, Bill Keeler; 3) **Avion**, Bianca 414, Thomas Abbott. (9 boats)

CLASS J — 1) **Alchimiste**, Archambault 27, Stephen Kleha; 2) **Snafu**, Moore 24, Karl Robrock; 3) **iMas!**, Moore 24, Mark English. (5 boats)

CLASS K — 1) **Orion**, MOD 70 trimaran, Tom Siebel; 2) **Chim Chim**, Gunboat 62 catamaran, John Gallagher. (2 boats)

CLASS M — 1) **Horizon**, SC50, John Shulze;



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San Diego speedsters 'Aszhou' and 'Fox' head for the Gate at the start of the Spinnaker Cup.

3 and sailed through a scoring gate east of San Nicolas Island to finish at the fifth club, San Diego YC.

"It was really nice to spend more time



Spread: John Shulze's Balboa YC-based 'Horizon' in the SoCal 300. The Santa Cruz 50 won the inaugural California Offshore Race Week. Inset: the start of the Coastal Cup in Monterey.

2) **Lucky Duck**, SC52, Dave MacEwen; 3) **Prevail**, SC52, Bill Guilfoyle. (6 boats)

EYC COASTAL CUP, 5/29-6/1

MONOHULL A — 1) **Buona Sera**; 2) **Aszhou**, Farr 40, Simon Phillips; 3) **Fox**, TP52, Victor Wild. (5 boats)

MONOHULL C — 1) **Prevail**; 2) **Horizon**; 3) **Lucky Duck**. (4 boats)

MONOHULL D — 1) **Symmetry**; 2) **Astra**, Farr 40, Simon Phillips; 3) **Locomotive**, Summit 40, Larry Andrews. (4 boats)

MONOHULL E — 1) **Azure**; 2) **Peacemaker**, O'Day 39, Mike Price; 3) **Loca Motion**. (5 boats)

MONOHULL F — 1) **Mas!**; 2) **White Trash**, Moore 24, Pete Trachy; 3) **Snafu**. (7 boats)

MULTIHULL — 1) **Orion**; 2) **Chim Chim**. (2 boats)

OVERALL — 1) **Symmetry**; 2) **Astra**; 3) **Mas!**; 4) **Buona Sera**; 5) **White Trash**. (25 boats)

SO CAL 300, SANTA BARBARA YC/SDYC, 6/3

MONOHULL A — 1) **Varuna**, 14.5 points; 2) **Runaway**, Andrews 70, Tom Corkett, 17; 3) **Fox**, Victor Wild, 18.5. (7 boats)

MONOHULL C — 1) **Horizon**, 8.5 points; 2) **Lucky Duck**, 12; 3) **Deception**, SC50, Bill Helvestine, 21.5. (6 boats)

MONOHULL D — 1) **Numbers**, Taylor/Goetz 49, Ivan Batanov, 8.5 points; 2) **Timeshaver**, J/125, Viggo Torbensen, 13; 3) **Astra**, 16.5. (8 boats)

MONOHULL E — 1) **Peacemaker**, 8.5 points;

2) **Azure**, 12; 3) **Loca Motion**, 16.5. (6 boats)
MULTIHULL — 1) **Mighty Merloe**, ORMA 60, H. L. Enloe, 5.5 points; 2) **Orion**, 27.5; 3) **Chim Chim**, 27.5. (3 boats)

OVERALL — 1) **Horizon**, 25.5 points; 2) **Peacemaker**, 29.5; 3) **Lucky Duck**, 30; 4) **Azure**, 35.5; 5) **Varuna**, 42; 6) **Loca Motion**, 50 (27 boats).

CALIFORNIA OFFSHORE RACE WEEK SERIES

MONOHULL A — 1) **Varuna**; 2) **Fox**; 3) **Aszhou**. (4 boats)

MONOHULL C — 1) **Horizon**; 2) **Lucky Duck**; 3) **Prevail**. (4 boats)

MONOHULL D — 1) **Astra**; 2) **Blue Flash**; 3) **Outsider**. (5 boats)

MONOHULL E — 1) **Azure**; 2) **Peacemaker**; 3) **Loca Motion**. (5 boats)

MULTIHULL — 1) **Orion**; 2) **Chim Chim**. (2 boats).

Full results at www.offshoreraceweek.com

Delightful Ditch Run

Granted, "delightful" may not be what the really competitive racers seek in a long-distance race. Some may prefer blasting past the fallen masts, capsized cats and other mishaps when the breeze is blowing close to a gale. That faction would be disappointed on June 4, when the 26th Delta Ditch Run sailed 67 miles, mostly downwind, from Richmond to Stockton.

The volunteers at Stockton Sailing Club would have a long wait, until 6:42 p.m., for the first finisher, Bill Erkelens' D-Class cat *Adrenaline*. But, surprise, surprise, one of the 22 Moore 24s won overall on corrected time.

"Predicted wind for the day was light so a big hat, plenty of beer and a long-sleeved white shirt were in order," reports Simon Winer, who doublehanded the winning Moore, *Gruntled*, with Bart Hackworth. "The current was to be with the fleet for the whole day so there was no reason to believe that sleeping on the green lawn of SSC was not guaranteed.

"The mighty Moore 24 is now more than 40 years old and everyone knows they are hard to beat in very light and very heavy breeze, especially in the Ditch where they jibe only half as much as some of the sporty boats."

Winer reports that though the Moores diverged in San Pablo Bay, everyone met back at the C&H sugar refinery in Carquinez Strait.

"*Gruntled* led the Moores to Benicia but then dove to the south to avoid a mud island and died. The whole fleet passed and fought each other right into a wind hole. As it often does, the new wind came from the south." *Gruntled* was off again.

"Past the rock barges was the usual 'can we carry/are we going to die/let's hoist again'. A few Wabbits carried with big trap guys getting way out there. An outbound ship or two passed, and then we were in the home stretch, you know, the one that seemingly is about half a light year!"

The duo finished, loaded the boat onto the trailer, and began the waiting game for overall results. "Was it going to be death from behind — the Cal 20 *Can O'Whoopass* with a rating of 273? It turned out to be a Moore year with

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June's racing stories included:

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 - More Delta Ditch Run
- Columbia 5.5 Meter Comeback
 - Newport Bermuda Race
- US Paralympic Team • Previews of June and July races, and more!

THE RACING



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

This page: the Delta Ditch Run on June 4. Clockwise from top left: Eventual corrected-time winner Moore 24 'Gruntled' in Suisun Bay; the Express 27 'Elise' sails past Pittsburg in the company of Moores and a Wabbit; 'LaBomba' wipes out at the notorious Mark 19; smoking through the fleet on a kiteboard; Carol the human preventer in New York Slough.

overall 1, 2, 3, and then the Express 27 *Motorcycle Irene*, then sporty, then death from behind. Thanks to everyone who made the redneck Transpac happen in 2016."

"Three Cals did the run this year," reports the skipper of 'death from behind', Richard vonEhrenkrook, "*Can O'Whoopass*, Marcus Choy's *Green Dragon* and Chris Forrest's *Sirena* (ex-*Tappo Piccolo*, a freak amalgam of 2-ft transom extension, inboard rudder, and modified Melges 24 rig, rating 228), up from Santa Cruz."

VonEhrenkrook noted very light breeze at the start, just south of The Brothers islands, with many boats either anchoring up-current or tying off to the nearby pier. "*The Can* moved through many of the previous starters as we mostly drifted with the flood. Folks who are sometimes confounded by Cal 20s don't realize that the boat is wickedly fast in zephyrs, and in up to 5 knots of wind can sail boat-for-boat with 120-raters, despite the 20's obvious flaws in sailing to rating in medium air. Thus, we found ourselves keeping even

pace with Express 27s at Point Pinole. Once the zephyrs turned to light breeze, the gaggle pulled away, leaving the high raters behind."

Can and *Sirena* passed each other multiple times. "The four crew on *Sirena* came up with the novel idea of free-floating the asymmetrical wing-on-wing," said vonEhrenkrook. "They took off, easily besting the stock boats by a knot or more! And, in the windy course, they often chose to not jibe the thing, but to just jibe the main, and go back to sailing hot and high, conventionally. At one point, before we hit the narrower cuts, they had a 1.5-mile lead."

Sirena beat *Can* over the line by just 29 seconds, with the *Dragon* 6 seconds behind, to the cheers of spectators. *Sirena* took the rating hit and the stock boats corrected out by almost 40 minutes ahead.

Coming in about half an hour later, with 22 minutes to spare before midnight, the cat-rigged Mancebo 24 *Critical Mass* was the final finisher. "Sailing in the dark in the channels using 'red right returning' got me to Stockton," reports

singlehander John Dukat. "What was really nice: It was quiet, and occasionally I could hear a bullfrog, and then there were oncoming boats and unidentified objects."

Foiling up the race course at 30 knots or more in just two and a half hours was a sail-along, Joey Pasquali, who fulfilled his goal of being the first kiteboarder to complete the course. He had to wait to start his unofficial run until 5 p.m., when the breeze finally filled in.

In addition to a safety boat, he was accompanied by two other kites, who both crashed in the nasty ebb chop in San Pablo Bay. Pasquali hovered at the Carquinez Bridge for 20 minutes, waiting for the RIB to catch up.

"The bridges were my biggest worry," he says, "especially the Benicia and railroad bridges."

— latitude/chris

DELTA DITCH RUN, SSC/RVC, 6/4

HEAVY 1 — 1) **Marrakesh**, Express 34, Craig Perez; 2) **Sir Leansalot**, Hunter 40, Tom Lueck; 3) **Swift Ness**, J/111, Reuben Rocci. (6 boats)

HEAVY 2 — 1) **Redhead**, Cal 40, Walter Smith; 2) **Arcadia**, Mod. Santana 27, Gordie Nash; 3) **Bravo**, Pretorien 35, Aaron Wangenheim. (8 boats.)

HEAVY 3 — 1) **Can O'Whoopass**, Cal 20,



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Richard vonEhrenkrook; 2) **Green Dragon**, Cal 20, Marcus Choy; 3) **Sirena**, Mod. Cal 20, Chris Forrest. (7 boats)

LIGHT 1 — 1) **Dos**, Sierra 26, Brad Butler; 2) **Intruder**, Melges 32, Gregory Dyer; 3) **Karn Dog**, Olson 30, Mike Little. (6 boats)

LIGHT 2 — 1) **Flight Risk**, Thompson T650, Ben Landon; 2) **Flygfisk**, Melges 20, Tom Kassberg; 3) **Salsa**, Ultimate 20, David Krausz. (10 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Magic Bus**, Paul Deeds; 3) **Fired Up!**, John Morrison; 4) **Abigail Morgan**, Ron Kell. (16 boats)

MELGES 24 — 1) **Average White Boat**, Kent Pierce; 2) **Brio**, Manfred Schmiedl; 3) **Go211**, JC Raby. (8 boats)

MOORE 24 — 1) **Gruntled**, Bart Hackworth; 2) **The Jackal**, Hogan Beatie; 3) **Valkyrie**, Aaron Sturm; 4) **Penguin**, Moore 24, Matt Dini; 5) **Moorigami**, John Siegel. (22 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell; 2) **Mr. McGregor**, Kim Desenberg; 3) **The Bar-Ba-Loot**, Sarah Deeds. (7 boats)

J/70 — 1) **DFZ**, Tom Jenkins; 2) **Hellcat**, Brant Adornato; 3) **Flotek**, Juston Foox. (5 boats)

DOUBLEHANDED — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Golden Fleece**, Newport 30 MkII, John Gillfillan; 3) **Knot Serious**, Capri 25, Steve Gierke. (6 boats)

MONOHULL OVERALL — 1) **Gruntled**; 2) **The Jackal**; 3) **Valkyrie**; 4) **Motorcycle Irene**;

This page: eye candy from the Great San Francisco Schooner Race on June 11. Clockwise from top left: 'Gold Star'; 'Yankee'; 'Marjorie'; and 'Brigadoon'. See Box Scores for results.

5) **Flight Risk**; 6) **Can O'Whoopass**; 7) **Green Dragon**; 8) **Penguin**; 9) **Redhead**; 9T) **Magic Bus**; 10) **Fired Up!**. (93 boats)

VIPER 640 — 1) **Venom**, Jeffrey Grange; 2) **6BR**, Eric Poulsen; 3) **USA 24**, Olaf Bleck. (3 boats)

CRUISING — 1) **Sweet Revenge**, Challenger 24, Dave Mack; 2) **Tac Two**, Hunter 37c, Paul Fredrick; 3) **Good Way**, Sabre 34 MkI, Thomas Johnson. (13 boats)

BAMA MULTIHULL 1 — 1) **Wingit**, F-27, Amy Wells; 2) **Pacifico**, C-31, Richard Turney; 3) **Raven**, F-27, Truls Myklebust. (9 boats)

BAMA MULTIHULL 2 — 1) **Adrenaline**, D-Class cat, Bill Erkelens; 2) **Shadow**, ProSail 40, Peter Stoneberg; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck. (3 boats)

BAMA MULTI TEXEL — 1) **Double Trouble**, Nacra F18, Matthaeus Leitner; 2) **Don't Panic**, Hobie 18, Thomas Sinnickson; 3) **Kaos vs. Control**, Hobie F18, Charles Froeb. (11 boats)

Full results at www.stocktonsc.org

OYRA Farallones Race

"The most benign Crewed Farallones conditions we have experienced and a pleasant change from the 32-knot true wind speed reach home in the Double-handed Farallones just two months ago!" is how Rich Pipkin summarized the

OYRA Farallones Race on June 11. Not everyone agreed, with some describing confused seas on the way out and very large swells at the island. But everyone did agree that overall it was a good day for sailing out to Southeast Farallon Island and back, with most boats finishing well before dusk.

The race began on time with smooth management from PRO Nancy DeMauro and an SFYC race committee using St-FYC's race deck. An orderly procession of divisions crossed the start line and almost immediately tacked out into the ebb on their way to the Golden Gate Bridge. It was a quick trip, less than 15 minutes for most boats. After the bridge, decisions about how to exit the Golden Gate were divided between boats tacking down to Mile Rock for a southerly exit and others taking the northerly route near Point Bonita. Max Crittenden on the Martin 32 *Iniscaw* was one of the few competitors to tack north for awhile after leaving Bonita behind. He reported they carried the #1 jib comfortably most of the way to the island until they got close and the wind picked up. Crittenden had several Farallon rookies on board who had to keep hiking instead of sightseeing

THE RACING



JAN'S MARINE PHOTOGRAPHY

at the island as they rounded.

The northwesterly held until around the Lightship when it backed to the west. The tracks on www.jibeset.net show boats sagging off to the southwest, missing the island. But, then the wind clocked back to NNW and the tracks turn up, with most boats deciding to take the island to port, fetching it without tacking. Several boats decided on a starboard rounding. Tom Siebel's MOD70 *Orion* sailed through all the monohulls that started before her, meeting all the same boats on her way back for a 3:42-hour round trip. Along with the speeding tri, boats reported seeing whales, dolphins, sunfish, sharks and birds. Rich Pipkin on the J/125 *Can't Touch This* reported that they were "reaching back under spinnaker three miles east of the island, when a whale that must have swum under the boat surfaced and blew on our starboard side — maybe 30 feet away." There was complete quiet on the boat.

