WE KNOW BOATERS HAVE MANY CHOICES
WHEN SHOPPING FOR BERTHING
ALL OF US HERE AT GRAND MARINA WANT TO THANK YOU FOR GIVING US THE OPPORTUNITY TO PROVIDE YOU WITH THE BEST SERVICE AVAILABLE IN THE BAY AREA YEAR AFTER YEAR. HAPPY THANKSGIVING FROM GRAND MARINA!
It’s a Family Affair

Bill and Susan Nork, with twin sons Paul and Tom, and fellow Islander 36 boat owner Jim Lovell, sailed *Zenith*, the Nork Family boat, to victory in last month’s Islander 36 Nationals.

The Islander 36s were all built in the 1970s and 1980s. They are a testament to the success of fiberglass boat construction of that era. In the same 30 to 40 years, sail materials have changed dramatically. Bill wanted the best possible match in a new genoa for *Zenith*, combining durability and performance. After several conversations, he chose a special Dacron, woven to make radial sails. It may not last 30 or 40 years, but it will be going strong and fast for many years to come.

Bill gives much of the credit for his success at the Nationals to that new Pineapple genoa, a triradial Dacron furling sail.

A new Pineapple sail may not be enough to get the whole family to crew for you, but it will certainly speed up your boat*!

* ...and make it more fun to sail!

Give us a call.

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

**PINEAPPLE SAILS**

Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave., Alameda, California 94501

*Powered by Pineapples*
Cover: "As this is the last issue of Latitude on my watch," writes the magazine’s founder Richard Spindler, "I’ve chosen to re-run this cover photo from June 2006. It was a shot I took of Profligate on the hook at Aqua Verde in the Sea of Cortez. While many West Coast sailors have gotten to enjoy the Sea of Cortez already, many more still have that treat awaiting them. We hope you all get to enjoy its spectacular beauty one of these days."

Photo by Latitude/Richard.

Copyright 2016 Latitude 38 Publishing, LLC
WANT TO BOAT & LOOKING FOR A PLAN THAT FITS YOUR LIFESTYLE?
WE’VE GOT OPTIONS

We have boats in many Bay Area locations – choose:
  • Skippered charters
  • Bareboat charters
  • SailTime Membership charters for Powerboats anywhere on the Bay
  • SailTime Memberships for Sailboats in Redwood City

Seminar & Webinar
LOOKING FOR TAX SAVINGS?
Place a boat in our charter fleet before December 31, 2016 and save big on taxes.
Join us and learn how.
Join our Boat As A Business Monthly Webinar Nov. 2 & Live Seminar Nov. 14
Sign up at www.PassageNautical.com
eBooks email list. Free!
See www.latitude38.com to download the entire magazine for free! Our eBooks are in PDF format, easy to use with Adobe Reader, and also available in Issuu format.

Email: ____________________________________________

Enclosed $36 for one year Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class; make address changes with us in writing.)

Enclosed $55 for one year First Class Postage (Delivery time 2-3 days.)

Third Class Renewal    First Class Renewal (current subs. only!)

Gift Subscription Card to read from:__________________________

NOTE: Subscriptions going to correctional facilities, FPO/APO (military), Canada, and Mexico are first class only. Sorry, no other foreign subscriptions.

Name
Address
City     State     Zip
Phone: (       )   Email: ________________________________

CREDIT CARD INFORMATION
Min. Charge $12

MASTERCARD    VISA    AMERICAN EXPRESS
Number: _____________________________ Exp.:  _______ csv: ______

INDIVIDUAL ISSUE ORDERS
Current issue = $6 ea.

Back Issues = $7 ea.  MONTH/YEAR: _____________________________________

DISTRIBUTION
We have a marine-oriented business/yacht club in California which will distribute copies of Latitude 38. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

Please send me further information for distribution outside California

Business Name       Type of Business
Address
City     State     Zip
County     Phone Number

“we go where the wind blows”
Latitude 38

Publisher.......................... John Arndt ....................john@latitude38.com ............ ext. 108
Managing Editor................. Andy Turpin ............... andy@latitude38.com ............ ext. 112
Racing Editor .................. Christine Weaver .......... chris@latitude38.com
Contributing Editors .............................................. Richard Spindler ...........richard@latitude38.com
Roving Reporter .................. Donna Andre .................donna@latitude38.com
Advertising Sales .................John Arndt ....................john@latitude38.com ............ ext. 108
General Manager ................ Colleen Young .............. colleen@latitude38.com ............ ext. 102
Production/Photos .............. Annie Bates-Winsip , annie@latitude38.com ............ ext. 106
Bookkeeping ................... Penny Clayton ..............penny@latitude38.com ............ ext. 101

Directions to our office ............................................................................................... press 4
Subscriptions .......................................................................................................... press 1,4
Classifieds ................................ class@latitude38.com, ........................................ press 1,4
Distribution ................................ distribution@latitude38.com, ........................................ press 1,5
Editorial ................................ editorial@latitude38.com, ........................................ press 1,6
Calendar .................................................. calendar@latitude38.com
Other email ..........................general@latitude38.com

www.latitude38.com
15 Locust Avenue, Mill Valley, CA 94941
Ph: (415) 383-8200  Fax: (415) 383-5816

www.ab-marine.com
www.varipropusa.com
www.varipropusa.com
www.ab-west.com
www.ab-west.com
1996 WhisperJet 40
$74,900

1994 Swan 46
New bottom August 2016. $189,500

1987 MacIntosh 47 Cutter
$239,000

2001 DeFever 49 Cockpit
Fresh bottom paint August 2016. Stabilizers, upgraded 220hp Cummins. $350,000

2001 Sabreline 34
T-Yanmar 350s, serviced every 6 mos. New window covers, flag blue hull 2014. $189,000

2016 Greenline Hybrid 48
Hull 22 delivered June 2016. Near-new, fully optioned, transit & duty paid. $895,000

2003 Ocean Alexander 64
 Professionally maintained. Twin Cat 800s, 3 staterooms, tender, more. $995,000

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

San Francisco’s Yacht Brokers Since 1969

Northern California’s exclusive agent

PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880
social: @cityyachts • email: nick@citysf.com • website: www.citysf.com
72’ SCOW SCHOONER, 1998
$399,000
Emery Cove (510) 601-5010

66’ DAVIDSON SCHOONER, 2005
$1,200,000
Emery Cove (510) 601-5010

50’ GRAND SOLEIL, 1997
$215,000
Emery Cove (510) 601-5010

43’ HANS CHRISTIAN, 1987
$165,000
Emery Cove (510) 601-5010

43’ BENETEAU IDYLLE 13.5, 1986
$60,000
Emery Cove (510) 601-5010

42’ CATALINA 42 MkII, 2005
$179,000
Emery Cove (510) 601-5010

40’ PASSPORT 40, 1985
$129,000
Emery Cove (510) 601-5010

40’ SANTA CRUZ, 1982
$59,000
Emery Cove (510) 601-5010

40’ CHALLENGER, 1974
$69,500
Emery Cove (510) 601-5010

35’ TARTAN, 2000
$129,000
Emery Cove (510) 601-5010

33’ MASON, 1985
$84,600
Emery Cove (510) 601-5010

33’ STONE BOATYARD CUSTOM, 1958
$49,000
Emery Cove (510) 601-5010

WWW.RUBICONYACHTS.COM

3300 POWELL STREET, #105 • EMERYVILLE, CA 94608 • (510) 601-5010
47' CUSTOM STEEL CUTTER, 1987
$129,000
Emery Cove (510) 601-5010

44' HUNTER 44 DECK SALON, 2007
$174,000
Emery Cove (510) 601-5010

43' BENETEAU 432, 1988
$99,000
Emery Cove (510) 601-5010

42' NAUTICAT, 2002
$349,000
Emery Cove (510) 601-5010

42' WHITBY 42 KETCH, 1975
$89,000
Emery Cove (510) 601-5010

40' ELAN 40, 2004
$149,000
Emery Cove (510) 601-5010

36' CATALINA 36 MkII, 1998
$79,000
Emery Cove (510) 601-5010

36' SABRE 362, 1995
$129,000
Emery Cove (510) 601-5010

36' SWAN 36, 1989
$139,000
Emery Cove (510) 601-5010

32' BENETEAU OCEANIS 321, 2000
$56,000
Emery Cove (510) 601-5010

31' CAL 31, 1981
$25,000
Emery Cove (510) 601-5010

30' CATALINA 30, 1988
$24,900
Emery Cove (510) 601-5010

3300 POWELL STREET, #105 • EMERYVILLE, CA 94608 • (510) 601-5010
Farallone Yacht Sales, proud Northern California dealer for Catalina sailboats, also offers a quality selection of pre-owned sail and power boats in our brokerage. Visit www.faralloneyachts.com for more information.

2010 Catalina 375 $189,000
1987 Tayana 52 $253,900

BOATS ARE SELLING! LIST WITH US!
OPEN BOAT WEEKEND NOVEMBER 12 & 13

New Catalina Yachts (base price)
45’ Catalina 445 3-cabin, 2017 ........................................... $226,900
42.5’ Catalina 425, 2017 .................................................. NEW MODEL 262,900
38’ Catalina 385, 2017 ..................................................... 218,396
35’ Catalina 355, 2017 ..................................................... 185,500
31’ Catalina 315, 2017 ..................................................... 129,831

Pre-Owned Catalina Yachts
47’ Catalina 470 Tall Rig, 2006 .......................................... 299,000
37.4’ Catalina 375, 2010 ................................................... 189,000
37.4’ Catalina 375, 2009 ................................................... 169,000
30’ Catalina 30, 1985 ....................................................... SOLD 23,500
27’ Catalina, 1979 .......................................................... NEW LISTING 15,500
25’ Catalina 250 MkII, 2007 ............................................ 28,500
22’ Catalina Capri 22, 2007 .............................................. 16,000

Pre-Owned Sailing Yachts
52’ Tayana 52, 1987 .......................................................... 253,900
45’ Norseman 447, 1984 ................................................... 195,000
39’ Beneteau 393, 2006 .................................................... 121,950
38’ Beneteau First 385, 1993 .............................................. SOLD 68,500

New Ranger Tugs (base price)
31’ Ranger 31 Command Bridge, 2017 ................................ 279,937
31’ Ranger 31 Sedan, 2017 ............................................... 269,937
29’ Ranger Command Bridge, 2017 ...................................... NEW MODEL 224,937
29’ Ranger 29 Sedan, 2017 .............................................. 209,937
27’ Ranger 27, 2017 .......................................................... 159,937
25’ Ranger 25SC Tug, 2017 ............................................. 129,937
23’ Ranger 23 Tug, 2017 .................................................... NEW MODEL 94,937
21’ Ranger 21EC Tug, 2017 ................................................ 49,937

Pre-Owned Ranger Tugs
29’ Ranger 29 Classic, 2010 .............................................. 154,500
25’ Ranger Tug Classic, 2009 .............................................. NEW LISTING 95,000

Pre-Owned Power Yachts
70’ Stephens 70 Classic Motor Yacht, 1966 ......................... 1,100,000
32’ Carver 3207 Aft Cabin, 1984 ....................................... NEW LISTING 44,500
28’ Protector Targa, 2007 .................................................. 159,000
28’ Protector targa, 2004 .................................................. NEW LISTING 139,950

Farallone Yacht Sales
1070 Marina Village Parkway, Alameda, CA 94501
(510) 523-6730

CALENDAR

Non-Race

Nov. 1-Dec. 10 — The tall ship Hawaiian Chieftain will be in San Francisco through 12/5 and in Morro Bay 12/9-10. Lady Washington will be in Antioch on 11/1, Hall Moon Bay 11/3-9, Moss Landing 11/10-29, and Morro Bay 11/30-12/10. Info & tickets, (800) 200-5239 or www.historicalsailseaport.com.