Conditions were "bouncy," so Max Crittenden decided to reef rather than change down the headsail for *Iniscaw's* rounding. He stuck with white sails for the reach back. Max noted that the Catalina 42 *Tesa*, with their starboard rounding "got a kite up early and rolled right over us" for a win in PHRO 2A *Iniscaw's* crew also saw what they thought was a nurse shark rather than a great white.

Singlehanding aboard the Wilderness

The start of the OYRA Half Moon Bay Race on June 25. The sailors report light wind outside the Gate, lots of close encounters with wildlife including whales, sunfish and a great white shark, and breeze kicking up right at the end.

30 *Nightmare*, Greg Ashby joined the starboard rounders and also opted to stick with white sails. He "was too wiped out for a spinnaker set" but did enjoy some fast surfing down the swells after the Lightship. Ashby ended up second in division behind Jiri Senkyrik's Olson 30 *Kato*, a single-race entry that will sail to Hawaii in July with the Singlehanded TransPac. With no choice other than one white sail, Pat Broderick's doublehanded Wyliecat 30 *Nancy* with Pat Wertz as crew took the island to port and then enjoyed a great reaching run back to Land's End. After joining the later returnees in the changing current and waning breeze between Point Bonita and Mile Rocks, the two Pats managed to find wind along the Marin side and took first in the Doublehanded Division.

OYRA President Andy Newell's Santana 35 *Ahi* reported 29 knots on the anemometer, although that speed was when "falling off a wave." They carried their #1 all the way to the island and saw seas of one to two-and-a-half feet. Newell described the day as "pretty unremarkable other than the fact that it was remarkably nice out there."

— Pat Broderick

OYRA FARALLONES, 6/11

PHRO 1A — 1) **Elusive**, Swan 42 Club, Thomas Furlong; 2) **Secret Squirrel**, Schock 40, Zachery Anderson; 3) **Can't Touch This**, J/125, Rich Pipkin. (9 boats)

PHRO 1B — 1) **Blue**, Swan 53, Ray Paul; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Encore**, Sydney 36CR, Wayne Koide. (5 boats)

PHRO 1C — 1) **Akula**, J/105, Douglas Bailey; 2) **Javelin**, J/105, Sergei Podshivalov; 3) **Elan**, Express 37, Jack Peurach. (7 boats)

PHRO 2A — 1) **Tesa**, Catalina 42, Steve Haas; 2) **Ahi**, Santana 35, Andy Newell; 3) **Iniscaw**, Martin 32, Max Crittenden. (4 boats)

PHRO 2B — 1) **Yeti**, Express 27, Adam Mazurkiewicz; 2) **Elise**, Express 27, Nathan Bossett/Nathalie Criou; 3) **Ergo**, Ericson 35 MkII, Scott Cyphers. (5 boats)

SHS 1 DOUBLEHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick/Pat Wertz; 2) **Alchiste**, Archambault 27, Steve & Amanda Kleha; 3) **Slight Disorder**, Moore 24, Carmen Maio/Mark Pickett. (4 boats)

SHS 2 SINGLEHANDED — 1) **Kato**, Olson

ELKHORN YC OTTER CUP, 5/21

1) **Ardea**, N/M 50, August Lewis; 2) **Ariel**, C&C 110, Bill Hunt; 3) **Un Bel Di**, Cal 25, John Herne. (10 boats)

Full results at www.elkhornyc.org

OYRA DUXSHIP, 5/21

PHRO 1A — 1) **Adrenalin**, SC50C, Shana & Mark Howe; 2) **Lucky Duck**, SC52, Dave MacEwen; 3) **Can't Touch This**, J/125, Rich Pipkin. (7 boats)

PHRO 1B — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Blue**, Swan 53, Ray Paul; 3) **Tiburon**, C&C 30, Steve Stroub. (7 boats)

PHRO 1C — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Elan**, Express 37, Jack Peurach; 3) **Windswept Lady**, X-362, Kerry Sheehan. (5 boats)

PHRO 2A — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Redhead**, Cal 40, Walter Smith; 3) **Ahi**, Santana 35, Andy Newell. (6 boats)

PHRO 2B — 1) **Yeti**, Express 27, Adam Mazurkiewicz; 2) **Whirlwind**, Wyliecat 30, Dan Ben-

THE BOX SCORES

jamin; 3) **Slight Disorder**, Moore 24, Carmen Maio. (5 boats)

SHS 1 DOUBLEHANDED — 1) **Oscar**, SC33, Joshua Rothe/Jeff Dunnavant; 2) **iMas!**, Moore 24, Mark English/Michael McCarthy; 3) **Alchiste**, Archambault 27, Steve & Amanda Kleha. (7 boats)

SHS 2 SINGLEHANDED — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Joujou**, Capo 30, Tom Boussie; 3) **Domino**, Wilderness 30, David Herigel. (3 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

Full results at www.jibeset.net

GREAT SF SCHOONER RACE, SFYC, 6/11

GAFF — 1) **Brigadoon**; 65-ft Herreshoff, Ter-

ry & Lindsey Klaus 2) **Jakatan**, 40-ft Perry, Jeff Hawkins/Janet Strauss. (3 boats)

MARCONI — 1) **Elizabeth Muir**, 51-ft McInnes, Peter Haywood/Ivan Poutiatine; 2) **Seaward**, 82-ft Wooden, Alan Olson; 3) **Gold Star**, 46-ft Watts, Jim Cullen. (3 boats)

CLASSIC — 1) **Marjorie**, 59-ft Waring ketch, Gardner Baldwin; (1 boat)

Full results at www.sfyf.org

EYC SPRING TWILIGHT SERIES, (5r, 1t)

PHRF A — 1) **Outsider**, Azzura 310, Greg Nelsen, 6 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 8; 3) **Spirit of Freedom**, J/124, Bill Mohr, 12. (5 boats)

PHRF C — 1) **Wylie E. Coyote**, Express 27, Dan Pruzan, 6 points; 2) **Incognito**, Moore 24, Michael Gabriel, 11; 3) **Snafu**, Moore 24, Karl Robrock, 12. (6 boats)

PHRF D — 1) **Santana 20**, Santana 20, Brett Allen, 5 points; 2) **Osituki**, Cal 28, Rodney Pimentel, 7; 3) **Finn**, Capo 26, Larry Duke, 11. (9 boats)

30, Jiří Šenkyřík; 2) **Nightmare**, Wilderness 30, Gregory Ashby; 3) **Joujou**, Capo 30, Tom Boussie. (4 boats)

MULTIHULL — 1) **Orion**, MOD 70, Tom Siebel; 2) **Raven**, F-27, Truls Myklebust. (2 boats)

Full results at www.jibeset.net

Go for the Gold

After anxiety about water levels and a long wait for wind, Gold Country YC offered up a fine regatta to 60 assorted keelboats and centerboarders, including 28 Lasers, on the first weekend of June.

As in the Ditch Run down at sea level, June 4's breeze on the Sierra Foothills lake of Scotts Flat was inadequate. "Saturday began with an overcast and dead calm, and all boats had to paddle or motor out to the far end of the course," says GCYC's Dave Cowell. The wind finally came up enough for two low-speed races.

Cowell reports a complete reversal of weather on Sunday. "The sultry air and cloud cover were replaced by sunshine and wind. The wind showed up much sooner and with more authority." At times it began to look blustery, causing "some concern in the class boats carrying larger genoas and pandemonium on the prow for changing sails and bemoaning three-minute start sequences."

A Thistle flipped, the pintle and rudder coming off. "They managed to right themselves and be on their way."

— *latitude/chris*

NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr, 5 points; 2) **Obsession**, Harbor 20, Dave Vickland, 11; 3) **Fun**, Santana 22, Chris Nicholas, 13. (7 boats)

Full results at www.encinal.org

IYC ISLAND NIGHTS SPRING, (5r, 1t)

PHRF A — 1) **Crinan II**, Wyliecat 30, Don Martin, 8 points; 2) **Spirit of Freedom**, J/124, Bill Mohr, 10; 3) **Twisted**, Farr 40, Tony Pohl, 12. (6 boats)

168-RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Faster Faster!**, Merit 25, David Ross, 9; 3) **Irish Blessing**, J/24, Chad Peddy, 11. (5 boats)

PHRF C — 1) **Boogie Woogie**, Ranger 33, John Ratto, 5 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 6. (2 boats)

SIZE MATTERS — 1) **Obsession**, Harbor 20, Dave Vickland, 4 points; 2) **Fun**, Santana 22, Chris Nicholas, 11; 3) **Slice**, Wilderness 21, John Diegoli, 13. (6 boats)

NON-SPINNAKER — 1) **Ghost**, Tartan Ten,



The Bay Area-based team of (left to right) Romain Screve, Sammy Shea and Jackson Ritter claimed the Rose Cup for youth match racing.

GCYC GO FOR THE GOLD, 6/4-5 (6r, 1t)

KEEL — 1) **U Decide**, Ultimate 20, Phil Kanegsberg, 8 points; 2) **Roll Tide**, Santana 20, Scott Mack, 10; 3) **Opus 8**, Weta, Jerry Grant, 11. (5 boats)

CATALINA 22 — 1) **No Cat Hare**, Don Hare, 8 points; 2) **Blue Diamond**, Dave Strain, 8; 3) **Kukana Luka**, Dennis Barry, 11. (5 boats)

CENTERBOARD — 1) **Joe's Vanguard**, Vanguard 15, Joe Denton, 8 points; 2) **Osprey**, Thistle, Dan Clark, 11; 3) **Bob's Sunfish**, Sunfish, Bob Cronin, 11. (4 boats)

DAYSAILER — 1) **Bubba**, Mike Gillum, 6 points; 2) **Hot Flash**, Craig Lee, 8; 3) **Amorita**, Todd Hansen, 14. (4 boats)

WINDMILL — 1) **Scott's Windmill**, Scott Rovanpera, 4 points; 2) **Witch of the West**, Darrell Sorensen, 8; 3) **Eric's Windmill**, Eric Swen-

son, 13. (3 boats)

LASER — 1) **Leaky Lena**, Emilio Castelli, 8 points; 2) **Doug**, Doug Seeman, 25; 3) **Jim**, Jim Christopher, 25; 4) **J.B.**, J.B. Duler, 27; 5) **Bonnie Tuesday**, David Wyllie, 29; 6T) **Mike**, Mike Rohde, 32; 6T) **Voyager**, Toshinari Takayanagi, 32; 6T) **Spot On**, Rick Raduziner, 32; 9T) **Afternoon Delight**, Nick Cave, 39; 9T) **My Sharona**, Bruce Braly, 39; 9T) **Roger**, Roger Herbert, 39. (30 boats)

BANSHEE — 1) **Ghost**, Charles Witche, 4 points; 2) **Cruzin**, Wayne Cassingham, 8; 3) **Tim's Banshee**, Tim Loomis, 11. (8 boats)

Full results at www.gcy.net

Marinite Wins Rose Cup

The winner of the Rose Cup was determined in the last race of the U.S. Youth Match Racing Championship Finals on June 19. With the series even at 2-2, #2 seed Romain Screve of Ross, SFYC and StFYC, with crew Sammy Shea and Jackson Ritter of San Francisco, edged past #1 seed Sean Cornell of Centerport, NY, to win the championship.

Hosted by Sail Sheboygan and Sheboygan YC in Wisconsin, the 10 teams of 16- to 20-year-olds, racing in Elliott 6m keelboats, enjoyed outstanding conditions on Lake Michigan.

The win earned Screve an invitation to the Governor's Cup on July 18-23 at Balboa YC in Corona del Mar. He also qualifies for the Oakcliff Halloween Invitational on October 29-30 in Match 40s.

— *latitude/chris*

THE BOX SCORES

Glen Krawiec, 4 points; 2) **Dulcinea**, Catalina 38, Lee Krasnow, 8; 3) **Galatea**, Aphrodite 101, Ken Viaggi, 11. (3 boats)

Full results at www.iyc.org

OYC SWEET 16 SERIES FIRST HALF (8r, 2t)

PHRF <101 — 1) **Golden Moon**, Express 37, Kame & Sally Richards, 6 points; 2) **Dark and Stormy**, 1D35, Jonathan Hunt, 10; 3) **Spirit of Freedom**, J/124, Bill Mohr, 19. (5 boats)

PHRF >100 — 1) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 6 points; 2) **Choices**, Schock 34 PC, Doug Perry, 12. (2 boats)

MERIT 25 — 1) **Dire Straits**, J/24, Steve Bayles, 7 points; 2) **Bandido**, Merit 25, George Gurrola, 8; 3) **Double Agent**, Merit 25, Scott Ollivier, 9. (3 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman, 7 points; 2) **Renaissance of Tahoe Vista**, Steven Hixson, 12; 3) **Zenith**, Bill Nork, 14. (4 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 6 points; 2) **Wuvulu**, Islander 30, John New, 13; 3) **Lelo Too**, Tartan 30, Emile Carles, 15. (3 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 9 points; 2) **Maverick**, Bob Nelson, 11; 3) **Wings**, Mike Jackson, 12. (8 boats)

NON-SPINNAKER <190 — 1) **Jackal**, Ranger 33, Roger Wise, 8 points; 2) **Lioness**, Hinkley Bernuda 40, Sheldon Haynie, 13; 3) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 14. (3 boats)

NON-SPINNAKER >190 — 1) **Obsession**, Harbor 20, Dave Vickland, 7 points; 2) **Fun**, Santana 22, Chris Nicholas, 10; 3) **Slice**, Wilderness 21, Mark Rommel, 16. (7 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, (1 boat)

Full results at www.oaklandyachtclub.net

WORLD

*We report this month on a **Creative Alternative to Recruiting Your Own Charter Crew.***

Make New Friends in Exotic Places by Flotilla Chartering

If you've been frustrated by trying to get friends and family members to commit to a charter vacation, we can relate. Given the unholy demands of the workaday world and the complexity of getting would-be sailing partners to align their vacation times, it sometimes seems impossible to nail down a travel plan.

But it doesn't have to be that way. Rather than abandoning your dreams of a much-needed sailing vacation in some exotic locale, why not simply book a berth or cabin on a flotilla charter?

Although you may not be familiar with the concept, flotillas have been hugely popular among Europeans for decades, especially in the Aegean and Adriatic seas — that is Greece, Turkey and Croatia. Similarly, 'cabin charters' are big in the popular charter venues such as the British Virgin Islands, the Bahamas, Grenada and elsewhere. These are sometimes run on a single boat, but often as part of a flotilla. (Check the websites of Sunsail, The Moorings and Dream Yacht Charters for options.)

If you relish being aboard the only boat in a secluded anchorage, flotillas may not be for you, but if you're open to making new friends, on an active, fun-focused adventure, you might want to give it a try.