Nov. 2-30 — 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.

Nov. 2-30 — 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.

Nov. 3 — Corinthian Speaker Series presents There and Back Again: Racing to Hawaii and Returning on Oaxaca, a Santa Cruz 50’, with Michael Moradzadeh. Free & open to the public. Info, www.cyc.org/club/speaker. RSVP to (415) 435-4771.


Nov. 5 — Float Commodore’s Boat Benefit Party, Spaulding Marine Center, Sausalito, 2-6 p.m. Live music, BBQ, refreshments. $50 donation recommended, to raise funds for Flashgirl’s refit. Info, www.spauldingmarinecraft.org. RSVP to (415) 332-3179.

Nov. 5, 12, 19 — Sail aboard the historic scow schooner Alma out of Hyde Street Pier, San Francisco, 12:30-4 p.m. $20-40. Info, (415) 447-5000 or www.nps.gov/safr.

Nov. 5, Dec. 3 — Chantey Sing, aboard Eureka, Hyde Street Pier, San Francisco, 8-11 p.m. Dress warmly and bring a mug of hot cider. Free, but RSVP to Peter, (415) 561-7171.

Nov. 5-26 — 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.

Nov. 6 — Fall back one hour for standard time.


Nov. 6, Dec. 4 — Maritime Crafts for Kids, Hyde Street Pier entrance, San Francisco, 1-2 p.m. For kids ages 5-10. Info, (415) 447-5000 or www.nps.gov/safr.

Nov. 6-27 — 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.


Nov. 11 — Veterans Day. Take a veteran sailing!


Nov. 12, 1942 — The Liberty ship Robert E. Peary, built...
COME JOIN THE FUN WITH SAIL CALIFORNIA!

Join the J/Boats J/88 Fleet!

'09 Kernan Klub 44 $224,900
'05 J/Boats J/133 $249,000
'08 Isl. Packet 465 $399,000
'02 J Boats J/120 $169,000

'97 J/Boats J/160 $449,000
'05 Beneteau 423 $134,950
'86 Custom 52 $99,000
'02 C&C 110 $109,900

'00 Silverton 392 $129,000
'12 J/Boats J/111 $249,900
'03 J/Boats J/109 $149,000
'07 Reichel Pugh 45 - $349,000

'05 Santa Cruz 53 $349,000
'06 Creek Fox 44 $199,000
'89 IACC ITA-1 75' $425,000

'92 J/Boats J/105 $79,900
'03 Farr 36 $99,000
'92 J/Boats J/105 $79,900

ADDITIONAL LISTINGS
35' J/Boats J/105 '92 $56,900
35' J/Boats J/105 '98 $59,900
35' J/Boats J/105 '01 $84,900
30' C&C '15 $Call
25' B-25 '93 $19,900
23' J/Boats J/70 '13 $42,500

'01 Protector 36 $189,000
'03 Farr 36 $99,000
'92 J/Boats J/105 $79,900

SOLD!
New Arrival
Reduced!
SALE PENDING
SALE PENDING
SALE PENDING

Visit our website at www.SailCal.com
of prefabricated parts in the record time of 4 days, 15 hours, 29 minutes, was launched in Richmond, CA.

Nov. 12-13 or Nov. 18-19 — ISAF Sea Survival Course, SFYC, Belvedere, 8 a.m.-6 p.m. $240. Info, www.sfyc.org.

Nov. 14 — Sail under the full moon on a Monday.

Nov. 14-15 or Nov. 16-17 — International Certificate of Competence licensing, SFYC, Belvedere, 6-9 p.m. on 1st day, 2-5 p.m. on 2nd day. $150 + 45GBP. The ICC is required to charter in most European countries. Info, www.sfyc.org.

Nov. 15 — YRA Year-End Trophy Party, Berkeley YC, 6:30 p.m. Info, (415) 771-9500 or www.yra.org.


Nov. 22 — La Paz Beach Party, La Costa Restaurant, 4-7 p.m. Mexican folk dancing, food & drinks, door prizes. Free for the first 50 Baja Ha-Ha XXIII participants; everyone welcome. Info, www.baja-haha.com.

Nov. 24 — Thanksgiving Day


Dec. 3 — Lighted Boat Parade on Mare Island Strait, 5 p.m. Vallejo YC, www.vyc.org.

Dec. 3 — Lighted Boat Parade in Santa Cruz, 5:30 p.m. SCYC, www.scyc.org.


Racing

Nov. 4, 18 — Remaining Friday Night Races. HMBYC, www hmbyc.org.

Nov. 5 — Amazing Grace Cheney Cup for all-women crews; skipper must be RYC member. RYC, www richmondryc.org.


Nov. 5-6 — Kelp Cup. MPYC, www.mpyc.org.

Nov. 5-6 — Butler Cup Match Racing Grade 4 event; all skippers welcome to apply. Sailed in Catalina 37s. LBYC, www.lbyc.org.

Nov. 5-6 — NorCal High School #3-4 at EYC. BAYS, www bayarea-youthsailing.com.

Nov. 5-6 — NorCal Winter Opti #1 at SFYC. BAYS, www bayarea-youthsailing.com.


Nov. 6 — Laser/Byte Short Course races. RYC, www richmondryc.org.


Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we’ve ever offered to cruising sailors. That’s because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs — whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® — give us a call today.

**THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH**

Get ready for fall sailing – **FALL DISCOUNTS NOW IN EFFECT**

**Sails & Service**
**New Sails**
**Sail Repairs**
**Furling Conversions**
**Free Pickup & Delivery**

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965
Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943
www.hood-sails.com hoodsails@aol.com

**Chesapeake**
Jim Fair’s Outbound 46 with Hood Vektron Full Batten Mainsail, 140% Genoa, and Solent Jib
PHOTO COURTESY SWIFTSURE YACHTS
www.OutboundYachts.com

November, 2016 • Latitude 38 • Page 13
Nov. 12, Dec. 4 — Santana 22 Team Racing in Santa Cruz. December’s racing will be followed by a holiday party. SCYC, www.scyc.org.


Nov. 19 — From Latitude 38 vol. #114: Once again, the Metropolitan Midwinters — this year co-sponsored by Berkeley YC — turned out the largest of the midwinter fleets. More than 300 boats signed up. Heck, coming as it does on the second Saturday and Sunday of the month, it even fits our schedule. We gathered a few people from the office and went out to show them how it was done. What we ended up doing was proving that just because you write about sailing doesn’t mean you know how to do it better than anyone else.


Midwinter Series


ELKHORN YC — Chowder Cup Series: 11/5, 11/19, 12/3. Info, (831) 724-3875 or racing@elkhornyc.org.


KONOCI BAY SC — OSiRs (Old Salts in Retirement) every Wednesday at noon. Info, (831) 724-3875 or www.ksysc.org.


INFO@JK3YACHTS.COM

51' Bakewell-White Custom 2002
$298,000 Contact: Alameda

55' Nelson Marek NEB Custom 2009
$465,000 Contact: Alameda

47' Beneteau First 47.7 2002
$159,000 Contact: Alameda

INFO@JK3YACHTS.COM
WWW.JK3YACHTS.COM

ADDITIONAL USED SAIL...
1998 59' Bob Perry Custom..... $495k
1995 56' Bob Perry Custom..... $540k
2001 48' J/145...................... $559k
1973 44' Swan...................... $134.9k
2006 41' J/124...................... $229.5k
2000 40' J/120...................... $153.9k
1998 40' J/120...................... $159k
1983 40' Passport................ $119k
2014 38' Hanse 385.............. $259.5k
1992 36' Beneteau................ $58k
1988 36' Freedom............... $45k
2001 36' Beneteau 361......... $114.75k
1983 36' Morgan................ $40k
1999 35' J105................... $66.5k
1999 35' 1D35................... $59.9k
1985 34' Islander 34............ $39.9k
1996 28' Alerion Express...... $67.5k

ADDITIONAL POWER...
2004 26' Aquasport.............. $50k

51' Bakewell-White Custom 2002
$298,000 Contact: Alameda

40' Farr 400 2011
$275,000 Contact: San Diego

38' Alerion Express 38 2006
$250,000 Contact: San Diego

38' Sabre 386 2006
$223,000 Contact: Alameda

38' C&C 115 2006
$140,000 Contact: Alameda

35' J/109 2006
$173,900 Contact: San Diego

33' Alerion Express 33 2009
$209,000 Contact: Alameda

32' Jeanneau Sun Fast 3200 2009
$99,500 Contact San Diego

59' Compass Yachts 55 2001
$450,000 Contact: Alameda

42' Sabre Hard Top Express 2004
$379,000 Contact: Alameda

42' Grand Banks Classic 1978
Inquire Contact: Seattle

39' Tiara 3900 Open 2009
$398,000 Contact: San Diego

31' Tiara 3100 Coronet 2014
$324,900 Contact: San Diego

31' Bertram 31 Fly Bridge 1982
$125,000 Contact: Alameda

HANSE EARLY BIRD DISCOUNT OFFER
50% savings
50% on orders placed in November and December
$41,543 in potential savings

OFFER ENDING SOON, HURRY IN TO SAVE
Premium Hanse Yachts with significant price savings on popular factory options - Consult with JK3 agent for details

Hanse
Dehler
Moody

Alameda: 510-227-2100
San Diego: 619-224-6200
Newport Beach: 949-675-8053
Seattle: 206-285-6200
Houston: 281-957-9788

NEW BOTTOM

41' Back Cove 41 2015
$685,000 Contact: San Diego

RARE FIND

39' Tiara 3900 Open 2009
$398,000 Contact: San Diego

REDUCED – CUMMINS DIESELS

42' Grand Banks Classic 1978
Inquire Contact: Seattle

YANMAR DIESEL REFIT

59' Compass Yachts 55 2001
$450,000 Contact: Alameda

NEW ELECTRONICS

42' Sabre Hard Top Express 2004
$379,000 Contact: Alameda

REDUCED

32' Jeanneau Sun Fast 3200 2009
$99,500 Contact San Diego

ONE OWNER – GORGEOUS

39' Tiara 3900 Open 2009
$398,000 Contact: San Diego

REduced – CUMMINS DIESELS

41' Back Cove 41 2015
$685,000 Contact: San Diego

ONE OF A KIND

55' Nelson Marek NEB Custom 2009
$465,000 Contact: Alameda

NEW LISTING

47' Beneteau First 47.7 2002
$159,000 Contact: Alameda

NEW LISTING

31' Tiara 3100 Coronet 2014
$324,900 Contact: San Diego

HIGHLY UPGRADED

38' Alerion Express 38 2006
$250,000 Contact: San Diego

35' J/109 2006
$173,900 Contact: San Diego

REDUCED

33' Alerion Express 33 2009
$209,000 Contact: Alameda

59' Compass Yachts 55 2001
$450,000 Contact: Alameda

42' Sabre Hard Top Express 2004
$379,000 Contact: Alameda

42' Grand Banks Classic 1978
Inquire Contact: Seattle

REDUCED

32' Jeanneau Sun Fast 3200 2009
$99,500 Contact San Diego

ONE OWNER – GORGEOUS

39' Tiara 3900 Open 2009
$398,000 Contact: San Diego

NEW LISTING

38' C&C 115 2006
$140,000 Contact: Alameda

35' J/109 2006
$173,900 Contact: San Diego

33' Alerion Express 33 2009
$209,000 Contact: Alameda

31' Tiara 3100 Coronet 2014
$324,900 Contact: San Diego

31' Bertram 31 Fly Bridge 1982
$125,000 Contact: Alameda

41' Back Cove 41 2015
$685,000 Contact: San Diego

YEANMAR DIESEL REFIT


SAUSALITO YC — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/5. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.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.