Big flotillas are typically set up with a lead boat run by a paid skipper, while some if not all other boats in the fleet

Club Nautique members and friends head ashore at Anegada, the British Virgins' least developed island. Right: Snorkeling fun.

are run by experienced charterers. Some clients fill a whole boat with their own friends and join a flotilla just for fun. Others might agree to take on the role of captain, then let the charter firm fill the cabins. If you like to mix and mingle with new acquaintances from different countries, joining a mixed-national crew can be a fantastic experience.

If you've never captained your own charter boat, but would like to someday, crewing on a flotilla can serve as great preparation. Be aware also that sometimes the lead boat will carry a bona fide sailing instructor.

In the Aegean and Adriatic, a single flotilla might include 20 boats or more. Of course, in destinations such as Greece and Turkey the norm is to Med-moor to the seawalls of ancient ports and villages, so you're typically in the middle of an intensely social scene anyway — even if you're on your own boat.

Here in the Bay Area, just about ev-



CLUB NAUTIQUE



MODERN SAILING

parture planning parties, which help break the ice with potential crewmates.

We checked in with the Bay Area clubs and found that among them, there's an enticing menu of flotillas offered in the coming months.

Club Nautique (Sausalito and Alameda) has done many flotillas, near

and far. The following trips are currently on the company's calendar:

- August 5-7 — Petaluma River cruise to the downtown turning basin.
- October 19-23 — Bodega Bay flotilla.
- September 3-17 — Croatia flotilla aboard six monohulls.

For more info, call the club directly, (415) 332-8001, and check out the website: www.clubnautique.net

Modern Sailing School & Club (Sausalito) also has a long history of running flotillas, both locally and overseas. Currently on their calendar are:

- September 17-27 — Greece (Leg



CLUB NAUTIQUE

ery sailing school — most call themselves clubs — offers flotilla charter trips both locally and abroad. They serve as a nice perk for Club staff, while giving 'added value' to club membership. In most cases non-members can sign up also. Pricing is typically all-inclusive, and most clubs hold pre-de-

OF CHARTERING



one will be:

• July 1 — The Sea of Cortez, out of La Paz

Call (510) 232-7999 for details or see www.tradewindsailing.com.

Wind Toys (Santa Rosa and Sausalito), which caters primarily to Hobie and other small-boat sailors, isn't a sailing school, but has a very loyal following. Owners John Schulthess and Monique Boucher actually got married during a Tahiti bareboat charter with Dream Yacht Charters, and they recently bought a Lagoon 440 that they'll soon place at Dream's La Paz

If an overseas flotilla is not in the cards for you this year, consider a close-to-home flotilla like this one, up the Petaluma River.

One) aboard two monohulls.

• September 28-October 8 (Leg Two), also aboard two monohulls.

• Summer 2017 — Tahiti.

Club members and friends have recently done the Spanish Virgin Islands (adjacent to Puerto Rico.) Other relatively recent trips went to the Bahamas, Maine and The Grenadines.

For trip info, call (800) 995-1668, or visit: www.modernsailing.com.

OCSA (in Berkeley) is a huge club that offers many trips. Currently on the docket are:

• September 17-October 1 — Croatia aboard a mix of five monohulls and five multihulls (waitlist only on this one).

• February 7-17, 2017 — Leeward Antilles (St. Martin, etc.), five to 10 boats.

• September 9-23, 2017 — Greece.

(The club typically runs flotillas to Turkey or Croatia in September, and elsewhere in the winter, such as to the BVI, Belize or the St. Martin areas.

For details, call (800) 223-2984 or see:

<http://ocscsailing.com/contact>.

Being close to Silicon Valley, Spinnaker Sailing Club (of Redwood City) also sees lots of eager adventurers. They ran a 14-day flotilla in Tahiti last month, aboard two monohulls and three cats. Upcoming trips include:

• December 1-11 — British Virgins aboard four cats and 2 monohulls. (The club has done a BVI cruise in December for 30 years!)

• April, 2017 — The Grenadines.

• September, 2017 — Tahiti

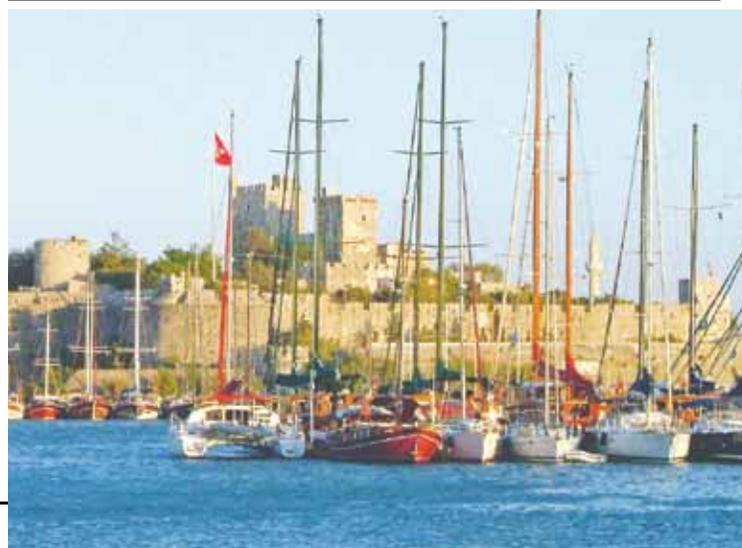
• December 2017 — BVI

Tradewinds Sailing School & Club (Richmond) has also offered many overseas flotillas over the years. Their next

base.

In the meantime, they're running a September 12-16 charter out of La Paz aboard a sistership, with members of the Santa Rosa Sailing Club aboard. Call (707) 542-7245 for details on this and future trips, or see www.windtoys.net.

Modern sailboats berth near Bodrum's ancient fortress along the immensely popular Turquoise Coast of Turkey.



WORLD OF CHARTERING

Although J World (Alameda, San Diego and Puerto Vallarta) does not offer flotilla charters, the following two trips are well worth considering for those interested in getting hands-on offshore experience.

Having raced to Hawaii in the Pacific Cup, the club's well-known Santa Cruz 50 *Hula Girl* will depart Oahu for San Francisco in early August. With instructors aboard as mentors, this two-week nonstop passage will give crew members essential offshore experience, so they can feel more confident when they venture offshore on their own boats someday.

"Everyone is an active member of the crew, and gets to share in all the responsibilities of onboard life. From navigating to standing watches, from trimming sails to helming the boat, you can learn by doing," says the J World website. "Your trip



Sailing the dreamy lagoons of Tahiti's Leeward Islands is a feast for the senses. Trade winds blow across the lagoons, but the water is flat.

will take you along the sailing ship route, heading north from the islands until you can cut across the top of the Pacific High. This will get you into the steady west and northwest winds that will be your ticket for the final ride home."

J World is also offering crew spots for the 23rd annual Baja Ha-Ha rally (from

San Diego to Cabo San Lucas), beginning October 30. As we often say, the very best way to prepare for this 750-mile, mostly downwind cruise, is to crew for a highly experienced skipper first. That way, when it comes time to do the rally on your own boat, you will be much more confident, and you'll know exactly what you do, and do not, need gear-wise.

"The camaraderie and friendliness of the group is renowned," says J World

of typical BHH fleets. During the past two decades roughly 3,000 boats have done the rally, with more than 10,000 sailors aboard. For details on both trips call (800) 910-1101, or see the website: <http://sailing-jworld.com>.

There's a big world out there, and we think signing onto a flotilla cruise or offshore passage is a great way to explore some of its best parts under sail.

— andy

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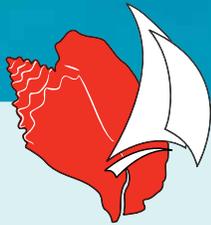
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CHANGES

With reports on the dinghy and outboard from the **Wanderer**: from **Rise and Shine** on Sri Lanka; from **Cirque** in San Andreas in the Caribbean; from **Quixotic** on a rebuild in Fiji; from **Abracadabra** on the Pacific Coast of Honduras; from **Migration** in Thailand; photos from **Mahina Tiare** in Norway; and **Cruise Notes**.

The Dinghy And Outboard The Wanderer Equipment Appreciation (The Caribbean and Mexico)

The Wanderer has been thinking a lot about the inflatables/outboards, because between February and the end of March this year, he and de Mallorca used one of theirs every day and every night. The inflatable being a seven-year-old 12-ft AB with a fiberglass floor; the outboard a Yamaha 15-hp two-stroke of about the same vintage.

The two words that come to mind for both of them are reliability and durability. Each season we make at least 90 round trips between our normal spot on the hook off Corossol and the inner dinghy dock in Gustavia. It's at least a mile each way, so that's a minimum of 180 miles each season. Over the course of seven years, that's about 1,200 miles that we alone have put on the combo.

During 6.5 of those years, our catamaran *'ti Profligate*, with the dinghy/outboard, was regularly chartered by BVI Yacht Charters. We can only imagine how much use/abuse they endured during those charters.

Despite all the use, the combo has been the ultimate in reliability. The outboard has never once failed to start for us. In fact, after a couple of days of daily use, it rarely even takes a full pull to start. A half-pull — actually more of a flick of the wrist — is usually all it takes. And the inflatable has never sunk — although it's been completely filled several times by tropical downpours.

Reliability is critical for us at St. Barth, because we anchor farther out than all but a couple of megayachts. So if the engine didn't start and we had to hail a ride to shore, we'd probably have a long wait.

Doña de Mallorca driving the Yamaha outboard-powered AB 12-footer back when the combo was new. Next time we'll go shorter.

Reliability is even more critical when returning to the cat at night. For one thing, because of de Mallorca's social needs, we rarely return to the boat before 11 p.m. — if that early. If the engine were to conk out in the first half mile going back to the boat, we'd be fine, because the normally strong easterly trades would blow us down onto the boats on the western side of the channel.

The last half mile to the boat is a little more dicey, as the closest thing to the leeward of us would be Stattia or Saba, both 30 lightly traveled miles to leeward.

While our inflatable/outboard combination has been so reliable, they look pretty bad. Some of the handles on the inflatable have worn/torn off, and the rub rail is pretty beat up. Worst of all is the top of the bow. That's because no matter if we're getting into and out of the inflatable, we jam the bow under the aft part of the cat's bridgedeck, where it's held in place by friction. That friction has worn away a lot of Hypalon.

The outboard cover is all scratched up and in general it looks as though it's had lots of use — which it has.

The beauty of the inflatable and the outboard's looking shabby is that they are less attractive to thieves. The thought of tying a spanking-new dinghy with a new outboard to the dinghy dock — even at St. Barth — would fill us with anxiety. As relatively unappealing as our combo is, we always lock our inflatable and engine — and the fuel tank, too. Both at the dinghy dock and when they're lying behind the boat.

As much as we like our current dinghy combination, we probably wouldn't buy it again. Since we've taken *'ti Profligate* out of charter, a 10-ft inflatable is all we need. And despite our decades of great experience with Yamahas, experts tell us our Yamaha 15 is really just a 9.9-hp with different carburetion. It does seem to lack the 00 mph of some other brands.

Much to our surprise, we've heard great things from both BVI Yacht Charters and one of our most respected sailing friends about Tohatsu brand outboards. That said, if we were going off the beaten path, we'd stay with a Yamaha because they are so ubiquitous, meaning parts tend to be more easily available.

With luck, we might not



have to replace the outboard or the inflatable for a couple of years. That would be good, because neither of them is cheap. And we figure if we continue to praise them, they are likely to keep working.

Experts insist that dinghy operators start outboards before untying from a dock or boat. Much to de Mallorca's disgust, the Wanderer does just the opposite, believing that your engine knows if you don't have faith in it, and will sometimes be so insulted that it will refuse to start. So we always toss the painter off before trying to start the outboard — not that we recommend it to anyone who doesn't believe in animism.

— latitude/rs 06/15/2016

Rise and Shine — Ingrid 38 Ketch Nick and Bonnie Pepper Nicolle Sri Lanka (Ventura)

First, a little background. *Rise and Shine* left Southern California in the 1990s with *Latitude's* then-'Some Like

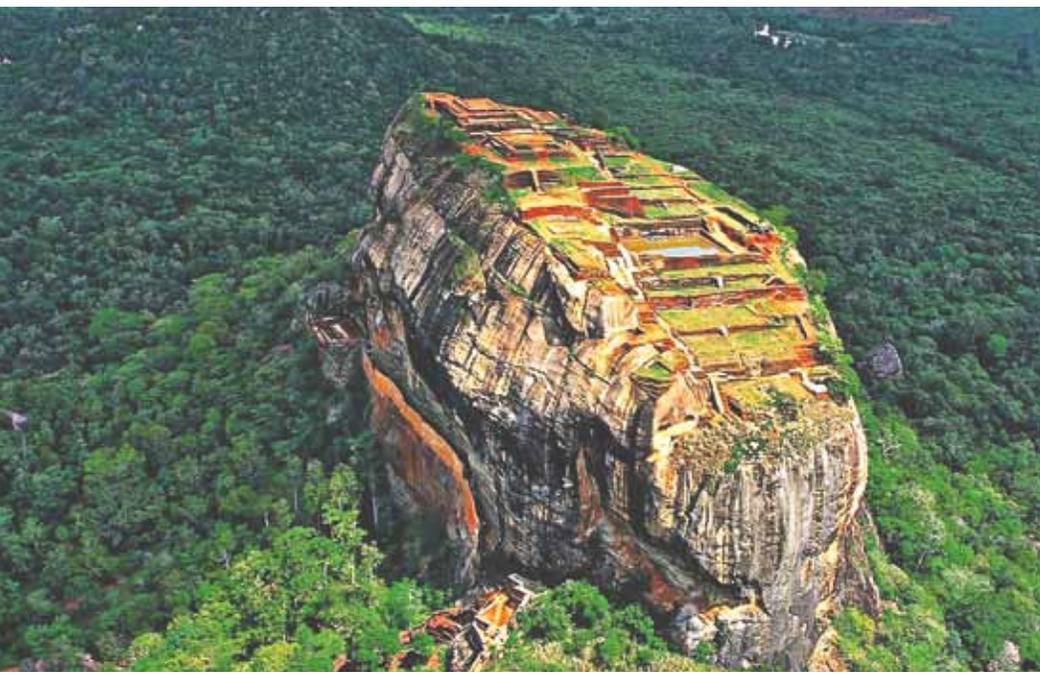


LATITUDE / RICHARD

IN LATITUDES



PHOTOS COURTESY RISE AND SHINE



Clockwise from lower right: Lion Rock is one of Sri Lanka's most stunning natural attractions; it's always chow time for monkeys; they do a whole different style of fishing in what used to be known as Ceylon; Buddhist and Hindu temples are stunning; 'Rise and Shine'; adventurers Bonnie and Nick.

it Hot' southern migration. Nick later put a 'Crew Wanted' ad in *Latitude* that friends of mine saw. Nick and I got in contact and decided to meet in Santa Cruz. I joined him aboard *Rise and Shine* in Tonga in 2006, and we were married in the Marshall Islands in 2009.