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/05Sat</td>
<td>0456/4.4</td>
<td>0936/3.2</td>
<td>1525/5.0</td>
<td>2213/0.3</td>
</tr>
<tr>
<td>11/06Sun</td>
<td>0454/4.5</td>
<td>0951/3.2</td>
<td>1524/4.8</td>
<td>2210/0.4</td>
</tr>
<tr>
<td>11/12Sat</td>
<td>0238/1.0</td>
<td>0913/6.4</td>
<td>1533/-0.3</td>
<td>2213/5.2</td>
</tr>
<tr>
<td>11/13Sun</td>
<td>0325/1.3</td>
<td>0953/6.7</td>
<td>1619/-0.8</td>
<td>2310/5.3</td>
</tr>
<tr>
<td>11/19Sat</td>
<td>0359/5.2</td>
<td>0901/2.7</td>
<td>1447/5.5</td>
<td>2131/-0.3</td>
</tr>
<tr>
<td>11/20Sun</td>
<td>0459/5.2</td>
<td>1020/2.6</td>
<td>1554/5.0</td>
<td>2232/0.2</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/05Sat</td>
<td>0007</td>
<td>0302/2.0F</td>
<td>0612</td>
<td>0857/1.7E</td>
</tr>
<tr>
<td>11/06Sun</td>
<td>0055</td>
<td>0251/1.9F</td>
<td>0605</td>
<td>0852/1.7E</td>
</tr>
<tr>
<td>11/12Sat</td>
<td>0121/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/13Sun</td>
<td>0121/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
</tbody>
</table>

---

South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.

Two guest docks for boats up to 125’
20 guest berths up to 50’
Casual and fine dining nearby
Adjacent to AT&T Park
Easy access to transporation
24 hour security
Free pump-out stations

For Reservations:
415.495.4911 (x1111)
fax: 415.512.1351
www.southbeachharbor.com

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
<tr>
<td>11/26Sat</td>
<td>0248/1.9</td>
<td>0916/5.9</td>
<td>1549/0.2</td>
<td>2232/4.5</td>
</tr>
<tr>
<td>11/27Sun</td>
<td>0327/2.1</td>
<td>0946/6.0</td>
<td>1622/-0.1</td>
<td>2316/4.6</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
<th>time/h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HIGH</td>
<td>LOW</td>
<td>HIGH</td>
<td>LOW</td>
</tr>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>

---

November Weekend Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/24Thu</td>
<td>0120/3.0E</td>
<td>0446</td>
<td>0739/3.0F</td>
<td></td>
</tr>
<tr>
<td>11/25Fri</td>
<td>0206/1.6</td>
<td>0645/5.9</td>
<td>1512/0.5</td>
<td>2143/4.4</td>
</tr>
</tbody>
</table>
Free Training & Setup
2830 Shelter Island Dr.
San Diego, CA 92106

$25/month

$2995*

$599*

XGate Email w/ PredictWind Offshore
- Optimizer satellite router and Iridium GO! support

Iridium GO! Satellite Hotspot*
- Services starting at $59/month
- Rollover for $10/month
- Service standby for $19/month

Inmarsat Fleet One Satellite Phone & Internet System w/Global Coverage*
- Service starting at $49/month.
- Internet speeds of 100kbps with simultaneous voice & SMS services

* Qualified service plan is required.
NO ROOM FOR THE FIREBOY

Any chance of finding out whether there was a fire extinguisher mounted in the engine compartment of Harry Hazard’s Beneteau 51 Distant Drum that caught fire off Chula Vista? I have always wondered if they really work. I have one in the engine compartment of our Swan 44 Mykonos that is supposed to go off if the engine room reaches a certain temperature.

Myron Eisenzimmer
Mykonos, Swan 44
San Anselmo

Myron — We presume that you’re not referring to a normal powder or water fire extinguisher, but rather something like a Fireboy clean-gas fire suppression system that automatically discharges when the engine room reaches 170°.

Harry visited us on Profligate shortly after the fire. He told us that no, his Distant Drum did not have a fire suppression system. The problem on Distant Drum was that the Frers design had the engine located almost just behind the mast, beneath a salon bench, and there wasn’t room for a Fireboy.

We think the Fireboys are a great idea. According to the Coast Guard, 90% of boat fires start in the engine room. The mid-October fire on the boat 10 miles offshore from Marina del Rey started in the engine room. So if you have a product like a Fireboy, it goes off automatically; it empties its clean-gas contents in just 10 seconds and leaves no residue. We have them in both of Profligate’s engine rooms.

Harry said that the lessons he learned are that boats do need fire suppression systems, and that if you’re on a boat, you need a personal EPIRB — they are now reasonably priced — so if you have to jump overboard far from land because of the fire, you have a chance of being rescued. One of the three crew on the boat burning off Marina del Rey decided that he had to jump into the water. Of course, depending on the temperature of the water you’re jumping into, and how long it might be before you’re rescued, you may want a wetsuit or drysuit, too.

THERE IS NO PRISONER’S COVE

I read with interest Latitude’s account of September’s Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner’s Cove. And even if there were, it’s apparently not where the Ta-Ta fleet went.

The photo captioned ‘High above Prisoners with Anacapa in the distance’ is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner’s Cove was behind the photographer.

THERE IS NO PRISONER’S COVE

I read with interest Latitude’s account of September’s Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner’s Cove. And even if there were, it’s apparently not where the Ta-Ta fleet went.

The photo captioned ‘High above Prisoners with Anacapa in the distance’ is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner’s Cove was behind the photographer.

THERE IS NO PRISONER’S COVE

I read with interest Latitude’s account of September’s Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner’s Cove. And even if there were, it’s apparently not where the Ta-Ta fleet went.

The photo captioned ‘High above Prisoners with Anacapa in the distance’ is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner’s Cove was behind the photographer.

THERE IS NO PRISONER’S COVE

I read with interest Latitude’s account of September’s Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner’s Cove. And even if there were, it’s apparently not where the Ta-Ta fleet went.

The photo captioned ‘High above Prisoners with Anacapa in the distance’ is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner’s Cove was behind the photographer.

THERE IS NO PRISONER’S COVE

I read with interest Latitude’s account of September’s Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner’s Cove. And even if there were, it’s apparently not where the Ta-Ta fleet went.

The photo captioned ‘High above Prisoners with Anacapa in the distance’ is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner’s Cove was behind the photographer.

THERE IS NO PRISONER’S COVE

I read with interest Latitude’s account of September’s Southern California Ta-Ta IV — although I was confused as to where the boats actually anchored at Santa Cruz Island. My wife and I sail to Santa Cruz Island each year with our Ventura-based Bavaria 38, and I can say with certainty that there is no spot known as Prisoner’s Cove. And even if there were, it’s apparently not where the Ta-Ta fleet went.

The photo captioned ‘High above Prisoners with Anacapa in the distance’ is only partially correct. True, Anacapa Island is in the distant background, but the photo was taken from high above the anchorage at Scorpion Ranch, evidently atop Cavern Point, with the photographer facing east. Prisoner’s Cove was behind the photographer.
Calling All Divers
Register now for our Annual Divers’s Seminar

Wednesday, November 16, 2016
10am-12noon – Seminar
12noon – Lunch Served

Maximize profits & customer satisfaction with Prop Speed and Martyr Anodes
• Learn how Prop Speed foul release coating system can help boat owners increase speed and reduce fuel consumption.
• Learn Prop Speed application tips and techniques.
• Prevent corrosion with choosing the right anode for your customer.

Presented By: Prop Speed and Martyr Anodes in conjunction with Svendsen’s Marine Distributing

Register online at: svendsens.com
Disclaimer: Space is limited to professional divers and marine professionals.

Create a workorder online at: svendsens.com
1851 Clement Avenue, in the Alameda Marina

Call 510-522-2886 to learn more!
Boat Yard x10
Commercial Accounts x20
Marine Store x30
Metal Works x40
Rig Shop x50
info@svendsens.com
Harbor is actually about six nautical miles to the west. Beyond those two prominent rocks in the background at Scorpion is Little Scorpion, a popular anchorage only about 17 miles from Ventura. 

There is a pier at Prisoner’s Harbor, and it’s open, whereas the one at Scorpion Ranch is, as you discovered, closed due to storm damage sustained last winter. Its closure is an inconvenience to many wishing to go ashore there, but it’s hardly a reason to criticize the park ranger you encountered whose job includes looking out for the safety of visitors to the park. 

An alert about the condition and closure of the pier at Scorpion has been posted on the Channel Islands National Park website since December 2015. But if folks were thinking they were going to Prisoner’s Harbor when they actually went to Scorpion, they might be surprised, as well as upset, to find the pier at the location they visited was closed. 

Reading your report in the October issue now clarifies an even earlier confusion as to the advertised course of Ta-Ta IV — to perhaps visit Prisoner’s en route to Smuggler’s Cove, which you do not when sailing from Santa Barbara.

Ray Wilson
King’s Gambit, Bavaria 38 Exclusive Ventura Harbor

Ray — There’s an explanation for the mistakes. It’s a lame one, to be sure, but we’re going with it. The Grand PooBob has been sailing to Santa Cruz Island off and on for nearly 40 years, and has always concentrated on the physical qualities of the anchorages rather than their names. The result is that we always get the names of the anchorages mixed up, to the point where misidentifying them has become a tradition. As participants in the Ta-Ta will attest, the Grand PooBob would frequently get on the radio and ask, and only half in jest, “What’s the name of this place again?” It was a bit of a joke, but we suppose it was a bit too much of an inside joke for us to misidentify Scorpion as Prisoner’s in the magazine photo caption. No rum for us tonight.

As for the park ranger, we were just having a little fun, and for two reasons. First, we’re fed up with ‘helicopter government’, which looks over every single move everybody makes, even in the semi-wild, and thinks it’s doing you good by being so over-protective. And climbing up and down that closed pier wasn’t half as dangerous as swimming in the ocean, surfing or scuba diving. A ‘Use At Your Own Risk’ sign would have been more appropriate than the ‘Area Closed’ sign. That kind of nanny government makes a sailor long for Mexico.

Reason number two for having a little fun with the ranger is that she, like a lot of young people fresh in positions of authority, might have been more officious than was necessary. A little sense of humor is a great lubricant in all of life — including law enforcement.

Lastly, we also think it’s important for overwhelmingly law-abiding citizens to be naughty every now and then.

Victor got the boat’s tip canceled right away
North Sails Blue Book standards and procedures guarantee the most consistent quality and repairs for all your service needs. Experience the benefits of North Certified Service™, no matter who made your sails.
edition, and wanted to report that your suggestion to check with ship's agent Victor Barreda in Cabo was a good one. We needed to get the previous owner's TIP for our boat canceled and get a new one. Victor took care of it.

We purchased our boat in Mexico in 2011 before bringing her back to the States. I was not aware that she had an active TIP when we bought her. I learned about it when I applied for a TIP online before the start of last year's Baja Ha-Ha. My request was rejected because the boat already had one. The only advice I got was to try to take care of it at our first port of entry in Mexico.

So we arrived in Cabo with the old TIP and proof of boat ownership, and explained our plight to Victor. He said he’d get our old TIP canceled. When that was done we could apply for a new TIP in La Paz. There is no Banjercito in Cabo, which is why you can’t apply for one there.

Victor took care of our paperwork and even delivered the TIP cancelation papers to us at Puerto Los Cabos a week later. In the meantime, we changed our plans and went to Mazatlan instead of La Paz, but still had no problem getting a new TIP at the local Banjercito.

The fact that we did not have a TIP when arriving in Cabo San Lucas, San Jose del Cabo and Mazatlan was not a problem, as we simply told authorities we were going to get one when we got to either La Paz or Mazatlan. A cruising couple we met in La Cruz told us they had a similar problem, and did the whole transaction themselves — canceling the old TIP and getting the new TIP in Ensenada. It did, however, take them a lot of time and walking around to find the appropriate agencies needed to complete the transactions.

We did last year’s Baja Ha-Ha and thoroughly enjoyed it. Thanks for doing such a great job!

Rich and Margaret Ciolino
Ecco Bella, Island Packet 35
Santa Barbara

Rich — Good old Mexico: you never know what to expect. For quite some time officials have assured us that arriving in Mexico on a boat without a current TIP was a big no-no that could have major unpleasant consequences. And that if you didn’t have both the old TIP and the last exit zarpe from Mexico, you weren’t going to be able to get a new TIP. But as you have learned, officials can sometimes be flexible.

We’re glad things worked out for you and the other couple, and hope it will work out for others. Nonetheless, we highly recommend that everyone get a TIP for their boat — they are easy to get online, only cost about $50, and are good for 10 years — before heading into Mexican waters. We also suggest that nobody purchase a boat until the owner has canceled the boat’s TIP or is willing to stipulate that the boat doesn’t have a current TIP.

Update: While it didn’t come in time for last month’s issue, and is effectively too late for this month’s issue, we received the following press release from the Association of Mexican Tourism Marinas:

"Due to the recent difficulties in the process of canceling
FEATURED CATAMARANS FOR SALE

"HULL 1208"
2016 Legacy 35
CALL FOR SPECIAL PROMOTION!

"MOONSPINNER"
2004 Lagoon 440
$399,000

"AHA"
1997 Tobago 35
$134,500

"CAPRICORN CAT"
1995 Kurt Hughes 45 • $335,000
BAJA HA-HA READY!

"RED STILETTO"
2007 Lagoon 440
$345,000

"BONZAI"
2000 Leopard 38
$225,000

"SEAS THE DAY"
2012 Gemini 105Mc
$164,999

NEW CUSTOM BUILD
Gemini Freestyle 37
Price on Request

NEW CUSTOM BUILD
Sunreef Supreme 68-S
Price on Request
LETTERS

Temporary Import Permits at the Banjercito office in the port of Ensenada, our Association approached Customs authorities in Mexico City in the effort to simplify the cancellation process. We understand this problem has worried many boat owners planning to visit Mexico, as they find themselves unable to cancel an existing TIP issued to a previous owner. To alleviate this situation, Customs officials will be at the Mexican Consulate in Los Angeles on October 27 and 28 exclusively to cancel Temporary Import Permits.

“Boat owners wanting to cancel an outstanding TIP are encouraged to be at the Banjercito window between 8 a.m. and 5 p.m. with the original vessel documentation and their passport. We are working hard on this matter and will not stop until we get a resolution. We truly appreciate your patience and trust.”

That’s a remarkable outreach by Mexico.

MY UNHAPPY VISIT TO THE MORRO BAY YC

I wanted to share some information that might be useful for other boat owners heading south from San Francisco Bay or other parts north. We had decided to make Morro Bay one of our stops on our southbound passage to San Diego. After some great sailing and spectacular weather, we arrived in Morro Bay at dawn and dropped anchor.

As members of Berkeley Yacht Club, we thought it would be nice to visit the Morro Bay YC, meet some members, and hopefully make use of their facilities to freshen up. We have been hosts many times for sailors visiting from other clubs, and have also been guests at clubs up and down the Pacific Coast. The experiences were always great.

When we approached the Morro Bay YC, a member pointed us to a member who “handles visitors.” The woman, Lynn, quickly and curtly informed us that Morro Bay YC does not offer reciprocal privileges to members of other yacht clubs, even though she did say that they are a member of PICYA (Pacific Interclub Yachting Association). We found her attitude to be pretty rude, including a statement about the club not giving “freebies.”

Sadly, we would probably welcome her and any other member of Morro Bay YC into our club, with a big welcome, quick tour, access to any needed facilities, and probably even buy them a drink at our bar. Oh well.

Morro Bay is great, but don’t plan on reciprocal access to the Morro Bay YC.

George Durden
Epiphany, Jeanneau 45.2
Berkeley

Readers — This letter, which appeared in the October 10 ‘Lectronic, set off a firestorm of responses. To be honest, some of it was probably Latitude’s fault, as we suggested that the ‘welcome mat’ wasn’t out at the Morro Bay YC, a club long known for outstanding hospitality. As we wrote in the October 12 ‘Lectronic, it would have been more accurate had we written that the Morro Bay YC doesn’t have the ‘unlimited welcome mat’ out, as they can’t offer slips to everyone, and they do charge for reciprocal slips.

In any event, it raised a number of issues, as you’ll be able to see from the following letters.
An entirely new fiber developed exclusively for Doyle, ICE combines the strength of Para-Aramids like Kevlar and Twaron, weight savings equivalent to 100% Carbon sails and an unmatched ability to resist flex fatigue. Stratis ICE is ready to deliver sails that will go the distance, time after time.
Before we get to them, we should note that according to the bylaws of the PICYA, no club is required to offer ‘reciprocal privileges’. To complicate things even further, the Morro Bay YC hasn’t been a member of the PICYA in many years, and is actually a member of the Southern California Yachting Association (SCYA).

⇑⇓

IN DEFENSE OF THE MORRO BAY YC

We must write in defense of the Morro Bay YC, where we spent a pleasant three days in September. Lynn Meissen, the club’s port captain, was very welcoming and accommodating to us, even going so far as to allow us to stay in the red member’s zone because the two visitor spots at the dock were full. There is a self-check-in/pay station, and we got a key to the showers from Lynn. The rates were very reasonable.

The Morro Bay YC is a small, volunteer-run club. During the week we were there, the only time the club was open was for Friday happy hour.

Mr. Durden was outraged when he arrived without calling ahead, and discovered that the club charges for the use of its dock. Yet in his own neighborhood, he would not be welcome to drop in and dine at the St. Francis YC, for example, because they have a 50-mile guest privilege exclusion. Some yacht clubs don’t have guest slips at all. Others require a letter of introduction from your home club. Each yacht club sets its policies based on its particular situation.

We are members of the San Jose Sailing Club which, although ‘merely’ a paper club, continues to win PICYA Club of the Year. As we are a paper club, we do not expect reciprocal privileges from other clubs, but we are pleased when other clubs do indeed welcome us. We always call ahead to find out the policies of a club. Some are fun and friendly to all, while others are more concerned with maintaining status.

On our way down from the Bay, we have been welcomed so far at the yacht clubs in Half Moon Bay, Morro Bay and Channel Islands Harbor. In the week before the Ha-Ha, we’ll be at Coronado Cays and Point Loma yacht clubs.

Diane Grieman and Tony Bishop
Dolce, Cape Dory 33
Redwood City

Readers — At this point, you might think that maybe Durden is a bad guy and it’s all his fault. But we also got the following letter:

⇑⇓

THE PORT CAPTAIN GOT UP AT 5:30 A.M. TO YELL AT ME

We stayed at the Morro Bay YC for two nights, and it did meet our needs in a most pleasant environment — once we got past the port captain’s total lack of charm and her inclination to go off on an angry tirade.

We got up at 5:30 a.m. to start the 12-hour run to Santa Barbara. The port captain also got up to yell at me for being a bad guy in all sorts of ways. Her list was long and surprising to me.

Dudley and Jean King
Stormy Weather, Hatteras LRC48
Seattle, WA

⇑⇓

THE COMMODORE Responds

As the Commodore of the Morro Bay YC, I’d like to thank Latitude for its balanced response, in its October 12 ‘Electonic Latitude’ response, to the issue of yacht club members staying at our docks.

We at the Morro Bay YC try to be welcoming hosts to all of
RELIABILITY

Whether we are working in a confined space, cramped conditions or in the shop, it’s all part of the job for our expert mechanics.

Dave has over 35 years of marine mechanical experience. His reputation and knowledge have earned him a dedicated client base. Bay Marine is proud to have him as an integral part of our growing service team.

Our mission is to guarantee absolute satisfaction to every customer.

Bay Marine Boatworks is a full service boatyard and authorized service center/dealer for Hamilton Jet, John Deere, Northern Lights, Scania, Steyr Motors and Volvo Penta.

Service Dept: 510.237.0140 | Parts Dept: 510.234.7960
310 West Cutting Blvd., Point Richmond, CA 94804

www.baymarineboatworks.com
our guests. I’m not sure how many guest boats are accommodated at other clubs each year, but our small and volunteer club hosted 250 boats in the last calendar year.

Sometimes, especially in the late summer and fall when lots of boats are headed south, it can get pretty busy and all of our guest moorings as well as our dock will be full. Our policy for guests is on the club web page. We do not offer any free nights for members of other clubs. I’m told that our rates are very reasonable. We also do not restrict access to the club to just members of other clubs. Everyone is welcome.

Morro Bay YC is an all-volunteer club. That means that our port captain, a liveaboard in our harbor, volunteers her time. I think most of the time she deals with the job with aplomb, and, as commodore, I am very grateful for her countless hours of service to the club. I think sometimes, when multiple people are looking for something from our volunteer port captain, the responsibilities can get overwhelming and she’d really rather go sailing.

Todd Hansen
Commodore, Morro Bay YC
Morro Bay

Readers — After thinking about the matter more, we decided that the fault isn’t that of the port captain at the Morro Bay YC, or George, or even Latitude, but whoever came up with the term ‘reciprocal privileges’. The next letter and response will explain.

⇑⇓

I’M WRONG ABOUT ‘RIGHTS’

I belong to three yacht clubs and each one has different reciprocity rules. Reciprocal privileges are one of the most rewarding parts of membership. However, they are not rights, as the clubs offering them need to accommodate their own members and calendars first. And reciprocal doesn’t mean the berthing is free.

On the West Coast we are blessed that most of the clubs keep it very casual and loose. Many other areas have strict rules and require letters of introduction in advance.

I’ve averaged about two stops a year at the Morro Bay YC for the last 10 years. Morro Bay YC gets a lot of traffic and they seem to go out of their way to accommodate as many boats as they can. Each time I have ‘guested’ there, I signed in and was given a key to the gate and showers, and was invited in for drinks and food when they were open. Morro Bay YC seems to have a very reasonable fee structure and reasonable time limits from my experience.

Mike Priest
Carry On
California

Readers — We think our old friend Mike has inadvertently hit upon the real source of the problem, which is the term ‘reciprocal privileges’. Based on his experience with yacht clubs, Mike knows that ‘reciprocal privileges’ are, for practical purposes, not a ‘right’. The problem is that the very definition of ‘privilege’ is ‘a special right’.

Similarly, when something is ‘reciprocal’, it is ‘bearing on two parties equally’. So just as 265° is not a true reciprocal of 90°, it’s not really ‘reciprocal’ if one club gives visitors free berthing and the other doesn’t have berthing or charges for it.

But we’re not trying to confuse theory with reality, as we know that in the real world different clubs have very different facilities and very different demands on those facilities, so it’s never really going to be reciprocal.

So we think it’s high time that the Pacific InterClub Yachting Association and the Southern California Yachting Association
**World Class Marina**
Voted best marina in Mexico

**Special Season Opener**

**FIRST 4 DAYS SLIP FEES ½ PRICE...**
**SECOND 4 DAYS FREE!**

From Nov. 10th to Dec. 15th 2016.
Limited offer first come first serve | 79 Ft. or less
Must be 8 consecutive days and have Reservations.