After the last four years of exploring the charms of Southeast Asia, China and Australia, it was time for us to move on. Our original plan, formulated long ago, was to visit South Africa. But which route should we take to get there? After research, and in recognition of the fact that we're not fast cruisers, Nick proposed taking two years to cross the Indian Ocean. Our first stop would be Trincomalee on the northeast coast of Sri Lanka, which only recently had been opened to cruising boat.

First we had to get visas. We got ours online using the website eta.gov.lk. As US citizens, we paid \$100 each for 30-

day visas. We were also referred to the GAC agency to assist us in getting a 30-day permit for our boat. We provided all our information online in advance. Ravi, the GAC agent assigned to us, became our 'go-to' person while in 'Trinco'. There are a couple of other agencies, but GAC and Ravi came recommended.

We left the Krabi Boat Lagoon marina in Thailand on February 1, and arrived in Sri Lanka 12 days later. We had three days of calms to very light winds from the ENE the first three days, then a day of squalls from the northeast. After that the winds were east to east-northeast at five to 10 knots all the way to Trincomalee. We entered the harbor there in no wind and in flat water.

Trincomalee Harbor, which is guarded by two

headlands and overlooked by terraced highlands, is the second largest natural harbor in the world. The entrance channel is 500 meters wide. One of the finest deep-sea harbors in the world, at different times Trincomalee has been controlled by the Portuguese, Dutch, French and British. It is now home to a large Sri Lankan naval base.

As we motored into the bay, we were immediately surrounded by naval patrol vessels going about their business of protecting the port. We radioed harbor control to alert them of our arrival, and a naval skiff was sent out to accompany us in to the Police Dock in the "Ancient" harbor where we would be processed by customs, immigration and the harbormaster. Customs kindly contacted our agent Ravi, who arrived promptly. Thanks to his help, everything was done in less than one hour.

We were then able to go anchor. The harbor has a level bottom about 25 feet deep with good holding in hard sand. And it's protected in all directions. There were only three other boats in the anchorage at the time, so there was plenty of room for the duration of our stay. The anchorage is in plain view of the navy base as well as the police jetty, so it doesn't get much more secure. There was also a place to tie up our dinghy for three weeks — ! — while we explored beautiful Sri Lanka.

Provisioning was no problem, as there is a well-stocked fruit and vegetable market within walking distance of the jetty, and Cargill's Food City, a western-style grocery store, is just a short tuk-tuk ride away. Even fuel was easy to get — and at a good price — by taking jerry cans to the gas station via tuk-tuk. Excellent laundry service was easy to find and inexpensive. Beer was the hardest thing to source, but it was available.

Sri Lanka is approximately the size of the state of West Virginia, which makes

We don't know if Trincomalee Harbor in Sri Lanka is really the second largest natural harbor in the world, but it sure is a beauty.



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it easy to explore by bus, of which there are several levels of service, or trains. No matter if you want to take a bus or train, always get on early, as they fill quickly and are often standing-room-only. For shorter distances we'd either walk or tuk-tuk — but agree on a tuk-tuk price in advance!

Sri Lanka was known as Ceylon when it was a Crown Colony of Britain from 1882 until 1948. It was the Brits who built the roads and railroads to ship coffee and tea from the plantations to the ports — and to maintain military control.

Sri Lanka has a rich history and is mixed culturally. About 70% of the people are Buddhist, 12% are Hindu, 10% are Muslim, and 9% are Christian. There has been religious conflict, most recently in 2014 when the Buddhists went after the Muslims.

Different colonialists left various architectural styles, cultural rituals and government bureaucracy. The British left their language, which was a great help to us English-speaking travelers.

We took a six-hour bus to the city of Kandy, which was the last region of the island to hold out against the Portuguese, Dutch and, lastly, British occupations. It is situated in the highlands with a temperate climate. You can see Kandyan dancing, music and drumming performances nightly, and they are not to be missed.

Kandy is also home of the Temple of the Tooth, said to contain a relic of Buddha's tooth, and thus a very important destination for pilgrims. The temple, which shared grounds with Kandyan royalty, is located along a scenic lake. The city has a colorful public market where spices are sold much as they were in the 8th century.

We then took a bus to Tissamaharama, entry point for safaris to Yala National Park on the southeast corner

There is no lack of colorful fresh foods in Sri Lanka, thanks to the fertile soil. Sri Lanka is known for superb coffee and tea.

of the island. Sri Lanka has 22 national parks, but Yala has the greatest concentration of leopards in the world. We hired a jeep and driver for the entire day in hopes of seeing a leopard. Just before our lunch break we saw a gorgeous, sleek full-grown male leopard cross the road not 50 feet in front of us. It was a once-in-a-lifetime experience.

Yala National Park is also home to an abundance of other wildlife, such as elephants, monkeys, crocs, mongoose, wild boar, deer and a variety of birds. We saw them all — except for some of the birds.

Another highlight of Tissamaharama is its close proximity to the ancient town of Kataragama, a most holy and sacred site to Buddhists, Hindus and Muslims. We were fortunate enough to be there during the full moon, for in Sri Lanka every full moon is a holiday period for families and friends to come together and worship in their own religions.

What impressed us was that in nearby Kataragama, there is a huge ancient Buddhist stupa (dome), an ancient Hindu temple and a mosque — all on the same sacred site. Even the cows, monkeys and dogs got along, sharing the food left over from the offerings.

Full-moon prayers, or *pooja*, were held at the Hindu temple in the evening. It was all very exotic, with chanting, drumming, praying, incense burning and dancing, offerings proffered, and candles burning everywhere. Offerings consisted of various foodstuffs, coconuts, oil, fruits and flowers. We were entranced by all of it. It goes on all night, but good cruisers, we left at cruisers' midnight, which is 9 p.m.

— nick and bonnie 06/15/2016

Cirque — Beneteau First42s7 Louis Kruk and Various Friends San Andreas Island, Colombia (San Leandro)

For the last several years, during which time I've had my boat in the tropics of Central America, I've always returned to the Bay Area to find that spring was ending and summer was beginning. It seemed a little strange because I'd just spent five summer-like months in the tropics.

Last year I departed the Bay Area for my boat in Bocas del Toro, Panama, on December 14, and except for three weeks at home and

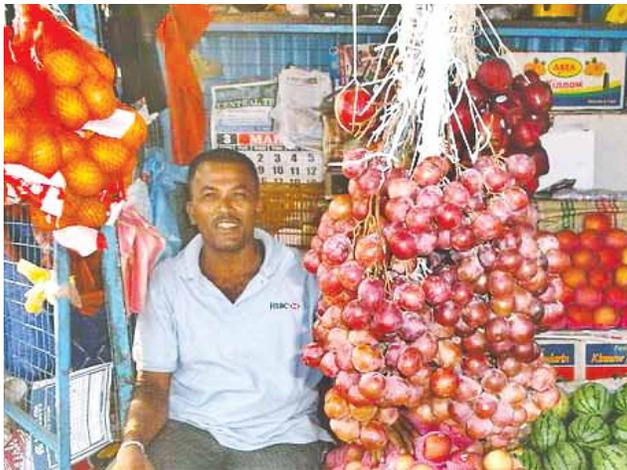


five nights in Honolulu, I spent the entire time on *Cirque* in the southwestern Caribbean. During the course of the season I had the good fortune of having a total of nine friends along as guests/crew.

John and Linda Ryan of San Jose did the longest passage with me — 200 miles north to San Andreas Island. We arrived at 10 p.m., so it was already dark. You never want to enter an unfamiliar harbor in the dark. On the other hand, I didn't want to spend the night sailing back and forth offshore, killing time waiting for daylight. So I piloted our way in and found a safe place to anchor.

When I woke up in the morning, I looked around and was shocked to see the remains of vessels — many of which had been skippered by professionals — wrecked on the reefs and aground in the shallow water. It was a veritable graveyard of rusting vessels!

It's a little odd that San Andreas is owned by Colombia, as it's 470 miles off the coast of Colombia yet just a little more than 100 miles off the coast of Nicaragua. Shaped like a seahorse, little



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PHOTOS COURTESY OF CIRQUE

begins a new tree. It tickles my heart to see a specimen in the growth process like that.

I always try to take my guests to Cayo Coral, where the indigenous lobster divers invariably seek us out at the end of their work day. The best deal we got this season was 14 lobsters for \$20. That fed the four of us rather nicely. The local lobsters are 'slipper lobsters' because they have no claws. We removed the tails, prepped them, then dropped them onto the barbie. And yes, I keep butter aboard for such occasions.

I'm pretty secretive about my future cruising plans, so I hope I'm not giving too much away by reporting that my courtesy flags for Jamaica, the Cayman Islands, Belize and Cuba just arrived in the mail.

I'll be spending some of September and October in Bocas del Toro, because it's especially nice there at that time of year. But my main Caribbean cruising season remains December thru early May, which is why I'm pretty much living as much of an 'Endless Summer' as Robert August and Mike Hynson did back when they starred in the famous surf movie.

— louis 05/25/2016

**Quixotic — Voyager 43
Lewis Allen and Alyssa Alexopolous
Cat Restoration in Fiji
(Redwood City)**

Quixotic, the 43-ft catamaran we bought in Fiji after she was holed and badly damaged by tropical cyclone Winston, is coming back to life as our A-team of Fijian fiberglass artists has charged ahead. She once again has bows, most of her topsides are enclosed, and the keels are prepped for glasswork.

Rotesh, the local welder, has straightened the bent crossbeam and reinforced

In the early stages of the refit, Lewis exhibited complete confidence in buying a catamaran that looked more like Swiss cheese than boat.



Clockwise from lower right: Throwing caution to the wind, Louis entered the pass at night; Louis, left, with Mike Raney; kids and their dugout canoe transportation; beautiful birdlife of the Caribbean; San Andreas is a mini-Waikiki; the bugs weren't the biggest, but they were about \$1.25 each.

San Andreas — just 10 square miles — has a smaller version of Oahu's famous Waikiki Beach. It even has a primitive version of Kalakaua Blvd.

San Andreas is quite different from Panama's Bocas del Toro archipelago, because although it's much smaller, it's a bustling tourist destination with lots of hotels and restaurants. Tourist-filled jets can be heard arriving and departing at all hours of the day.

There is a 20-mile road that circles the islands and offers views of many beautiful beaches, coral reefs, cays, geysers and coves. There is also La Laguna, a large freshwater pond, mangrove forests, and tall native trees. Surrounded by the warm Caribbean Sea, this lovely little island punches above its weight.

After a month at San Andreas, I needed crew for the return trip to Red Frog Marina in Panama. Fortunately, I'd become friends with Buddy Jedd, who was crewing on *King Puffa*, which was

also headed to Bocas. After *Puffa* arrived in Bocas, Buddy, who has the same birthday as mine, flew back and helped me make the same trip with *Cirque*.

I did some more exploring of the Bocas del Toro archipelago with various other crew. In the company of Jim Forrest, Larry Anderson and Mike Raney, I explored some areas such as Laguna Bluefield and the Hanging Gardens that were new to me. We ended up doing some paddling in dugout canoes and then spent a lot of time snorkeling in the clear waters of the Caribbean.

While there, I was once again amazed to observe part of the process by which coconut palms propagate. The nut floats across the water and gets washed up onto a beach. At some point it takes root and



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some key areas with aluminum plate. It doesn't look very pretty, but it's functional. Rotesh is also fabricating stanchions for us using some of the old base plates and tubing brought in from elsewhere.

Naturally we need lots of other stuff that can't be found in Fiji. Alyssa flew to Australia last weekend to visit her sister and brought back a whole checked bag's worth of engine and saildrive spares, along with other crucial parts. The crew of the 150-ft superyacht *Encore*, on which we sailed in Hawaii, brought us the much-needed closed-cell foam core material that we're using to finish repairing the topsides.

Quixotic was built with holding tanks in her keels — one of the main reasons she got flooded in the hurricane. We'd feel much more comfortable knowing she'd be watertight with or without her keels, so we've decided to glass over the bottom of the port hull. In view of this, we've removed all the hoses and inspection ports, and will be laying glass over the bottom before attaching the new keel. We will also be filling the new keel with marine-grade foam flotation for extra insurance/buoyancy.

Our current schedule has us completing the major fiberglass work in two weeks. Then we transition to glasswork on the inside, followed by paint — inside and out.

June 1 Update: There has been a lot of fiberglass dust and toxic vapor at the work site, but there has also been lots of progress. The keel has been made from a mold of the repaired starboard side and now has five layers of quadraxial glass. Today we fit the stringers/bulkheads into the keel for extra strength and support. As for the port hull, thanks to the core material, it's almost flush with the surface and you can finally see her real shape again. We're getting excited.

Between the rapture of rebuilding a cat, Alyssa enjoyed motorcycle rides with Lewis, delicious Indian food, and a trip to Australia.

In other news, we're preparing *Ellie* for a voyage out to the Lau Group with my mother and her husband. We plan to dive, fish, hike, explore, sail and relax. We will also be bringing some supplies and warm clothes to the villages because they find winter to be very cold even though the temps don't go below 70 degrees. The trip is going to be one of our last adventures with *Ellie*, as we've sold her to Kurt Roll of San Diego and his partner, who will be taking over soon.

— lewis and alyssa 06/01/2016

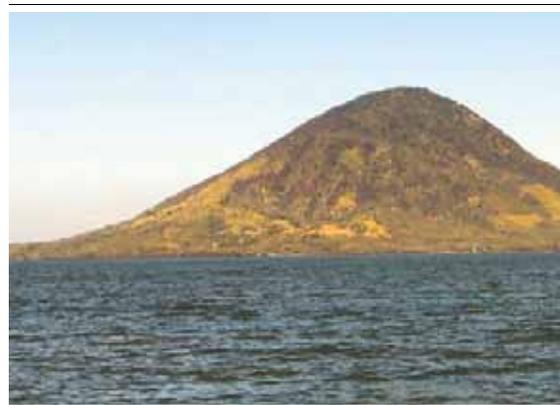
Abracadabra — CS36 Molly Arnold and Bryce Andrews The Pacific Coast of Honduras (San Francisco)

For anyone interested in off-the-beaten-path cruising on the way from California to Panama, we recommend the Pacific Coast of Honduras. Yes, there actually is a little bit of Honduras on the Pacific Coast. Honduras is not a 'Gringo Sailing Trail' destination, so you can become a minor sailing celebrity by just: 1) Being a foreigner, and 2) Being on a sailboat.

In *Explore Central America – Part 1*, the cruising 'bible' of Central America, authors Eric and Sherrell describe the Honduran island of El Tigre in the Golfo de Fonseca as "... a picture perfect base if you're an evil genius or perhaps just a CIA operative."

While we don't think any James Bond-style evil geniuses ever used this island as a base, it was indeed used by the CIA. During the US government's support for the right-wing militias (Contras) working to overthrow the democratically-elected Nicaraguan Sandinista government in the 1980s, there was a CIA observation /communications post at the top of the island.