**Bahia de Banderas, Mexico.**

**Services**
- Electrical service, 110/30 amps - 220/50 amps, 3 phase 100 amp and 3 phase 480v
- Cable TV - Garbage Collection - In - Slip Pump Out - Fire Fighting Boat Protection

Contacto: +52 (322) 226 6728
marina@paradisefamilygroup.com | www.paradisevillage.com | GPS Coordinates: 105° 17.9' W 20° 41.2' N
LETTERS

dump the term ‘reciprocal privileges’, because it’s misleading and leads to misunderstandings and hard feelings.
We’ll have a lot more letters on yacht clubs in the December 1 Latitude.

† † THAT ‘WOMAN’ IS PROBABLY ON THE BOTTOM OF THE OCEAN

The former owner of the Peterson One Tonner Kentucky Woman asked what happened to her after she was abandoned south of Half Moon Bay a while back. The skipper, whom I call ‘Shawn Twin’, told me that neither he nor the Coast Guard opened any seacocks, nor did they put a beacon on her. So she could still be floating out there.
The skipper was a very good sailor who sailed Kentucky Woman all around the Pillar Point Area. But in my opinion he was an idiot for going out in gale conditions.

Kerry B. Davis
Pulsar, Cal 29
Pillar Point Harbor, Half Moon Bay

Kerry — We doubt that Kentucky Woman is still floating out there. She was taking on water when the Coast Guard chopper showed up to take the skipper off, and there was no reason to believe that stopped in the rough conditions. We have no doubt that she’s on the bottom now.

† † NO SECURITY GATES FOR US, THANK YOU

There has been some discussion about marinas without security gates, and how few of them there are. Alamitos Bay Marina in Long Beach doesn’t have any security gates, but for an unusual reason. When the new berths were being put in, the tenants asked to not have security gates.

Bill Gaffaney
Wayward Wind, Catalina 42
Long Beach

Bill — Although we have no proof, we suspect that most thieves who steal valuable stuff from boats arrive and depart by water, in which case security gates offer no protection.

Now that we think of it, the Ala Wai Yacht Harbor in Honolulu is another marina where not all berths are protected by security gates.

† † MAY THE OLD FORCE 10 BE WITH YOU

We read the September 23 Lectronic about the Wanderer’s adventures with his Force 10 stove, which had a broiler and an oven that were problematic, and some knob issues. It sounded familiar.

Our 2001 Force 10 three-burner stove had no igniters, the valves were upside down thanks to someone’s tinkering, then one of the crew forced the oven valve to a mismarked ‘off’ position, knocking the oven out of commission. So we figured it was time for a new stove.

West Marine got a new Force 10 stove to their Monterey Express store. The stove came in a box that looked as though it had been sent around the world, which seems to be the norm.
40th Annual
Lighted Yacht Parade

Saturday
December 3, 2016
Oakland/Alameda Estuary
Starting at 5:30pm

Theme: Celebration of Lights!

www.lightedyachtparade.com
for more info and to register.
Entry deadline: Dec 1, 2015.
Entry Fee: $30
(includes skipper’s goodie bag).

Hosted by Encinal Yacht Club & Oakland Yacht Club.
But the contents were intact.

The new Force 10 is certainly different from the old one. But not necessarily in a good way. For example, the burner grates on the previous stove lifted up and held in place, so you could clean the stove top. A new ‘feature’ allows you to remove the grate, creating a 5-pound missile to rocket around the salon.

In addition, the metal on the stove seems to be thinner. The oven burner, for example, seems like a thin-walled tube à la a Weber gas grill, the kind that last two years, instead of the cast burner in the old stove. In addition, there is no oven-door gasket, so the control panel gets so hot that it can’t be touched in the course of cooking one lasagna. This probably means an abbreviated lifespan for all the plastic bits like the ignitor button.

If I were the Wanderer, I might dig in and see if I could find someone to rebuild his original Force 10.

Michael and Lisa Britt
Footloose, Catana 471
Roy, NM

Michael — The Wanderer now has the original Force 10 stove, in mostly working condition, for sale because he bought another stove rather than recondition the old one. We did this because we have a lot of enthusiastic cooks on Profligate during the Baja Ha-Ha, and you want to keep your crew happy with good equipment.

As always, there is a bit of a story here. We initially went to the nearby West Marine Super Store in San Diego, and, lo and behold, they had the Force 10 three-burner stove we were looking for right there on the shelf. The Wanderer called Force 10 in Canada to find out if the trim from his old stove could be used as trim on the new stove, because the trim was all that held the old non-gimballed stove in place for 19 years. The installation wasn’t as drawn up in the manual, but it had worked perfectly, and we could pop the stove in and out in seconds. Alas, nobody at Force 10 answered the phone during working hours, and nobody called back for days.

In the interim, we took another look at the stove in West Marine and noticed that there was an unsightly dimple in the stainless on the front. The Wanderer isn’t very persnickety, but a big dimple on a $1,500 stove seemed a little much.

The next thing the Wanderer knew, he was ordering the ‘Mercedes of marine stoves’, the Dickinson-built three-burner Mediterranean stove from Defender Industries in Connecticut, because they were having a big special on them. Even with the discount, it was going to cost $300 more than the Force 10, what with its having first been shipped from British Columbia to Connecticut, and then shipped from Connecticut to San Diego.

But anything for the crew.

Doña de Mallorca isn’t completely enamored with the Dickinson stove, as she thinks it looks more ‘commercial’ than ‘modern’. And for her, looks are the most important thing in a stove, because she doesn’t cook. But we think she’ll come around.

While the Wanderer hasn’t used the stove or broiler yet, he likes the looks of the stove and notes that the main burner seems to generate much more heat than did the one on the Force 10. The bigger problem was that while the new stove fit in the space of the old stove, there was nothing to support it.
Not using your boat anymore? Boat costing you money? 
YOUR BOAT CAN MAKE AN IMPACT FOR OUR LOCAL SCOUTS.

With more than 100 years of experience, Scouting has equipped leaders to weather the storms of life. In the open-air classrooms of lakes, meadows, beaches and mountaintops, the timeless values of character, citizenship, duty to God and country are taught.

“I do what I do for Scouting knowing from experience just how much Scouting instructs and guides our young men. One such young man, my son Ben, saved my life using the leadership and life-saving skills he learned in the Boy Scouts of America.”
- John Silverwood

Call for more information
619-298-6121

The Boy Scouts of America...Making a difference in the lives of young men for more than 100 years.
LETTERS

because the trim package on the Dickinson isn’t strong enough to support the nearly 100-lb stove. So it probably cost another $500 to get the stove opening reconfigured for the new stove. What boatowners won’t do for their crew.

↑↓ LEARN TO LOVE THE DIMPLE

When I was a kid, other kids used to tease me about my dimples, while grown-ups thought they were cute! I would have asked West Marine for a $250 ‘freight damage’ discount on the Force 10 model you wanted that they had in stock — and learned to love the dimple.

Our new-to-us Newport 30 has an alcohol stove/oven that appears to have gone unused for many years. I haven’t been brave enough to try it yet. For now we’ll be using a propane canister-fueled Coleman Fold-N-Go stove on the cockpit table.

Bill Crowley
Erewhon, Newport 30
Napa

Bill — What we really should have done was recondition the old stove and spent the money we saved on plane tickets to South America or something like that. But you live and you learn. As for the dimple, it was really going to annoy us.

↑↓ A STICKY KNOB WAS THE ONLY PROBLEM ON OUR FORCE 10 STOVE

I just read the ‘Lectronic on the problems with Proligate’s Force 10 stove, and it reminded us of our problems. I thought one of the burner valves on our Force 10 had gone bad, as it was nearly impossible to turn it without stripping the knob. I managed to order a part from Force 10, but it was the wrong one. My bad. Having taken the top off the stove and having had a look, there is no way I could have pulled any of those valves anyway, as they’re connected with solid tubing under the deck with zero clearance.

With an $80 part in hand that I couldn’t use or return due to freight and restocking charges, I decided to clean the bad valve. And when I did, everything started to work! It seems that over the years grease had gotten into the valve and was binding it up. I can’t remember what I used to clean it up, but probably 409 or something similar. Other than taking the knob off, I didn’t disassemble the valve at all.

P.S. See you on the Ha-Ha.

Mike Scheck
No Worries, Jeanneau 45 Sun Odyssey
Alameda

Readers — Perhaps because of the marine environment, boat stoves seem to need more maintenance than those in homes. As such, it’s probably a good idea to follow the recommendations of manufacturers, most of whom recommend giving everything a good cleaning every year. We suspect that a good cleaning might well have been all that was needed to get Proligate’s Force 10 into proper working order again. But our crew was in the mood for a new stove, and we thought a bright and shiny new one might distract them from the hard work they had to do to fix the old stove.

↑↓ NOT TOO MUCH INFORMATION FOR ME

I have to disagree with the letter in October’s Latitude 38 complaining about too many AIS targets. It’s no worse than
Marina CostaBaja, at the Gateway to the Sea of Cortez in La Paz, South Baja.

Marina CostaBaja’s protected location, concrete docks and double basin design offers controlled access to 250 prime slips for vessels ranging from 30-200 feet.

OUR PRIME FACILITIES
Potable desalinated water • Secure dock boxes • Largest fuel dock in the area • Crew lounge
Pump out service • 24 hour security • Laundry service

Visit CostaBaja, a master planned community and enjoy Golf or relax at the Beach Club or choose your future home among a variety of Condos, Villas and Townhouses.

Discover the most beautiful bays, islands and marine life in what is known as “The Aquarium of the World”.

Gabriel Ley (Marina Manager)
marina@marinacostabaja.com
Toll Free 888-866-9394
www.marinacostabaja.com
what you would see on radar if you were relying on it — and sometimes even more reliable in low-visibility conditions given the poor radar target presented by small boats. And obviously, no combination of electronic aids eliminates the need for a set of eyeballs scanning the water.

One of the great advantages of having my AIS turned on is the availability of DSC to call a specific boat if there is a potential course conflict. There is little likelihood of my missing an incoming DSC call — the alarm is quite loud. Personal and anecdotal evidence suggest that boats are more likely to answer a DSC call than a 'boat on my starboard bow' hail.

In some cases turning off the AIS is inconvenient. My Icom MA-500TR also contains a GPS receiver. There is no way to turn off the AIS broadcast without losing the GPS. This has obvious disadvantages for those using chart plotters for navigation.

Ralph Lewis
Planet Earth

Ralph — The points you make are good ones, but when sailing on San Francisco Bay in good weather we don’t see the need to have small boats transmitting their AIS information all the time. But then ‘less clutter’ is one of the goals of our life.

⇑⇓
WE TOOK STEVIE NICKS ON A CHARTER

I read about the return to the Pacific of the Bruce King-designed 76-ft sloop Free Spirit with keen interest. I was in Marina del Rey in 1979 when she was being built. After completion, she made a trip through the Panama Canal to the Caribbean. After sailing in the Caribbean for a while, I was hired in April 1981 to navigate her from St. Thomas in the US Virgin Islands to Antigua, the ABC Islands, San Blas, back through the Canal, and up to Marina del Rey.

This was back in the day of having to rely on sextants and radar for navigating, and obviously cloudy, hazy and foggy weather made it difficult to get good sights. Free Spirit was a good sailing and motoring yacht, so we could pretty much rely on making 200 miles a day. That made navigating in those pre-GPS days even more difficult.

I did some day charters on Free Spirit out of Marina del Rey in July 1981. I fact-checked that time because I remember we took rock ‘n roller Stevie Nicks on a charter with her friends and played her new solo album released July 27, 1981.

I lost track of Free Spirit after that, so it sounds as though she must have gone back through the Canal again to the Caribbean and Europe.

I’d love to talk about the boat with current owner Scott Rhoades, so please publish my email address: richmccreedy@gmail.com.

Rich McCready
Intuition, Antrim 27
Kaneohe, Hawaii

Rich — We remember coming downwind to the low-lying San Blas Islands with our Ocean 71 Big O in the pre-GPS days, navigating by radar and DR. Given the torrential rain, the sextant was useless. Given the lightning, nobody wanted to stand at the wheel, let alone between the wheel and engine. Seeing that we survived, they were good times.

⇑⇓
ITS BIOCIDE HASN’T BEEN CLEARED BY THE EPA

Hey, check out this shot of the Micron 66 bottom paint that we had applied to our Hallberg-Rassy 46 Marina Tiare in Auckland, New Zealand, in April 2014. That was 50,000
Join one Almar Marina and you have reciprocal privileges at any of Almar’s locations in California and Hawaii.

Listed are just a few of the programs included in your slips fees:

*Boat Handling Classes
*Social Events
*Electrical Courses
*Anchor Outs
*Seminars on Local Destinations.

Almar.com
855.754.7748
miles ago.

If anybody wants to see how the bottom looked after 10,000 miles and 20,000 miles, they can see photos online at www.mahina.com/newsletter.html.

I've been told that Micron 66 isn’t available in the European Union. But representatives of International Paints at the United States Sailboat Show in Annapolis last month said that Micron 77 is available in the EU but not in the United States, as its active biocide hasn’t been cleared by EPA. I have the boatyard in Sweden checking on that.

Micron may be expensive, but to my thinking, any paint that allows you to skip recoating two seasons in a row is a winner!

John Neal
Mahina Tiare, Hallberg-Rassy 46
Friday Harbor, WA

John — We agree that when it comes to painting bottoms, ‘less is more’ when it comes to the number of times you have to do it. Peter from the La Cruz Shipyard put some ‘super paint’ on Profligate more than a year ago, and it’s still going great, despite the fact that we kept the boat in Marina Riviera Nayarit, which, like all marinas on Banderas Bay, is paradise for barnacles. It certainly helped that we have the bottom cleaned every three weeks.

Anybody else have good luck with bottom paint?

A MOORE 24 ON THE HA-HA?

Mark English and I are talking about our next adventure on the Moore 24 ¡Mas! We thought sailing south of the border, perhaps in the Baja Ha-Ha, might be good idea for 2017 or 2018. But when we looked up the minimum length for a boat in the Ha-Ha, it’s 27 feet. How strict is the Ha-Ha on the length requirement? We could extend our Moore 24 by adding a three-foot bowsprit, if necessary. Or is this a bad idea?

Ian Rogers
¡Mas!, Moore 24
Point Richmond

Ian — The 27-ft length requirement is not a hard-and-fast rule, as the Grand Poobah has made, and will continue to make, exceptions when he thinks it appropriate. Since you guys raced to Hawaii, you’d be welcomed in the Ha-Ha without any need for a bowsprit.

To our thinking, the downside of taking a Moore 24 to Mexico is that there’s not much room inside if you wanted to stay longer and cruise the Sea of Cortez. Based on personal experience, the perfect dirt-cheap boat for cruising in the Sea of Cortez is an Olson 30. Not only do they sail really well in light winds, they are big enough to sleep two in comfort and have a modicum of a galley. And you can put two lawn chairs on the aft deck. It doesn’t hurt that you can trailer them home.

The one drawback to the Olson 30 — like the Moore 24 — is the lack of headroom. The 6’4” Wanderer’s being stooped over in one surely was a contributing factor to our having to have back surgery. That’s why we never go below in the Olson 30 La Gamelle in the Caribbean.
LETTERS

**CNG IS LIGHT, BUT CNG TANKS ARE HEAVY**

In the editor’s response to Mike Kennedy’s letter regarding the lack of widespread availability of compressed natural gas (CNG) for cooking on boats, I think you missed what to my mind is the biggest advantage CNG has over propane. It’s less dense than air, and thus doesn’t collect in bilges and explode. Propane is more than twice as dense as natural gas, and will settle into the bilges, lying in wait for a source of ignition.

You did, however, mention that propane is more explosive than natural gas, with a significantly lower LEL (lower explosive limit).

Gene Bennett
Everett, WA

Gene — What an oversight on our part, as the primary benefit of CNG is that, as you say, it doesn’t collect in bilges and wait to explode. Alas, propane is better in almost every respect, providing more heat, being easier to find, and not requiring as heavy a tank.

**FROM THE HA-HA TO THE WORLD**

I started reading *Latitude* way back, and over the years have written several articles. We sailed our F-31 trimaran *Noor* to Mexico in the 1997 Baja Ha-Ha. This caused us to buy the Catana 44 catamaran *Chesapeake* in France in 1998. We cruised her to San Francisco in 2004 and sold her.

Four years later we bought the Catana 471 *Toucan Tango* in Malaysia. After sailing her up through ‘Pirates Alley’ near Somalia, we cruised across the Med, then across to the Atlantic. We sold her in St. Lucia.

After going without a boat for several years, we now own the Catana 431 *Toucan*, and have spent the last two winters in the Caribbean. But we’ve now had enough of the Caribbean, so we’ll either sell her or sail her to Mexico.

By the way, I’ll be 80 next year.

We enjoyed the Wanderer’s articles on canal boating and may do a bit more of that. We often rented a houseboat near London in the late 1970s.

I noted that you frequently rode the bike you kept on your boat in Paris. I also ride a lot. Six months ago I bought an electric kit for my bike, and I absolutely love it. I paid $595 for the better 3-lb. lithium battery. It does 12 miles at speeds to 20 mph. See www.electric-bike-kit.com.

Marvin and Ruth Stark
*Toucan*, Catana 431
Caribbean/Sacramento

Marvin and Ruth — It’s great to hear from you, and learn that the Ha-Ha launched you into many years of cruising.

You’re preaching to the choir when it comes to electric bikes. The one we have on *Aqua Rosa* in France is a Holland-style ‘power assist’ bike. When you pedal, but only when you pedal, you can get one of three levels of assist. Dora and the Wanderer hadn’t ridden in years, yet our first ride on the power-assist bikes was 30 miles on a polder in the Neth-
Versatility Without Compromise
An ultra-modern range of award-winning sailboats for all ages

The Perfect Combination of Stability, Durability, Performance & Simplicity

Taz 9’7” Perfect for Beginners
Uno 12’7” Most Versatile Ever
Topaz Vibe 12’4” Doublehanded Performance
Argo 14’ True Multipurpose
Omega 15’5” Fantastic All Rounnder
Topaz Cats 12’ 14’ 16’ Fast, Fun & Easy

252-489-3491 Info@TopazSailing.com www.TopazSailboats.com
Fleet & Club Pricing Available – Can be shipped direct anywhere in the U.S.

SAN DIEGO’S RIGGING CENTER
since 1983

ATTENTION MEXICO-BOUND CRUISERS
The fall is busy!
Call to schedule rigging work early.

We'll get you ready for your next sailing adventure!

Design consulting • Commissioning
Refits • Custom line and hardware

Proudly serving cruisers for over 30 years.

2805 Cañon St., San Diego CA 92106
619.226.1252
www.pacificoffshorerigging.com

YEAR-END INVENTORY CLEARANCE
Specials, one-of-a-kind, liferafts, inflatables - Limited to stock on hand!

First Come - First Serve

ACR FALL REBATES!
Up to $325 Savings
Valid on purchases between 9/1/16 - 12/31/16

SAL’S SAFETY CENTER
EPIRBs • Liferafts • Survival Suits

SAL’S INFLATABLE SERVICES, INC.
PHONE (510) 522-1824
FAX (510) 522-1064
1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatableservices.com
A FAIR VIEW ON ALL SIDES OF ANY TOPIC

Congratulations to Richard, now the former publisher of Latitude, on giving up the business part of his life by selling Latitude. But I’m glad to hear that he will still be writing, as he gives us a fair view on all sides of any topic.

Dan Lawler
Seaduction, Catalina 42 Mk II
Holladay, UT

Dan — I feel like an old guitar player, except I write instead of playing a guitar. So if I go more than a couple of days without writing, I start having serious existential questions. I need a purpose in life, and for decades now my purpose — other than my kids, of course — has been to bring a little happiness to the world through writing about sailing and organizing sailing events. Lucky me.

There were some times when I wasn’t quite as unbiased as I might have been, and I look back on them with embarrassment. But I’ll try to do better in the future. I’m also proud of the fact that I often weighed in on controversial or dark subjects when other magazines wouldn’t. Taking a stand or being opinionated has never been a weakness with me.

[All the replies to letters about the sale of Latitude are being written in the first person as opposed to the ‘royal we’, to make it a little less awkward. In addition, these letters and replies are going to be rather self-indulgent, so brace yourself or skip them.]

ONE OF THE GOOD GUYS

Great news for Richard Spindler and new Latitude owner John Arndt. The new publisher is one of the good guys.

Norman Davant
Sail California, Alameda

Norman — I think it’s great news, too. One of the best things about having bought a home in Tiburon 34 years ago, and a rundown house/office building in Mill Valley 33 years ago, is that over the years I’ve inadvertently acquired a bit of real estate equity. As a result of the explosion in real estate value in Marin, I was able to publish the magazine for 40 years as an art project rather than a business, and I was able to sell the assets of Latitude to John Arndt with the overwhelming consideration’s not being money, but the magazine’s continuing service to readers, advertisers and the sailing industry.

‘RICKY SPRINKLER’ WHIPPED EVERYONE’S ASSES

Mixed congratulations on Richard’s semi-retirement. I’ve been with him since Volume 1, and hope that the mag survives the change in ownership. Richard’s unusual combination of wisdom and general carefree attitude has always been refreshing — even when I disagreed with him.

My memories of his reign included his once-only foray into singlehanded racing, when ‘Ricky Sprinkler’ and his Freya 39 Contrary to Ordinary whipped everyone’s asses in the Lightship Race by coming home on the ‘wrong’ side of the ebb. That was back in the good old days of the Association of
Insuring Boats & Yachts For Over 50 Years

Contact Us for a Quote at www.marinersins.com

Exclusive
MARINERS Odyssey® Program
- Mexico
- South America
- South Pacific
- Caribbean
- Mediterranean

Providing Cruisers and Racers All Over the World
with Prompt, Reliable Service since 1959

Corporate Office: 206 Riverside Ave., Suite A
Newport Beach, CA 92663 / Ins. Lic. #0D36887

Racing Sailboat Program
- Transpac
- Pacific Cup
- PV / Cabo Races
- Caribbean Regattas

Westwind
Washing, Waxing, Varnishing
(415) 661-2205
Serving the entire Bay Area for more than 25 years.
westwinddetailing@sonic.net
www.boatdetailing.com

Adjacent to South Beach Harbor and AT&T Park

Captain’s License Training
Maritime Institute

Maritime Institute has a course Near You!
From Alameda to San Diego or
On-line at your own pace.

Captain's License OUPV/Master up to 100GT
San Diego, CA  Nov. 28 - Dec. 9, 2016
Long Beach, CA  Nov. 28 - Dec. 9, 2016

Radar Observer Unlimited
Alameda, CA  Dec. 12 - 16, 2016

Radar Renewal Refresher - 3 Day
Alameda, CA  Dec. 12 - 14, 2016

Radar Recertification 1 Day
Alameda, CA  Nov. 16, 2016
Dec. 16, 2016

Toll Free: 888-262-8020
www.MaritimeInstitute.com
Educatn Mariners for Over 35 Years

"Your work on the boat this year has been amazing. It looks better than it ever has."
— W. Hart, Hunter 28, South Beach Harbor

“...”

Washing, Waxing, Varnishing

Serving the entire Bay Area for more than 25 years.
westwinddetailing@sonic.net
www.boatdetailing.com

Adjacent to South Beach Harbor and AT&T Park

November, 2016  •  Latitude 38  •  Page 43
LETTERS

Singlehanders, well before singlehanding was anointed with the balm of acceptance.