We dropped the hook off the public pier at Isla Tigre's Amapala anchorage after an eight-mile trip from Isla Meanguera, El Salvador. We flagged down a *lancha* — the Central American term for *panga* — for a ride to shore. We signed in with the port captain and cleared immigration without trouble. We arranged for a guide, who was hanging out on the pier, to take us on a tour of the island the next day. We got some *lempira* — 20 to 1 US dollar — from the



island's one ATM, and picked up a map from the tourist office.

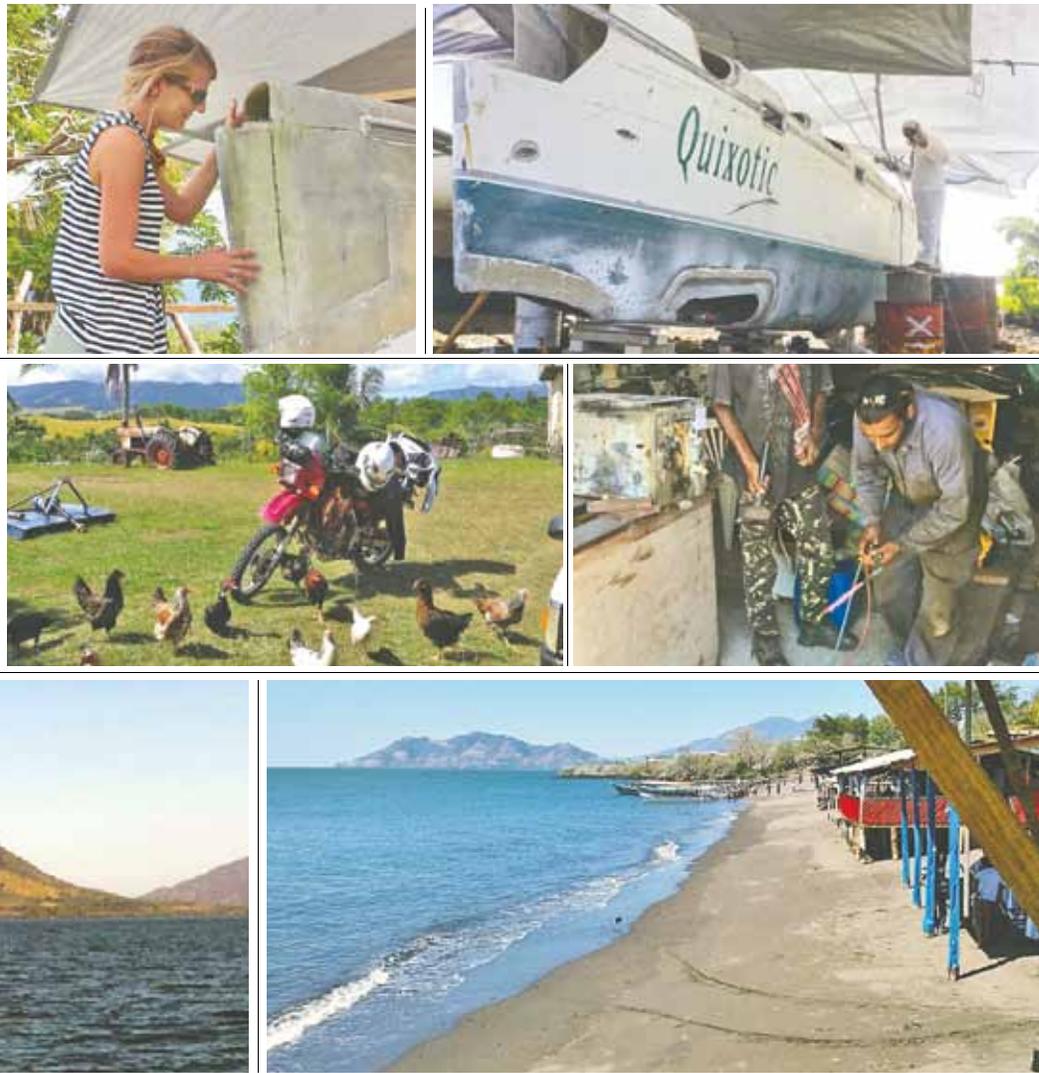
Unusual news travels fast on El Tigre, so the tourist office people already knew we were from the sailboat. We bought some fruit from some street corner vendors, and a gallon of drinking water from the biggest store on the island — which also had couches, pairs of pants and other nonconsumables for sale. After a *lancha* trip back to the boat, we motored through the chop to the somewhat calmer Playa Grande anchorage on the west side of the island.

Confession and Travel Tip: Because it had been very windy and choppy when we arrived at Amapala, and because we feared that the rough surface of the local pier would have destroyed our dinghy, we decided it was prudent to hire a *lancha*. Unfortunately, we arrived without any *lempira* or small-denomination US currency. In addition, we mistakenly hired what turned out to be a stinky fishing *lancha* piloted by a not-fully-accredited

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TOP PHOTOS COURTESY QUIXOTIC
BOTTOM PHOTOS COURTESY ABRACADABRA

Five of the top six photos show the transition of 'Quixotic' from a holed cat in the bushes to Lewis and Alyssa's new ride in the South Pacific. Center: The KLR 650 provides both transportation and pleasure. Bottom left, El Tigre Island on the Pacific coast of Honduras. Bottom right, Playa Negra.

14-year-old. We paid \$5 — our smallest bill — for the one-way trip, thinking that was better than having to take a return trip with him. The word quickly spread that some really stupid, crazy-rich gringos were in town.

We may have irreparably skewed the island's *lancha* prices, because when we tried to hire a *lancha* to return us to *Abracadabra*, a real shouting match erupted on the pier. Everyone wanted a chance to make \$5! To avoid grossly overpaying as we did, we recommend: 1) Bringing *lempira* or small-denomination US currency with you (although good luck finding *lempira* before you get to Honduras), or 2) Arriving on a calm day and deploying your own dinghy (don't forget fenders, as the town pier is very rough, and see recommendation #1 because you will likely want to tip someone offering to watch your dinghy.

We would spend three nights on the hook at Playa Grande. The anchorage was calm and the restaurants were closed at night, so our only evening entertainment was the singing and fiery sermon emanating from the evangelical church on the hill.

On our first morning, we took the dinghy to shore and had the perfect beach-landing experience — for people who hadn't made a beach landing since Acapulco in 2014. The surf was very gentle, and we were met by a fisherman/restaurant waiter who agreed to keep watch over the dinghy while we toured the island in Carlos' moto-taxi.

On our second day, Bryce rowed the dinghy to shore and left Molly to face one of her deeply held cruising fears: a case of *turista* abet-

ted by only marine plumbing. Her case turned out to be fairly mild and was soon corrected, but being left alone with her bottle of Pepto Bismol certainly made her recovery easier on both parties.

Bryce spent his afternoon trying to politely ignore the group of gangsta-looking guys who took over the restaurant he had chosen for his mega-seafood lunch. They were shocked when he told them he preferred Frank Sinatra to their rap music, and began to call him "Mistah". Everyone parted amicably, but we don't think they'll seek Bryce out for future social engagements.

Our island tour was a 12-mile drive along the road that circles the island. We began with a stop in Amapala, where we saw the primary municipal buildings, some of which were architecturally charming. From time to time our guide diverted from the main road to take us to a beach. A big component of his island tour was pointing out the different types of sand at the different beaches. We're sure a geologist would have found that portion of the tour fascinating.

We stopped for a very good fried-fish and fried-green-bananas lunch — don't knock the green-banana thing unless you've tried it — at Playa Negra. The proprietress of the restaurant was kind enough to bring out the wooden-boxed mandoline that the cook used to slice the bananas. It was more 19th-century Provençal than Williams-Sonoma.

We were disappointed to hear that neither the ruins of the CIA post at the top of the island nor the remains of the US-built heliport was part of the tour. Some tourist literature suggested that local trucks can drive to the top of the island, but Carlos told us that the only way to get there was to hike up the volcano. The tourist office map also showed access to the top of the mountain as a hiking trail, and it was clear that Carlos' little moto-

Vets of the 2011 Baja Ha-Ha, Molly and Bryce are taking it slow and stopping at many of the less-visited spots on the way to Panama.



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taxi wasn't going to make it beyond the main ring road. So we resigned ourselves to not seeing the observation point ruins on that particular day.

The tourist office map didn't show the heliport location, and when asked about it, Carlos just waved vaguely toward . . . someplace. It didn't seem accessible to the public. In sum, his tour wasn't everything we had hoped for, but we enjoyed the day.

As usual, our favorite part of the tour was the opportunity to learn about our guide. Carlos was happy to tell us about his work 'up there', aka the US. He did demolition work in Baltimore and cooking and roofing in Denver. He liked cooking best and thought Denver was very clean and beautiful. He and some friends are planning another trip 'up there' later in the spring. We hope he uses some of the money he makes to repair his moto-taxi's transmission.

More next month.

— molly and bryce 05/15/2016

Migration — Cross 46 Trimaran Bruce Balan and Alene Rice The Miserable Refit, Part III (California)

In October 2013, we flew out of Thailand to spend four months visiting family members and friends, many of whom we hadn't seen in years. We were disappointed that *Migration* hadn't been painted as scheduled before we left, but our painting contractor hadn't ordered the paint in time!

In Part I of this long report I'd said that doing our refit in Thailand was the worst decision of our cruising life — which started eight years and 36,000 miles before. And it's true. I've skimmed over the absolute misery we were in when Thai contractors were not doing what they promised; when Thai customs refused to release materials; when the tent was col-

After so many heartbreaking delays, it was a red banner day when *Migration's* red topsides paint finally arrived. There was just one problem.

lapsing; when the rains nearly destroyed the work we'd done; and when every day presented an argument with Thai workers about the right way to do something or correcting something they'd done the wrong way.

"I hate Thailand," I would say to Alene during the bleakest of times.

"No you don't," she'd respond wisely. "You hate doing boat work in Thailand." And she was right.

Every Thai we met who wasn't involved in the marine industry, or with whom we didn't have business dealings, was delightful, fun and friendly. Phuket, being a major tourist destination, is somewhat ruined by tourism in the way most tourist destinations are — scammers ripping people off, inflated prices, etc. — but the normal Thai people are truly wonderful. We made many friends.

True to form, Thailand welcomed us back after four months with immediate surprises. The morning after our arrival, we found a snake in the bathroom. "Not poisonous," said the condominium guard. Still, we'd rather the snakes stayed outside. Which is where we put the one we found the following day hiding in our folding table.

Our next surprise was far more upsetting — the realization that Gig, our painting contractor, didn't know what he was doing. We'd already paid him for more work than he'd finished, so we figured if he gave us the paint we'd bought, we would release him from the contract and he would still come out ahead. When we finally got him to show up, he said that plan wouldn't work as he hadn't paid for the paint but had already spent the money! Like so many contractors in Thailand, he had overextended and was now in debt. He left town after refusing to return our \$9,000 worth of paint.

After giving ourselves many solid kicks to the head for breaking a cardinal rule of contracts in Thailand — never pay for more than you've received — we hired Mr. Oh, the best painter on the island. We'd rejected him the year before because his quote was so high.

On the last day of February, Oh's four-man crew began to sand the boat. Oh, how we wished we'd hired Mr. Oh in the first place! The crew used black spray paint as an indicator so they'd make sure to sand the entire area before applying sub-



sequent coats. This is definitely not the best way to do it, but try telling them that. But Oh's crew was great, and by the end of March *Migration* had been primed and sanded for the second time.

Since this was a total refit, we finally got around to checking *Migration's* rudder. The 46-year-old solid stainless shaft didn't look so good, and there was no way to check for crevice corrosion. We decided we'd better make a new rudder.

We drilled holes to calculate the thickness and made lots of measurements. We hired our friend Gram Schweikert to create the plans for a slightly modified design while we set about locating shaft material, as well as someone on the island who could lay up and vacuum bag the new blade.

In March, we helped our friends Jon & Sue launch *Ocelot*. They had finally finished their multi-year Thai refit ordeal.

Migration's red paint finally arrived in April. Within days we had gleaming bright red hulls. Well, almost. Unfortunately, there was a miscalculation when

MIGRATION



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ALL PHOTOS COURTESY MAHINA TIARE



Photo Phun. We don't suppose it will surprise anyone to learn that these photos were taken by John Neal and Amanda Swan Neal of the Hallberg-Rassy 46 'Mahina Tiaire' during their recent expedition to Tromso in northern Norway. The photos are teasers, as we'll have a complete story next month.

the paint was ordered, so there wasn't enough. So we couldn't finish the hulls before painting the deck. We had to cover the hulls to protect them. More wasted time and money.

The 12th military coup in Thai history took place on May 22. It was big news, but it didn't change much in our lives. There was a curfew for a period of time, but we were rarely out late anyway. Because Phuket survives on tourism, the curfew was lifted on the island long before in other parts of the country. After all, it would be crazy to try to stop those drunk Russian and Aussie tourists from going to the Patong sex shows.

What did change is that the new government cracked down on illegal buildings and businesses along the shorelines. This was most evident on the west coast of Phuket, where all the tourist beaches are. Even our little village wasn't immune, and brand-new

structures that had been built in the time since we arrived were ordered to be dismantled. Some just rebuilt their structures across the street. Others had to leave what had been their permanent homes over the water.

Work on the deck continued through-out May. We never appreciated how big *Migration's* deck is until it came to prep it for nonskid. But by the end of May we had a freshly painted deck.

June marked the start of our second rainy season, which meant it was time for more tent problems. We had to have the supports rewelded and create a ridiculous ladder in order to constantly replace the wire ties that held up the side curtains as

well as the lacing holding the top. I spent way too much time above the ground.

The last of the red paint arrived in July, and soon the hulls were finally done. That meant the rest of the work was left to Alene and me. We still had plenty of projects, and it was a much bigger job than we'd expected putting the boat back together. But it was a pleasure for just the two of us to work together and not have to supervise Thai workers.

We began by re-installing the ports and the new titanium forestay chain-plates. Every step made us so happy — except when we made mistakes and had to clean up the extremely sticky butyl tape.

It was soon September, and our new rudder was coming along, although I still had to organize the delivery of the stock from Taiwan, the welding of the supports, and the construction and vacuum bagging of the blade. In the process, we noticed that the rudder shaft log and bearing were old and some wood was rotten. Might as well rebuild that, too.

As always, unexpected problems came up. We'd lengthened the rudder by just a couple of inches. When the time came to test fit it in the boat, it was too long! We had to dig a hole in the asphalt to make sure it fit. It did.

And because we'd torn *Migration's* main hull apart and rebuilt it while she was sitting on the hard for so long, her shape had changed. We found this out when we went to install the prop shaft and strut, and nothing lined up as it had before. Another project.

One of the most important jobs we had to do was change the mounts so the engine would be properly aligned with the shaft's new position. Unfortunately, the new mounts we'd put in were terrible. So we reinstalled the old ones with spacers underneath. We got a little tired of moving the engine up and down.

Would you trust a 46-year-old rusty stainless rudder tube? Bruce decided they couldn't risk not building a new rudder. Another project.



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But we were so close to being done that we even gave the yard a tentative launch date. Then everything changed. Thank God it wasn't that cliché phone call that 'changes your life forever', but it could have been. Alene had gone to town on the motorbike to run a slew of errands. I was in the condo recuperating from a bout of bronchitis, about to head to the boat when my phone rang.

"I'm OK. But I had an accident," she said. We'll tell you about that in next month's final installment.

Next month, the end of the story.

— bruce 09/15/2015

Cruise Notes:

With El Niño gone away and La Niña coming on, NOAA says a "**near-normal**" hurricane season is most likely for the Eastern Pacific — meaning mostly Mexico — although there is less than a 50% chance of that being the case. Huh? It means there is a 30% chance it will be an above-average season, a 30% chance it will be a below-average season, and a 40% chance it will be normal. If you read between the lines, it means NOAA doesn't really have bloody clue what's going to happen. Hey, it's complicated!

'Near-normal' is 13 to 20 named storms, meaning winds of over 39 knots; six to 11 hurricanes, meaning winds over 74 knots; and three to six major hurricanes, which means winds over 111 knots. For the last 30 years the average has been 15 named storms, eight hurricanes, and four major hurricanes.

The 2016 **Atlantic/Caribbean hurricane season**, which runs from June 1 through November 30, will most likely also be "near-normal", according to NOAA's Climate Prediction Center. NOAA forecasts a 70% chance of 10 to 16 named storms, which means winds of 39 knots or higher. Of these, four to eight could become hurricanes, meaning

If the Caribbean got fewer hurricanes like Marilyn, which caused so much destruction in St. Thomas, USVI, that would be fine with everyone.

winds of over 74 knots, and one to four of them will likely be major hurricanes, which is over Category 3, which starts at 111 knots. The "near-normal" means there would be more hurricanes than in the last three years, which were below normal.

NOAA advises that the Atlantic/Caribbean has had unusually high hurricane activity since 1995. Based on a lower temperature phase of the Atlantic Multi-Decadal Oscillation, marked by warmer Atlantic Ocean temperatures and a weaker West African monsoon, we may be entering a period of 25 to 40 years of lower-than-normal hurricane activity. But speaking as someone with two boats in the Caribbean and who has had boats in the Caribbean for most of the last 30 years, we recommend not putting too much faith into such forecasts. On the positive side, a boat in the Caribbean has only a 1- or 2% chance per year of being hit. On the negative side, it only takes one to wreck your boat.

"After spending last summer in the Med, then participating in the ARC+ in the winter, we landed in the Caribbean for almost six months," report Annie Gardener and Eric Witte of the San Diego-based Catana 471 **El Gato**. "It feels as though we got a bonus year on our cruising plans as we never thought we'd buy a yacht in France/the Med — but we highly recommend it if you find the right boat. The dollar remains strong and the Med is special.

"Once we landed in the Caribbean, we found palm trees, turtles, and cheap rum instead of castles, exotic ports, and good cheap wine," Annie continues. "We visited 46 islands and cays between January and May — and can't wait to go back to see more and do more charters next winter! One of our teaching charters was with Michael and Lisa Britt of San Francisco, a super nice couple who own **Footloose**, a near sistership to our cat that was the fourth boat to be signed up for this fall's Baja Ha-Ha. We had a blast with the Britts!

"It's been a bit of culture shock to be back in the States, to say the least. The number of boats on the Intracoastal Waterway has our heads spinning. So far the whole East Coast/USA has been almost as daunting as the Med! But things are great and we are doing all the upgrades we couldn't do while overseas or Down Island. It's nice to



have a West Marine at almost every port!

"Eric is installing new solar panels and a new alternator, and we finally have our new sails, so we are hoping the bleeding will stop soon and next winter we can play catch-up. Oh wait, we own a boat, that will never happen. LOL.

"After Maine, we plan on sailing back down to the Caribbean and chartering Down Island for another three months. We have a couple of charters lined up in the St. Barth area, so we're hoping to be able to take the Wanderer up on his invitation of a tour of the island."

Annie and Eric maintain a very well done blog at <https://tradewindadventures.wordpress.com/>. Check it out.

Jim Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus** reports that his wife Debbie bought him a "very inexpensive, fully waterproof Splash Drone" for Christmas instead of one of the ubiquitous DJI Phantoms that dominate the consumer market. "Splash Drones have potential," says Jim, "but



IN LATITUDES

ALL PHOTOS LATITUDE / RICHARD



Spread; 'Escapade' on the hook at Sipan, Croatia. Insets. Greg on his bike; Dubrovnik, where they were blown away by winds up to 43 knots; Debbie with a 20 Kuna — or \$3.20 U.S. — vodka and soda at a waterfront bar. Croatia is Greg and Debbie's favorite Med spot after Sardinia.

I've had a struggle with mine. And today I gave up because one of the engines caught fire aboard *Morpheus*!

"Debbie blames her purchase of a Splash Drone on reading the Wanderer's reports of repeatedly crashing his non-waterproof DJI drones into the Caribbean Sea. Although the Splash Drone didn't work out for me, I'm hooked on the drone concept. In fact, I should have driven to Athens to get some kind of replacement, but I was still mourning my lost one too much. Since the Wanderer has been through as many drones as he has, I wonder if he has any drone recommendations."

The Wanderer enthusiastically recommends any one of the four models of the DJI Phantom 3. They range in price from the Standard at \$500 to the Professional at \$1,000. The 'bang for the buck' you get from any of these drones is tremendous.

Sort of like the difference between the Apple II and the MacBook Pro. The DJIs are so much more technically sophisticated that they probably would have prevented all but one of the Wanderer's crashes.

For the last few issues — as well as this one — we've been publishing photos from the South Pacific by John Rogers of *Moonshadow*. He is using the same Phantom 3 Pro that we are.

"We did have a scare at my brother's ranch in Escondido when my drone fell 200 feet out of the sky into some brush because a propeller came off," reports Rogers. "Unlike the Phantom 2 models before it,

the Phantom 3 propellers can unscrew themselves when maneuvering because the P3 has something called 'active braking', which entails the motors slowing down so fast that the props can unscrew. I haven't had a problem since I've been tightening the hell out of them."

As for the Gregorys, they are currently in Poros, Greece, and will head back through the Corinth Canal as soon as Jim can find some fuel. "We will be in Montenegro and Croatia in July and August," reports Jim, "and it looks as though we'll be sailing back to the Caribbean late this year or early in 2017."

Speaking of Montenegro and Croatia, Greg Dorland and Debbie Macrorie of the Lake Tahoe-based Catana 52 cat *Escapade* just had a nice sail from Brindisi, Italy, to Montenegro, where they really enjoyed the Kotor area. They are now in Croatia, and as soon as the Wanderer finishes this *Changes*, he, de Mallorca, and his drone are off to join Greg and Debbie.

Greg and Debbie have spent a lot of time and money to make sure they conformed with the **Schengen Area's** idiotic rules for US visitors by getting French Long Stay Visas. Without such a visa, Americans and all other non-Schengen citizens can only legally stay in Schengen Area countries — virtually all of the European Union countries — for 90 days before they have to leave for 90 days. It's ridiculous.

But is the law enforced? The Wanderer and de Mallorca have spent most of the month of June aboard *Majestic Dalat* at the Arsenal Marina in Paris, where we've heard different reports. One boatowner from Tampa says he's stayed on his canal boat in France four months a year for the last nine years, and never had any official give him trouble for overstaying his visa for a month.

Debbie fills a glass of wine at yet another charming restaurant in Montenegro. The wine went well with the large platter of seafood.



ESCAPADE

CHANGES

"I've never had trouble flying out of Charles de Gaulle or Milan, but I wouldn't try to fly out of Germany or Austria where officials follow the rules," he said.

This individual is also not the only one who has told us that he doesn't have either an International Certificate of Competency or a CENVI inland waterway license, both of which are supposedly required. The Wanderer and de Mallorca have both these licenses, but nobody has ever asked to see them.

By the way, yes, we were aboard *Majestic Dalat* at the **Arsenal Marina** for the fifth-highest floodwater levels of the Seine River in recorded history. Thanks to the floating docks, our boat never had any trouble. The great marina staff built bridges from the floating docks to the 48-step stairways to the roadway above, so that solved the problem. The Wanderer can say one thing with certainty: If you have to be trapped on your boat for a couple of weeks, there is no better city to be trapped in than Paris.

Ronnie Simpson, who often writes for *Latitude*, reports that he has just sold the Cal 29 **Loophole** that he's owned



LATITUDE / RICHARD

Near-constant rain in Paris during the months of May and June caused severe flooding of the Seine and the walkways of the Arsenal Marina.

for all of 15 months. He'd bought the boat as a cheap place to live in the Bay Area following a one-year sail across the Pacific to New Zealand. It never occurred to him that he might re-fit the boat and

singlehand her across the Pacific, too, starting with "an ill-advised December passage". But he did. Not only that, a photo of him and his boat appeared on the cover of *Cruising World* magazine.

Not a month after Ronnie arrived back in Hawaii to pursue his education, he met and fell for lovely Kristen Kelly. Within four months they became engaged. "Changes in life plans meant that it was time for *Loophole*, a single man's boat, to go," says Ronnie. "Kristen and I now have babies and a 40-ft cruising cat on our radar."

What happens if you're caught having not declared all the weapons on your boat in the Bahamas? In early June an unidentified American captain and his passenger on a US-registered center-cockpit Irwin 38 found out, as they were apprehended after their boat was searched by members of the Royal Bahamas Defense Force. It happened at Great Guana Cay, Abaco. Defense team members discovered one .25 millimeter pistol and one .9 millimeter pistol, when only one pistol had been declared. The captain was fined \$10,000, the weapons

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and ammunition confiscated, and the captain and crew were handed over to the police and Bahamas customs "for further processing". That's a pretty vague phrase, but you know it can't be good.

It's not often you get to see a clear video of a sailboat that had only recently gone to the bottom with her sails up, but that's what you'll get if you go to <https://vimeo.com/170079748>.

The boat is Bob Hagner's Honolulu-based **Serenity**, a wood ketch with tan-bark sails that looks to be about 38 feet. She sank on May 23 while sailing not far off the coast of Fiji. She came to rest almost upright on the bottom, 90 feet below the surface. Based on the video, the cause of the sinking was a sprung plank or two. The interesting video was taken when Paul Brown and Scott Hruska dove on the boat to assess the possibility of recovering her.

Hagner, who is said to be "a bit of a legend around Fiji", is reported to be in good spirits and determined to raise his yacht. *Serenity* had developed a serious leak once before, but Bob had managed to sail her right to into the haulout ways

at the Vuda Point Marina, despite water up to the cockpit sole. We wish Hagner and his helping friends luck, but he'll be an even bigger legend if he manages to salvage *Serenity*.

"I'm speechless, just speechless after one of our most amazing experiences of our entire cruise," reports Heather Tzortzis of the San Francisco-based Lagoon 470 **Family Circus**. "My husband Chris and the kids and I watched the land diving at Londot village on South Pentecost Island, Vanuatu. Using branches, the men build these crazy towers of between 70 and 100 feet high, then jump off them, with only vine ropes tied to their ankles to stop their fall. The courage and bravado of the men is mind-blowing. After the ceremony they let our son Tristan climb the tower. Women are not allowed near it.

"After the land diving ceremony, Chris met the chiefs, jumpers, and some of the



The difference between land diving and bungee jumping is the sophistication of the equipment. It takes balls to trust your life to vines.

men from the village for *kava*. I went back to the boat and made a short video of the ceremony. I then took the projector, screen and speakers to the *kava* bar and played the video. The locals had never seen any photos or video of themselves jumping. They were so excited they wanted to see it over and over.

"Then we showed them our other videos of Vanuatu, because many of them had not been off their island.

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CHANGES

They loved the volcano videos of Tanna. Next we showed them our videos from Mexico, and they couldn't imagine a land without trees. They just giggled when we played the video of the Tahitian dancing. There was a huge turnout, with villagers watching from every nook and cranny. Thank you to Jim and Kent Milski of the Schionning 49 **Sea Level** for the great idea of bringing a projector with us."

As you might expect, the origins of land diving, the precursor to bungee jumping, have a lot to do with sex. According to legend in Vanuatu, a local woman was upset because her husband had sexual needs that were in excess of hers, so she ran into the forest and climbed a banyan tree. When the man started climbing the tree after her, she tied vines to her ankles and jumped, surviving because the vines arrested her fall. Her husband jumped after her, but because he was as dumb as any white male on a situation comedy, he hadn't tied any vines to his ankles. The horny dummy killed himself. After that, the local men wised up and started land diving to make sure no clever woman would be to ever pull that trick on one of them



FAMILY CIRCUS

The land divers of Landot were stunned by the video the 'Family Circus' crew took from the edge of the volcano at Tanna Island.

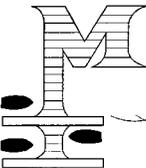
again. A good land dive supposedly also ensures a bountiful yam harvest.

By the way, the Tzortzis family is nearing the end of their two-year cruise, and have put their boat up for sale. *Family*

Circus has proven to be a fine cruising boat for a big family of adventurers.

The first trial run of a Post-Panamax cargo ship through the new locks on the Atlantic side of the **Panama Canal** was conducted on June 9. Panama completed the \$5.3 billion dollar canal expansion that has involved a new set of much wider and deeper locks on both the Atlantic and Pacific sides of the canal. In addition, new dredging is expected to allow for a second lane of traffic. The combination of the new locks and dredging will double the capacity of the Canal. The old locks are 1,050 feet long and 110 feet wide. The new locks are 1,400 feet long and 141 feet wide. Assuming that the trial runs went well, the new locks should have opened to commercial use on June 27.

As for the controversial **Nicaraguan Canal** that would offer shorter passages to many destinations than the Panama Canal — and thus might crater Panama's economy — "major work" such as dredging is supposed to begin after a wharf on the Pacific Ocean side is completed. Construction on the wharf is not expected to



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start until after August this year.

There are three reasons that some experts believe this canal will never be built. First, many Nicaraguans are against it, particularly those who will be displaced from their homes. 2) Conservationists are almost universally against it. 3) The biggest obstacle is money. The private project is to be done by the Hong Kong Nicaragua Canal Development Investment Company that is headed by Chinese billionaire Wang Jing. But Wang Jing took a big hit in the recent downturn of the Chinese stock market, so it's likely the project will be delayed if not scrapped.

It's not often that a boat suffers a cracked base on a winch halyard. But that was only half the problem for Barry Stompe and Sylvia Stewart Stompe, who were about to depart Hanalei Bay for Vancouver on their Sausalito-based Hughes 48 **Iolani**. Only half the problem because not only did the base crack on the main halyard winch, but it cracked on the jib halyard winch, too. That's right up there with lightning striking the same place twice in a short period of time.