Anyhow, these two die-hard cruisers hope that you enjoy the fruits of your undying labours.

Jim and Ann Cate
Insatiable II, Sayer 46
Moreton Bay, Queensland, Australia

Jim and Ann — I remember that Lightship Race, although to be honest, I think I only got a second or third. I was new to singlehanding, so when I crossed the finish line in front of the St. Francis YC I didn’t really know how to douse the spinnaker. So I just let the halyard fly. The chute dropped into the water, but fortunately didn’t get caught in the prop or rudder. The great thing about singlehanding is that you learn fast and well.

My fantasy? Put a single reef in Profligate’s main, and with just a small jib and a screecher on a roller furler, do the Singlehanded TransPac. It probably won’t happen, but it might.

WATCH OUT FOR LOGS

I’ve read every issue of Latitude since the first one in 1976. How far Richard and crew have taken us, and what wonderful destinations you have shown us! Fair winds, following seas — and for God’s sake, watch out for logs! You’ll remember that my Morgan 45 sank in the Caribbean in 2000 after an encounter with a log.

Capt. Ron Landmann
Minden, NV

Capt. Ron — We remember a log passing between Profligate’s hulls while we were sailing downwind in the mid-teens about 100 miles off the mouth of Colombia’s Rio Magdalena. It was spooky, because the sun was just going down and we were in a ‘river’ of debris coming out of the mountains of Colombia. We couldn’t have been that far from where your boat hit that log and sank.

For the record, I started working on Latitude 38 on July 4, 1976, but the first issue didn’t appear until March 1977.

PLAYING FAVORITES

My history with Latitude is that I was at the Cal Sailing Club with Paul Kamen when it was first popular. At the time I had no idea it was a new magazine. And for 40 years it has been my favorite.

In many ways Richard has lived the Walter Mitty life I wish I had lived. But I will always appreciate his generosity sharing it with me and the rest of his readers.

E.J. Koford
Patches, Floating Fourteen
Elk Grove

E.J. — The downside of the 40 years of Latitude is that whenever I was in the Bay Area, which was almost all the time in the first 20 years, I basically lived behind a keyboard in the office. Weekends and holidays were just regular work days, and regular work days were never just eight hours. I remember a Christmas Day when my second wife was so lonely because I was working all day that she actually knocked on my first ex-wife’s door seeking consolation and understanding. I guess working that much might have been a factor in my second wife’s and my divorcing, too.

Such workaholism and its downsides were somewhat balanced by the fact that I’ve basically been free to do whatever I’ve wanted to do editorially. I can count on the fingers of one hand the number of advertisers who have given me editorial...
The best place in the Delta

Come enjoy the sunrises, sunsets and wildlife.

www.owlharbor.com • 916-777-6055

What’s in YOUR Palette?

We have a colorful supply of

**Latitude 38 Logowear**

in stock,
so if it’s time to shake up your wardrobe palette,
check out our website at

**www.latitude38.com**

Order online or mail to the address below.
See website for pricing.

**Latitude 38 Logowear**
15 Locust Ave., Mill Valley, CA 94941

The Iverson’s Dodger is now available in the Bay Area!

Dodgers • Bimini Tops • Enclosures

206-849-2274

www.iversonsdesign.com
LETTERS

grief.
Similarly, I’ve been free to start numerous sailing events —
the Baja Ha-Ha, the SoCal Ta-Ta, Sea of Cortez Sailing Week,
the Catnip Cup, Sea of Cortez Sailing Week Revised, Zihua
Sail Fest — without having to partner or consult with anyone.
Having this freedom was critical, because I don’t think I could
have otherwise handled the stress.

Despite being so incredibly lucky in all kinds of ways, I still
identify with the great line in Joe Walsh’s Life’s Been Good to
Me: “I can’t complain, but sometimes I still do.”

I ALMOST FLUNKED OUT OF LAW SCHOOL BECAUSE
OF LATITUDE
I have only met Richard a time or two, but I write to wish
him well in the next phase of his life. I was lucky to live in
Santa Cruz in the 1970s with the likes of George Olson, Bill
Lee, Ron Moore, Phil Vandenberg, Chuck Hawley and so many
others.

I have raced through, cruised with, curled up with, and
ravaged every issue of Latitude 38. I almost flunked out of
law school when the arrival of a new issue coincided with a
take-home final.

I crewed with my old Portland friend Patsy ‘La Reina del
Mar’ Verhoeven in the South Pacific this June on her Gulfstar
50 Talion, and have done lots of racing off the Pacific Coast,
be it on Banderas Bay, in the Big Boat Series, the NZEs,
Swiftsures, races to Hawaii, coastal races, and local races for
30 years. I never would have done half of it if I hadn’t learned
from Latitude. I can’t tell you how grateful I am and how much
I wish you well. You laid down some good tracks for all of us.

David Paul
Nelly, Martin 24-1
Portland, OR

DO PEOPLE STILL USE PAPER CHARTS?
We are prepping to depart Hawaii for remote portions
French Polynesia and wondering if anybody would be willing
to donate their old paper charts. We’re headed to the northern
Tuamotus, but would like to have as many charts as possible
onboard for landfalls downwind of the Tuamotus. You never
know where you may end up.

Naturally we’d be happy to pay for the shipping to Maui.
We plan to depart around December 1. Yep, it’s the beginning
of the South Pacific cyclone season. But we want to avoid the
crowds.

Kerstin Edwards and Brian Ponzi
Sea Dragon, Celestial 48
Lahaina, HI

Kerstin and Brian — Given how far north and east the
Tuamotus are, if you’re leaving on December 1, we wouldn’t
worry too much about tropical cyclones. What we would worry
about is November to April’s being the hot and rainy sea-
don. For example, Takaroa gets almost eight inches of rain in
November, December and January. That’s more than Lahaina gets in a year. From May to October, the
dry season, it gets about half that much a month. And that’s
still plenty. If you’re talking about Tahiti, it rains even more.
At your service and by your side

At Quantum, our worldwide lofts offer a vast array of sail maintenance and repair services, so you can meet your next adventure with absolute confidence. From multi-point inspection to sail repair and washing, our calling is to problem-solve to ensure your sails reach their full potential.

Quantum Sails Pacific
1230 Brickyard Cove
Pt. Richmond, CA 94801
T 510.234.4334
E sanfrancisco@quantumsails.com

Quantum Sails SoCal
1620 Cowles St.
Long Beach, CA 90813
T 562.624.4325
E socal@quantumsails.com

Quantum Sails San Diego
2832 Cannon St.
San Diego, CA 92106
T 619.226.2422
E sandiego@quantumsails.com

quantumsails.com
with an average of 15 rainy days a month.

Given the weather during those months, you won’t have to worry about crowds anywhere.

†† VIBRATION MAY CAUSE THE WRENCHES TO CRACK

The unusual motor-mount repair that was featured in the ‘Fine Line Between Stupidity and Genius’ piece in the September 30 ’Lectronic looks clever, but I hope the boatowner could get the parts needed, including a replacement rail, before that repair fails.

The problem with using two cut up and welded crescent wrenches as engine mounts is that vibration may cause the wrenches to crack and fail where they have been welded. Ditto for any welds. The weld along the rail will have changed the heat treating of the metal at a critical load-bearing point. It may buckle over time.

In a best-case scenario, the repair would last until the engine could be pulled, the compromised rail replaced, and the correct engine mounts installed. In the worst case, the repair would fail and the engine drop, punching a hole through the hull along with causing other major damage.

‘Do it right once’ has always been my motto.

Bill Ogilvie
Dragon Lady, Cheoy Lee Clipper 36
San Francisco Bay

Bill — Yours is an excellent motto to live by, but sometimes mariners are faced with situations where they have to make do or do without, and the latter might not be an option. And in emergency situations, much lower rpms would give propulsion, but put much less stress on the ‘mounts’. We’re not experts, but we don’t see the engine free-falling and punching a hole in the bottom of the boat. But we’d have rags ready to put around the stuffing box.

†† WHEN HANDED WRENCHES, MAKE MOTOR MOUNTS

Gotta love fixing things on the fly. But I’d be checking those wrenches often, as they’ll loosen from the engine vibrations. Nonetheless, when handed lemons, make lemonade.

Curt Simpson
Palm Desert

Curt — Three sides of the ‘mouth’ of each wrench are welded to the rail, so there is no way it could open.

†† THEY RAN OUT OF NAMES FOR HURRICANES

I took the accompanying photo in early October 2005 while off Gibraltar bound for Annapolis via Madeira and Bermuda. Readers might remember this was the year that they ran out of names for hurricanes. We discovered that the Sundeer 56 we were delivering had a bent prop shaft, which set up a severe vibration. That resulted in a sheared-off alternator mount and broke an engine mount.

I managed to scrounge up a piece of steel from something I found onboard and laid it on the broken mount, straddling the break. Then I used a C-clamp and two pairs of vise grips to hold it together until we got to Madeira. There we had a proper repair done to the mount and alternator.

We ended up leaving the prop shaft as it was due to lack of time and materials, and took off for Bermuda. We had
Discover Brisbane Marina

Brisbane Marina – Newly Dredged! ...and the depth in the fairways and channel is 8’ at MLLW. Come check out the difference – this is an awesome marina!

GREAT LOCATION! Just minutes to Central Bay sailing.

GREAT STAFF!

GREAT RATES! Starting at $7.28/foot!

MARINA GREEN with picnic/BBQ areas and Bay Trail access.

HOME OF THE SIERRA POINT YACHT CLUB

From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway
Brisbane, CA 94005

www.ci.brisbane.ca.us

(650) 583-6975
harbormaster@ci.brisbane.ca.us

---

DIVE PLUS!

Hull cleaning, zincs, prop repair, full maintenance, yacht captain, shine and polish services.

CONVENIENT

In-Your-Slip Service & Maintenance From:

Stem To Stern LLC

(510) 681-3831
stemtosternsf.com

---

Marina Vallarta

A PRIME LOCATION MARINA LOCATED IN THE HEART OF PUERTO VALLARTA, MEXICO.

352 VESSEL CAPACITY (UP TO 160 FEET), ELECTRICITY, WATER, PUMP OUT, 88-TON TRAVELIFT, DRY DOCK, PRIME LOCATION, RESTAURANTS, SHOPS, HOTELS, AIRPORT

+52 (322) 221-0275 | +52 (322) 221-0722

COORDINATES:
Lat: 20º 39’ N Long: 105º 15’ W

www.marina-vallarta.com.mx

---

Latitude 38 • Page 49
plenty of fuel, but couldn’t use the engine for propulsion due to the shaft. But we were able to charge the batteries. We bobbed around in the North Atlantic for three weeks, chasing puffs, only to enter Town Cut, Bermuda, as a stormnado, a strange, sudden storm that built up to 50 knots, arrived. We tied up at the Customs Dock just in time. It was a fun trip and a grand adventure.

Walter Waite
Redondo Beach, CA

⇑⇓

USING CHOPSTICKS TO FIX A DIESEL

Yesterday I pulled apart the heat exchanger and filled the freshwater coolant side with water, but found that seven of the 19 copper tubes were leaking on one of the passes. I was considering using JB Weld to plug the holes on both sides, but first asked Alyssa if we had any wood dowels that would fit the tubes. She looked around the galley and handed me a set of bamboo chopsticks that we had bought in Chinatown when we were still back in San Francisco. They happened to fit into the tubes perfectly!

We had enough chopsticks to plug both sides of the seven offending tubes, so I hammered them in and broke them off flush. I filled the coolant side again — and there were no leaks! We reinstalled it the heat exchanger, flushed the cooling system, and ran the engine up to temp. I’m sure there are many mechanics who are cringing as they read it, but thanks to the bamboo chopsticks, the exchanger is holding coolant and not restricting any raw-water flow compared to normal, and the engine temp is staying cool after the thermostat opens.