Since they couldn't get winch bases anytime soon, they went back to hanging out in tropical pools gearing up to sail to the Pacific Northwest using sheet stoppers instead of winches on the halyards. Reefing the main could be a lot of fun.

Among the group of sailors who were based in La Paz for many years but have finally made the Puddle Jump to French Polynesia are Shelly Rothery Ward, longtime stalwart of the La Paz cruising community and Commodore of the Cruising Club of La Paz, and her partner Mike Rickman on the Peterson 44 **Nirvana**.

"We've gone native by getting tattoos!" Shelly joked after they got to the Marquesas. "Some of our friends will be, 'OMG!'", but before we left Mexico we decided that we wanted to get something to commemorate our passage and our time in these islands. Our tats are traditional.



"What, us worry about a couple of cracked halyard winch bases? We're so relaxed here in Hanalei we're not worrying about anything."

We told the artist our story and he put it into pictures.

"My tattoo is around my ankle like a bracelet. The front represents my grandmother and me; the outside is the pollywog crossing the equator and becoming a shellback in a new life. The inside dolphin represents protection of the ocean and shows the sea, birds, sun and even fishes. I love it! Mike got really brave and had a big shellback turtle put

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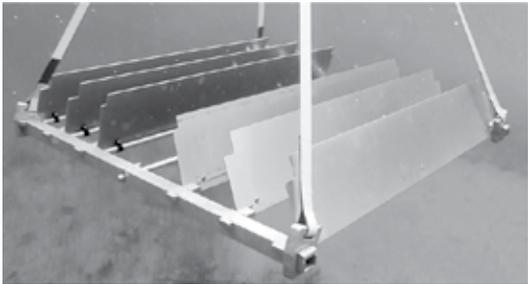
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CHANGES

on his chest, and then a dolphin and manta ray on his calf, with one side of the leg being the eyes of protection, and the other side representing our voyage across the sea. As Jimmy Buffett sang, our tats are "a permanent reminder of a temporary situation".

Another longtime boat resident of La Paz who Puddle Jumped this spring is Patsy 'La Reina del Mar' Verhoeven of the Gulfstar 50 **Talion**.

"French Polynesia is tremendous, but awfully hot and humid," she reports. "It has rained almost every day for the six weeks that I've been here, so I've been kept busy making temporary rain structures over the deck and rebedding anything that looks questionable. Despite that, I've enjoyed some incredible bike rides, snorkel trips, and lots of sailing. These have easily made up for the puddles on the inside of the boat. Since leaving La Paz, I've had 10 friends stay with me and will have another 10+ before I leave for Hawaii in mid-July. Sometimes one group leaves and the next group shows up that same day. It's a little exhausting sometimes, but so much fun to have good friends come



JASNA TUTA / SAILINGCALYPSO.COM

La Reina del Mar's much-traveled Gulfstar 50 'Talion' at a rainbow's end in verdant French Polynesia. It's not green like that in La Paz.

from so far."

Patsy intends to complete her South Pacific/Hawaii/California loop by September, in plenty of time for late-October's Baja Ha-Ha, which should be her 10th.

If you're thinking about sailing around the world but have doubts or questions, Capt Charie Simon and his wife Cathy Simon's just released book might be what you're looking for. **Quickstart Circumnavigation Guide:**

Proven Route and Sailing Itinerary Time for Weather is a 172-page book with 154 color photos, 18 maps, and 49 satellite/aerial diagrams. The book is based on the couple's having doublehanded the 2014 World ARC with their Taswell 58 *Celebration*. As the Simons write, although there are a limitless number of possible routes, most circumnavigators follow the basic one outlined in the book. The couple tell you what to expect. The \$39.95 hardback version and \$9.95 e-book version are available at Amazon or <http://circumnavigationguide.com>.

"We just finished a smooth 900-mile delivery from St. Martin to Bermuda on our way to Newport, Rhode Island, and the East Coast," reports Greg Slyngstad of the Seattle-based Bieker catamaran **Fujin**. "We made the passage in just under four days. We did 295 miles in the first 24 hours, but then the wind died below 10 knots for two days."

Slyngstad and *Fujin* will be returning to the Caribbean in the winter for a season of racing his very fast cruising cat, after which he's trying to decide whether to head to the Med or the West Coast. So many choices out there.



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14-FT WETA 4.4 TRIMARAN, 2012. Sausalito. \$7,000. Bought new in 2013, outfitted with tapered sheets, sheet bag, and storage hatch. Main, jib, and reacher in great shape. Dolly included. Fun and fast. More information and pictures at jared.brockway@gmail.com.



24-FT J/24, 1978. Brickyard Cove, Richmond, CA. \$4,950. On single-axle Triad trailer, vermiculite removed. Newly painted hull and nonskid decks, new rigging 2012. 4hp, 4-stroke Merc, 2012. Nice interior cushions. I bought a bigger boat so must sell. Contact (530) 307-8120 or rotaryrocks@gmail.com.

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19-FT OPEN 5.70, 2012. RYC. \$18,500. 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. Seller may finance up to 50%. Contact dave.peckham@gmail.com.



15-FT WEST WIGHT POTTER, 2015. Shingle Springs, CA. \$10,495/obo. Brand-new! Never put in water. Light-weight trailer, brand new sails. Mother won this on *The Price is Right*. (MSRP-\$15,995). All reasonable offers considered. Contact (530) 391-1172 or nora_aloha@hotmail.com.

18-FT KLEPPER AERIUS II. Expedition kayak-boat in a bag, 2005. Berkeley, CA (Residence). \$4,500. Oceangoing kayak, double seat, mast and 2 sails included. Klepper is a "boat-in-a-bag." Very portable. Mint condition. Call (510) 823-7205 or (510) 839-5020 or contact pettrans682@gmail.com.



23-FT FRACTIONAL SLOOP, 1993. Stockton Sailing Club Marina. \$5,250. 23.5 Hunter. Princess seats. Elec start Honda 9.9. Main/jib. Sleeps 2 in V-berth. Porta-potti. Trailer with spare tire. Good condition. Sweet boat. For more info contact (209) 419-0839 or (510) 735-4781 or yochheimgroup@hotmail.com.



25 TO 28 FEET

NONSUCH 26' CLASSIC, 1984. Richmond. \$28,000. The biggest little boat out there. Small enough to singlehand, big enough to bring a dozen friends or live aboard. Great condition. For more information contact (415) 577-1148 or fred@fredandersen.com.



27-FT NORDIC FOLKBOAT, 1965. Sausalito. \$5,800/obo. Ready to go sailing! Sails in excellent condition, single-cylinder diesel engine runs great. Beautiful boat, truly lovable. Contact (415) 879-0180 or handshake101@gmail.com.



SEAWARD 26RK, 2005. Sausalito. \$68,500. In excellent condition with tandem-axle trailer. 18hp Yanmar with 195 hrs. Wheel steering, marine head, pressure water with shower, stainless hot-water tank, 135% genoa with headsail furling unit and more. Please call (916) 919-3144.

27-FT ANTRIM ALWAYS FRIDAY, 1999. Richmond Yacht Club. \$32,200. Boat and tandem trailer. Carbon fiber mast and boom. Always dry sailed. One owner. Good racing record. GPS plus Nexus instruments. More information at (925) 989-2747 or liebenberg27@gmail.com.

25-FT INTERNATIONAL FOLKBOAT. 1975. Morro Bay. \$6,000. Formerly well-known on SF Bay. 2 mains, working and storm jib, genoa, spinnaker and awning. New headstay and backstay. New hal-yards, electric and manual bilge pumps, battery charger and spreader lights. New self-contained head. New anchor and line. Nissan 5hp outboard recently overhauled, needs cosmetic attention. Health forces sale. Please call (805) 772-3701.

26-FT CATALINA 250, 2005. Clovis, CA. \$18,500. Catalina 250 WB, retractable keel, w/Easy Step trailer. Huntington Lake summer boat. Excellent condition. Large cabin w/kitchenette and enclosed head. 10hp w/elec. start. Roller furl and all the extras. Contact (559) 298-6100 or b.dolton@comcast.net.



27-FT ROBERTS, 1999. Alameda. \$10,000. *The Jewel Box*. Beautiful custom cold-molded 27-ft Roberts sloop. Meticulously built over 25 years. One of a kind. Shows like new. Info at (916) 872-5043 or michaelhart321@yahoo.com.



25-FT OLSON, 1984. Treasure Island Sailing Center. \$12,000. Hull #17 has a full set of race-ready sails, clean hull, new standing rigging, a nearly new (2014) Nissan 3.5hp outboard, and is fine-tuned for optimal racing. Has an impressive record of wins on SF Bay and was kept at Folsom Lake prior to 5 years ago. Currently on a trailer and priced to sell quickly. More info at <http://sites.google.com/site/olson25americanstandard/>. Contact americanstandardolson25@gmail.com or (510) 531-8402.



26-FT INTERNATIONAL FOLKBOAT. 1971. Sausalito. \$9,500. 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. Info at (707) 480-0365 or Fginn@aol.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.



27-FT CAL 2-27, 1975. Berkeley. \$9,000/obo. 2 spinnakers, 95%, 120%, and 135% jibs and main, all in good condition. All lines led aft. Yanmar 1GM10 inboard diesel w/freshwater flush. Head w/holding tank. More info at (510) 524-5059 or tloughran@yahoo.com.

25-FT CATALINA 250 WK, 2004. Tracy, CA. \$17,995. Time to prep for retirement. Honda 9hp outboard, VHF and FM radios, shore electric, solar, more. Good condition. Trailer! More info at (209) 836-2552 or cat250@sonic.net.

25-FT MERIT, 1984. Alameda. \$6,000. Honda 2hp, 2 sets of sails. Contact Lee at (510) 219-1092.

25-FT FOLKBOAT, 1974. San Francisco East Harbor. \$8,500/obo. Nordic Folkboat, Svendsen's fiberglass #104. Motor, two suits racing sails. Transferable Gas-house Cove slip. Good boat, has placed well in Internationals. For more information contact (415) 613-3011 or (415) 642-5097 or wk03955@pipeline.com.

25-FT CATALINA, 1980. Redwood City. \$5,000. Great, safe Bay boat. Main, jibs, kites, reliable 9.8hp outboard. Bluetooth stereo. Ready for fun! Email for photos foredeck123@gmail.com or call (650) 380-2478.

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

29 TO 31 FEET



30-FT ERICSON 30+, 1986. Redwood City. \$12,900. Priced to sell. Great single-handing with self-tacking jib. All lines led to cockpit. Roller furling jib. Autopilot. Universal M-18 diesel runs great. Sails in excellent condition. Please only serious inquiries. Call (408) 691-7271.



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29-FT CASCADE AUXILIARY SLOOP. 1971. Clipper Yacht Harbor, Sausalito. \$18,500. Beautifully maintained and restored fiberglass sloop. Ocean keel, wood stove, Origo alcohol stove, Force 10 BBQ, LectraSan head, hull mounted triducer, swivel-arm mounted Garmin 546s chartplotter/fishfinder. 2002 Yanmar 30hp diesel, 310 hours on engine. Custom tiller. Reconditioned hull and paint, new brightwork, topside paint, nonskid, and full boat cover. Contact (707) 753-0206 or tland187@comcast.net.

30-FT CATALINA, 1978. Richmond Yacht Harbor. \$15,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact (415) 663-9506 or lbrock@sonic.net.



30-FT CLASSIC WOODEN BIRD BOAT. 1932. Oakland. \$12,500. Hull #22. Structurally sound and well maintained by owner. Hauled and inspected as of October 15, 2015. She is currently registered through 2017. Asking a fair price - serious inquiries only! For more information, email stevo35@hotmail.com.



30-FT KNARR, 1961. San Francisco West Harbor. \$37,500/obo. US 103 *Sophia* is a beautiful 1961 Borresen Knarr with a wooden hull. *Sophia* has been perfectly restored, including cabin top, cabin sides, toe rails, plywood/glass deck, keel bolts, garboards, cockpit seats and cockpit. She also has a new full cover, new aluminum rig and recent haulout. *Sophia* has won multiple season championships and is ready to race/sail. She is located in the S.F. West Harbor slip that can go with her subject to harbor regulations. Please contact (510) 812-5939 or (415) 789-1903 or dwntsr@aol.com.



CATALINA 309, 2007. Alameda Marina. \$72,000. The Catalina 309 is an innovative and exceptional redesign of its ever-popular predecessor featured in the Sailboat Hall of Fame. Designed to maximize comfort and efficacy with increased interior volume and an open look. Modern systems (refrigeration) with excellent light and ventilation below, Autohelm, chartplotter, running rigging, new headsail, head, lifelines, 110 volt inverter, and much more. For information contact (510) 881-6495 or rob@cams-sf.com.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$44,000. Classic English pilot-house; seaworthy, warm and dry sailing on the Bay. Sails and powers well, with lines led aft for singlehanding. 9 tons, 4'6" draft, full keel. Total refit including repower, bow thruster, epoxy bottom, and electronics including radar. Very roomy; new upholstery, no mildew. Fantastic anchoring setup. Hot water showers in head and cockpit. Comfort all the way! Visit the website: <https://fog-northamerica.org>. For info contact (916) 719-9355 or micgoose@aol.com.



30-FT DONOVAN 30, 1986. Richmond, CA. \$35,000. Donovan 30 *Wolfpack* is available for sale in August this year, post Pac Cup. Available as a day racer for 35K or Pac Cup-ready for 50K. Foam core and carbon, this boat is a joy to push hard offshore. Call for more details and link to dropbox with full details. (510) 338-4485 or berkelens@comcast.net.

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



30-FT WYLIECAT, 1997. Santa Barbara. \$55,500. *Dazzler*. Major refit 2007-08, Yanmar diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shorepower, charger. Email: rwrawles@gmail.com.

31-FT WESTERLY BERWICK. Richmond. \$10,000. British Westerly, balanced twin-keel, diesel, with windvane steering. New paint, top, bottom and sides. New sails including main, genoa and huge spinnaker. 30# cast-iron Danforth. World-wide transmitter and receiver. More info at (650) 339-0782 or hvccantin@yahoo.com.

HUNTER 31, 2007. Hidden Harbor. \$62,500. Freshwater boat, in excellent condition. New bottom paint 7/15. Annual engine service done 5/16. Iverson dodger and bimini. Contact for detailed information: donald6852@aol.com or (916) 683-0888.

29-FT FARALLON, 1975. Santa Cruz. \$12,000. It's a great pocket cruiser, fully rigged with a nice set of sails, Yanmar twin, 30g fuel tank, Dickenson propane stove, cabin heater, much more sailing gear. Needs touch-up, TLC. Call (831) 278-0413.

CAL 29, 1971. Sausalito. \$7,250. Newer rigging, Atomic 4, propane stove, VHF, roller furling, vapor sensor, terms. For more information contact (707) 877-3551 or (707) 357-5555 or ndevall@mcn.org.



30-FT CAPE DORY, 1980. Sausalito, CA. \$28,000. Two mainsails, staysail, roller furling jib, 120% genoa, all sails in good shape. Self-tailing winches, Raymarine X5 wheelplot, FWC MD7B diesel, three-blade prop, mounting hardware for Monitor windvane, dodger frame. Clean boat in turnkey condition. Contact (415) 520-7662 or capedory30185@gmail.com.



30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. More information at (510) 632-2370 or (510) 508-2509 (eves) or Csersav1@gmail.com.

30-FT CAPE DORY CUTTER, 1984. Marina del Rey, CA. \$37,500. In excellent shape. New thru hulls/pads, new driplines, cruising chute never used, new batteries, pressure water, refrigeration, VHF, GPS, windspeed, depth, flexible solar panel, battery charger, lazy jack, new sail covers, manual windlass, 35lb QCR, Danforth rode and chain. Tri-color on the masthead. Changed standing rigging in 2010. Please call (310) 837-1579.

30-FT ALBERG ODYSSEY YAWL, 1969. Santa Barbara Harbor. \$15,000/obo. Beautiful well equipped cruiser. Fiberglass hull/deck. 2010 rigging. Reliable diesel. Excellent ground tackle. Solar, dodger, sails. Delivery possible San Diego to SF. More info: <https://santabarbara.craigslist.org/boa/5606950960.html>. Contact (805) 234-3137 or jfride@gmail.com.

32 TO 35 FEET



35-FT YORKTOWN, 1975. Stockton. \$11,500/obo. Perkins 4108 (low hrs), auto-navigation, depthfinder, knotmeter, cruising spinnaker, good main, genny, storm jib, full canvas cockpit. 2 Danforth anchors with rode. Handles the Bay chop and cruising beautifully. Well equipped galley, dining settee, 3-burner stove, oven, 110V refrigerator, microwave, BBQ. Weekend cruising or live aboard, sleeps 6 with enclosed head. Info at (916) 512-9776 or liesl14@gmail.com.

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. Call (626) 410-5918 or ngolfeart@gmail.com.



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33-FT CANADIAN SAILCRAFT, 1981. Paradise Cay Marina, Tiburon. \$9,000. Price reduced! 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. Slip is transferable. Contact (925) 200-8411 or pburkeb@hotmail.com.



35-FT JASON. \$72,000. Ted Brewer design. Fully-equipped liveaboard/daysailer/cruiser. Mexico-proven 5 years. Excellent condition. Mahogany/teak interior, solid fiberglass hull, teak cockpit, fully removable enclosure. New batteries/inverter-charger. Other upgrades 2009-present. Single-handable. Priced for quick sale. New directions! More info on website: <https://sv-isa.blogspot.com/>. Then email calmport2@gmail.com.



33-FT NEWPORT PILOTHOUSE, 1988. Sausalito. \$120,000. Upgraded 2009. Leisure Fun. Radar, GPS. Davits, inflatable, inside steering, diesel. Excellent condition.



37-FT PACIFIC SEACRAFT, 2004. Hong Kong. \$169,000. Fully equipped for worldwide cruising: Yanmar 56hp, Monitor windvane, new sails, new chartplotter, new radar, SSB, VHF, Navtex, liferaft, EPIRB, solar panel, wind generator. Pacific Seacraft award-winning quality. Info at www.pacificseacraft37.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. Contact gerymarren@gmail.com or (650) 219-3918.



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 cmitcpgpa@aol.com.



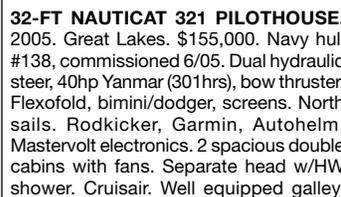
32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$62,500. Gillmer design. Well maintained and has been updated with new equipment. Ready to go south! Health forces sale. Call (360) 316-1421.



36-FT FORMOSA KETCH, 1975. Ventura. \$42,000/obo. 38hp Beta Marine diesel with 130 hrs. Radar, autopilot, VHF, CD player with Sirius, GPS with chartplotter, flat-screen with DVD, solar charger. Electric windlass with 300 ft of chain, CQR anchor, windex, new Harken roller furler, 8-ft fiberglass dinghy with sail kit, Dickinson heater, fresh bottom paint. Contact Marty at (805) 630-2936.



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 (617) 838-4648 or info@americanglobal.org.



34-FT CATALINA, 1989. Santa Cruz Harbor. \$41,500. 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. One-year Santa Cruz slip license available. Call (650) 365-0652 or (530) 277-7668 or email for pictures: billywall@hotmail.com.



34-FT C&C, 1980. Portland, OR. \$30,000. Q is a clean C&C kept in fresh water. RL72RC color radar/chartplotter, Nexus suite of instruments, Max-Prop, 3-burner with oven propane range with sniffer and dodger, Furler roller furling headsail, Lewmar windlass. New asymmetrical spinnaker, marine head, bottom paint and cutlass bearing in 2015. Info at (503) 887-6668 or lsbjohnson@gmail.com.



38-FT AERODYNE, 2003. Marin. \$149,500. High performance cruiser. Electric LeisureFurl mainsail furling. Lifetime Yanmar. Full anti-corrosion system. SSB. Electric windlass. TV/DVD. Recent Awlgrip and batteries. Excellent condition. Will consider compatible partner. Contact (415) 385-3600 or hspotter@aol.com.

ERICSON 32-2, 1971. Brickyard Cove Marina \$9,500. Rebuilt Westerbeke 21 diesel, new fuel tank, roller furling 100% jib, new fuel filter, asymmetrical spinnaker, newer cushions, decent mainsail, wheel with newer engine controls. Great Bay boat. Contact granberg@aol.com or (707) 310-0952.

36 TO 39 FEET

39-FT BENETEAU 393, 2002. Sausalito Yacht Harbor. \$120,000. Great cruiser in very good condition. Two-cabin owner's model with two heads, only 1000 hours on diesel, full electronics, classic main, just hauled. Walk to downtown Sausalito. For more info contact (415) 331-4900 or 393@marigotgroup.com.



37-FT C & C, 1985. Emery Cove. \$38,900. Lovingly maintained and upgraded, major refit 2009, fully equipped, modern electronics, rod rigging, hydraulic backstay. 2nd owner. Yanmar 3HM diesel, 870 hrs. KKMI hauled September 2015. Contact (925) 788-6776 or polgarlesie@aol.com.



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36-FT TRADITIONAL CCA, 1938. Bellingham, WA. \$35,000. Fractional rig. Classic Burmese teak sloop built in Ah King Boat Yard, Hong Kong. Designer unknown but likely Phil Rhodes. Heavy standing rig, ocean veteran. Ported in San Francisco Bay in 1950s. LOA 35.6'. New deck, mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Laminated teak frames on 6" centers, fastened with copper rivets & roves. Blue Sea breaker panel. Solid fuel stove, kerosene range. VHF, depth sounder, radar, autopilot, Lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Recent survey. Sweet sailer. Contact (360) 592 0939 or pwilling64@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 contact (575) 770-1872 or wse541@gmail.com or on the web at www.capegeorge36forsale.com.



38-FT DOWNEASTER, 1975. San Pedro, CA. \$39,500. Capable and dependable blue-water vessel back from Pacific loop ready to go again. Recently hauled, painted bottom, hull and topside. Outfitted with 125W solar, Air-X wind generator, Hydrovane windvane, Harken roller furl, GPS, chartplotter, radar, 6-man liferaft, Icom SSB, and fridge equals a comfortable self-sustained vessel capable of distant horizons. Info: (310) 408-8667 or svfreedom@gmail.com.



ISLANDER 36, 1977. Alameda, CA, Fortman Marina. \$25,000. Deep draft, 6'4" lead keel, tall rig, Westerbeke 30 diesel engine. Hauled 6/15, new bottom paint, Micron 66 applied, oil and fuel filters, zincs installed. Upgrade 4" foam cushions and Sunbrella covers, Lewmar opening ports, and safety glass, tinted windows. Electric, household-size head with fresh-water flush and holding tank with T 12 discharge pump, key switch. Salon wood refinished. For information contact (559) 974-7407 or (559) 244-9540 or jstearley40@hotmail.com.



38-FT MORGAN 382, 1978. Brisbane Marina. \$35,000. Price reduced! 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 hrs). Her interior is beautiful, spacious and comfortable. Contact bh.hackel@gmail.com or jerry@jscpm.com or (650) 722-4546.



38-FT ERICSON, 1986. Sausalito. \$48,000. Universal 32hp, 285 hrs. Rigged for 2, Harken roller furling, 3-blade Max-Prop, PYI dripless shaft, Navigator2, Navsounder. Beautiful interior, 2-state-rooms, sleeps 7, shower, refrigerated ice box. Clean, well maintained, KKMI hauled 2015. For more info contact (415) 747-7807 or Luttrells@gmail.com.

40 TO 50 FEET

46-FT CAL 246 KETCH, 1972. Monterey. \$55,000. Lapworth design, roomy, Perkins Sabre 80hp, low hours. Sails and rigging in good condition. Lots of gear, air conditioning/heating. Info: sail2boat@icloud.com.



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, must see to appreciate. Contact jgoffman@cox.net or (949) 493-3575.



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.



47-FT KETCH. Victoria, BC, Canada. \$110,000CDN/obo. Built in Hawaii by John Guzzwell, *Kalida* is a proven passage maker with comfortable liveaboard accommodations. Features: fir on oak, Sitka spruce spars, teak decks, new Simrad electronics. Low engine hours. 7 sails, professional maintenance. USA documented. More info at (250) 516-7251 or rpharoff@gmail.com.

47-FT CATALINA. San Diego. \$209,000. Customized bluewater ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. More information on website: adream2sail.publishpath.com. Call (916) 607-9026.



40-FT CALIBER, 1993. Seattle, WA. \$148,000. *Hello World* is cut-the-dock-lines ready and itching to go cruising. Cockpit enclosure, solar panels, chartplotter and radar, belowdecks autopilot, SSB and Pactor modem, reef mast and skookum ground tackle. Please see website: svhelloworld.com. Contact svhelloworld@gmail.com or (406) 284-5456.



48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, MX. \$109,000. Sleek and graceful Mayflower 48-ft ketch. Properly equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadel II, the *Oriana* has proven performance, good construction, and attention to detail. Ample captain's cabin, attractive, roomy salon, and fully-equipped galley, a comfortable liveaboard in any of the world's ports. Powered by the dependable Perkins 92M, under power the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300-ft. chain anchor rode, three sturdy anchors, watermaker, and more. For details and info: www.theoriana.com. Contact (480) 447-7316 or info@theoriana.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 state-rooms, 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. Info at www.sanctuarycharters.com/sabbatical.php or office@sanctuarycharters.com.

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45-FT MORGAN, 1983. Alameda. \$89,500. 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. More info at: <https://ccflash6.wix.com/morgan45-4>. Contact (831) 624-0517 or (831) 917-1475 or ccflash@mindspring.com.



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 CUSTOM KETCH, 2013. Long Beach. \$59,000. New (almost) 45-ft full-keel fiberglass ketch. Built on a bare CT41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@yahoo.com.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$34,900. Price drastically reduced! Needs corrosion repair on the port-side stringers. This go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Motivated sellers. Check out: <http://thissideupyacht.com>. Contact (408) 431-4333 or (360) 431-3723 or tsusailboat@gmail.com.



43-FT CUSTOM, 1987. Gig Harbor, WA. \$129,000/obo. Mexico veteran, 3 staterooms. Airex core, teak decks, Harken roller furl, Andersen winches, solar panels, Lofrans windlass, cold-plate reefer, Force 10 stove, autopilot, AB RIB, Dodger. Info at www.tourgl.webs.com then contact luengenllc@gmail.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.



44-FT CHEOY LEE CUTTER, 1979. Sitka, AK. \$80,000. Bluewater cruising sailboat and great liveboard. Fully equipped with new Yanmar engine, exhaust, and batteries, and substantial upgrades to electrical, mechanical, and plumbing systems, with refinished interior. Info at: www.svvega.com. Contact (907) 227-6588 or svvegasitka@gmail.com.



44-FT CATALINA MORGAN, 2007. Oak Harbor, WA. \$259,950. 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.



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



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35-FT BENETEAU CATAMARAN, 1986. Ensenada, MX. \$50,000/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.



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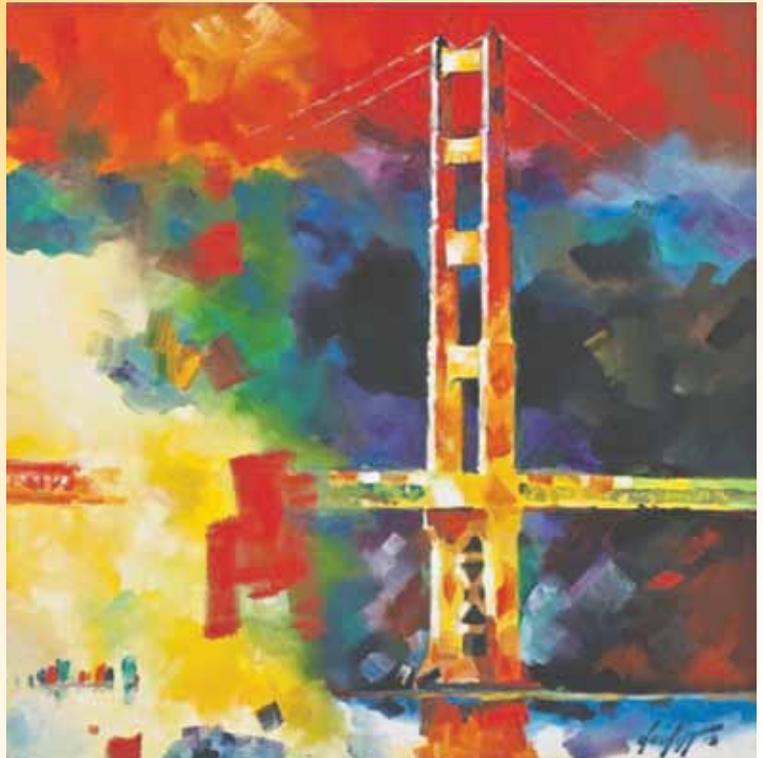
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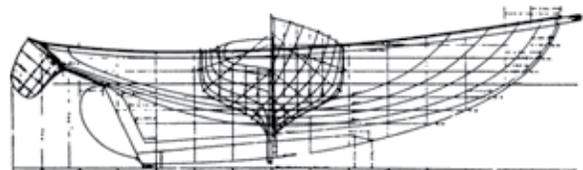
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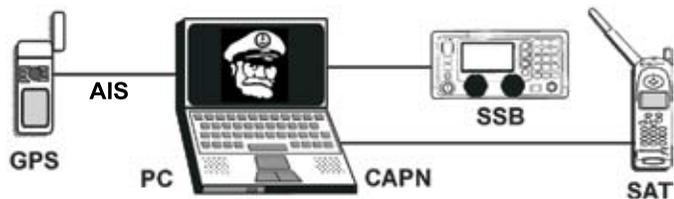
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