Only time will tell if our jury-rig bamboo-chopstick repair will hold up. We’re just hoping it makes it to Savusavu, Fiji, where we are having a new exchanger coming in from the States.

Lewis Allen and Alyssa Alexopolous
Quixotis, Voyager 43
Redwood City/Fiji

⇑⇓

I DIDN’T WANT TO MISS ANY OF THE FUN

The Perkins 4-107 diesel on my Columbia 43 *Adios* started overheating as we motored into Turtle Bay during the Baja Ha-Ha three years ago. I had a new thermostat in the engine, but I sure didn’t want to unbolt the expansion tank and lose all my antifreeze to get to it. I also didn’t want to miss any of the fun on the beach.

Musing it over, I realized that maybe I could reach in through the pressure cap and jam it open with something. To that end, I got a quarter-inch stainless bolt, cut off the threads, and rounded the end. Using needle-nose vise grips, I was able to jam the thermostat open.
KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER
(925) 825-6734
Covering the Entire Bay Area

- Biminis
- Enclosures
- Boat Covers
- Cushions
- Sail Covers
- Awnings

DODGERS

20 Years in Business

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

San Diego’s Cruiser Destination
Harbor Island West Marina
marinaoffice@harborislandwest.com ~ 619-291-6440

Don’t be distracted by her good looks.

Ultra Anchor is the perfect way to enhance the safety and beauty of your vessel.

Visit us at:
Fort Lauderdale International Boat Show, November 3 - 7

Proud Sponsors Of the 2016 Baja Ha-Ha

Heading South to San Diego?
Chart your course to
32° 43.5’ N 117° 12.7’ W
Guest Slips Available!
www.habarisorlandwest.com

Harbor Island West Marina
marinaoffice@harborislandwest.com ~ 619-291-6440
San Diego’s Cruiser Destination
The unusual solution worked perfectly clear down to Zihuatanejo, and then all the way back up to Sausalito. While waiting for a weather window in Sausalito, I installed the new thermostat so that my Red Dot cabin heater would work in the colder waters.

I'm look forward to seeing the Poobah, de Mallorca, and all my old friends in this year's Ha-Ha.

Craig Shaw
Adios. Columbia 43
Portland, OR

↑⇑ TIPS FROM THE VOICE OF EXPERIENCE
During the adventures of two Singlehanded TransPacs and five solo Baja Bashes, I have come to appreciate preparation and spare parts. I have dealt with loose motor mounts, such as in the September 30 'Lectronic, which caused the PYI shaft to leak copiously when the engine was put into forward gear. The crew's solution was to sail most of the way.

However, I urge all sailors to carry the following two spares: First, a brass adapter that allows small propane gas canisters designed for BBQs to screw into the main propane tank hose fitting in place of an empty tank. The second, and more critical, involves the VHF radio, system. Many of us carry a spare VHF antenna kit in the clear plastic cylinder with orange caps in case we lose the masthead antenna. One year my built-in VHF quit shortly after I'd begun heading north from Cabo, and I was faced with making the trip with just two handheld VHFs, which have limited range. Fortunately, I had 12-volt chargers for each, as well as the battery packs for standard AA batteries in the ditch bag.

The exquisite piece, however, was a hard-to-find adapter that allowed me to attach the large cable fitting from the masthead antenna to the handheld antenna plug. Thanks to that solution, I never missed the longer range of the defunct built-in VHF.

After a several-year hiatus, this year I am doing the Baja Ha-Ha on the Hylas 56 Manuela. She's quite a quite a step up from my Swan 51 Seabird.

Dr. Lou Freeman
Seabird, Swan 51
San Diego

⇑⇑ TEN DEGREES OFF
I don't know if you saw it, but the BoatUS Magazine had a short piece on the publisher of Latitude's bringing so many cruisers down to Mexico over the years. Except they identified the publisher of this magazine and the leader of the Baja Ha-Ha as being the publisher of 'Latitude 48'. What do you think of that?

Jim Gleason
Catalina 22
Roseville
AMENITIES
- Park and Recreational Area
- Poplar Creek Golf Course
- CuriOdyssey Museum
- Coyote Point Yacht Club

FUEL DOCK & PUMP OUT
- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs

WHY US?
When you're halfway to the Farallones or halfway across the ocean, it's good to know that your dodger was made by someone who's been there.

- Classic dodgers and biminis
- Drop-top folding dodgers
- Custom canvas for sailboats

560 W. Cutting Blvd., #2
Richmond, CA 94804
Inside the KKMI boatyard

(510) 234-4400

SPECIAL
$105 monthly side tie rate for boats measuring 22' or less

KAYAKS • SAILBOATS • SUPS

COYOTE POINT MARINA - 1900 Coyote Point Drive • San Mateo
650.573.2594

COMEB VISIT COYOTE POINT MARINA
The Peninsula's Complete Recreational Destination!

FUEL DOCK IS NOW OPEN!

FUEL DOCK & PUMP OUT

AMENITIES

KAYAKS • SAILBOATS • SUPS

SAUSALITO DEMO CENTER

Santa Rosa Store

800-499-SAIL
www.windtoys.net

Over eighty years combined experience between just two people.
LETTERS

by one company. But onward and upward.

†‡ ABOUT KILROY

I knew the late Jim Kilroy, international maxi-yacht racing pioneer, slightly. There was one Newport to Ensenada Race where he was building another Kialoa and didn’t have a boat. So he crewed for Allen Puckett, who owned the Ericson 46 Blackbird. It was fun seeing them together, and knowing that Kilroy would rather crew for someone else than stay home.

There was also a group called ORCA, the Ocean Racing Club of America, and Kilroy used to come to the board meetings. He was a down-to-earth guy.

Michael Kennedy, Sr. ex-Audacious, Choate 40 Los Angeles

Michael — It’s a coincidence, but Kilroy died last month at age 94, while Puckett died two years ago at age 94. There must be something to sailing that is conducive to long lives.

Puckett, an engineer, was known as ‘the father of America’s guided missiles’, and later became chief executive of Hughes Aircraft. We did our first race to Mexico in 1981 aboard our Freya 39 Contrary to Ordinary, and one of the competitors was Puckett and Blackbird. If we’re not mistaken, Kilroy and some other ‘sailing eagles’ were aboard. We later met Puckett a couple of times. He was a very nice guy.

Our favorite memory of Kilroy was from Antigua. It was after an Antigua Sailing Week race when the weather mark had drifted off-station. Jim and Dee Smith, the latter a sailing pro formerly of the Bay Area, were standing on a porch at Copper & Lumber having a quiet but spirited debate. Kilroy was insisting that he’d gone around where the weather mark should have been, while Dee was going over the math out loud, insisting that it meant Kialoa had to have been going to weather at 11 knots. Kilroy was saying that if that’s the speed it would have taken, that’s how fast they’d gone. Dee, a mere hired gun on another boat, was politely trying to tell Kilroy he was full of it. Touche! What good times.

Both Puckett and Kilroy left huge marks before departing this vale of tears.

†‡ TO GET INVOLVED OR PLAY SWITZERLAND

I read with great interest the ‘Feeling the Squeeze of Development’ piece that appeared in Sightings in the October issue of Latitude. All of us sailors in Richmond have a love of the water and environs, and none of us want a massive development. Elected city officials do want the development and the tax base that comes from it. That is true in all developments in all cities.

Civics 101: You get the government that you deserve. A year before the city officially opened the bids for this plot of land to be developed, a few other sailors and I decided to get out in front of the city and beat them to the punch. I drafted a plan, and had a developer run the numbers, and we would be able to pay the city the $10 million they wanted — but only have 75 units instead of the 325 units that are now being proposed. We did it by keeping things simple.
Tahiti is Calling.

Society Islands - Raiatea - Bora Bora

Tahiti is Calling.

June 5 - 15, 2017

visit our website for details

SAUSALITO, CA
(415) 331 - 8250
ModernSailing.com
office@modernsailing.com

Join Modern Sailing Global Destinations in Tahiti.

Sail where the days are temperate, the reefs are stunning, and the trade winds are gentle. Ancient volcanoes rise magnificently out of turquoise waters, surrounded by protected reefs, white sand beaches, and tropical motus.
We published the plan, then tried to circulate it to the various Home Owners Associations (HOAs) in Brickyard Cove as well as at the Richmond YC. We needed huge local support to influence the city council. The Richmond YC was contacted many times, but nobody returned our calls. We were finally told, “The club does not want to play the game of politics in this city.” So we got no support from them.

Only two of the four HOAs were interested. The others did not want to get involved in politics. So it was half support.

In the end, the city council ignored our modest development proposal because it lacked support by the very folks who are now suing the developer because they will lose their views. This wouldn’t have happened under our plan.

Being part of a city: When you live in a city or have your business in that city, you are a de facto citizen of that city, and it is your choice to either participate in that city and elect the very representatives that will support what you want. Participating in a city and voting is what our democracy is all about. I am on the Design Review Board of the city of Richmond. As a sailor, I understand how this works, so I tried to get the Richmond YC involved for a long time — and got the same negative answer over and over. We had six public meetings, and no representatives of the Richmond YC ever showed up.

My point is that if we as a sailing community do not involve ourselves in the democratic process and be part of the solution, then we become part of the problem. Yes, there is a lawsuit, and the two HOAs and the Richmond YC that did not want to support a more modest plan and play the game of politics early on are the very ones that are now pissing and moaning over what they once had the power to change.

I encourage everyone in the Cove to remember that you are part of the city, and you should get more involved instead of suing. Elect officials who will listen to you, get on planning boards, and make a difference. Make your city work for you. Vote!

Jonathan Livingston
Punk Dolphin, Wylie 38
Richmond

Jonathan — To play the devil’s advocate, we suspect that the city of Richmond potentially has a lot of power over the Richmond YC and could make life very difficult for it. In which case we could understand why they would like to play Switzerland and hope for the best. In retrospect, that might not have been a very good idea.
Club Nautique has changed my life!
Thank you so much for everything that you guys do!
I can’t imagine life without sailing anymore…
and I don’t have to!
Ed Moss - Ultimate member

Award-Winning Sailing School
The most thorough beginner to offshore sailing program in the country

Impressive Charter Fleet
The largest, newest, best-equipped fleet of sail and powerboats on the Bay – period!

US Sailing Certification Standard
We are certified by US Sailing, the national governing body for sailing

Membership Benefits
Discounted Charters, Discounted Classes, Yacht Club Membership, Events and Cruises

Two Great Locations
Alameda & Sausalito

Alameda 510-865-4700
Sausalito 415-332-8001
www.clubnautique.net
changing of the watch

Richard Spindler (aka the Wanderer, aka the Grand Poobah, aka the Grand Poobob) who founded Latitude 38 and has been the publisher since 1976, is pleased to announce that the magazine has been sold. “I made this move,” said Spindler, “because I sincerely believe it’s in the best interest of Latitude readers, advertisers, employees, and the sailing industry. I’m very excited about it.

“The best part about the sale is that the buyer is John Arndt, who has been the advertising manager for most of his 30 years at Latitude. So the magazine is staying in the ‘family’. No other buyer was sought. John, who is also the founder of Summer Sailing, believes in sailing as much as I do, and has long been a leader in the sailing industry.

“The second-best thing about the sale,” says Spindler, “is that I’ll still be doing a bunch of the Letters replies, Changes in Latitudes, at least three Lectronic Latitudes a week, and a number of Sightings pieces. So much of the ‘voice’ and the attitude of the magazine will continue. The cool thing is that I get to keep doing what I love — writing, as well as photography and layouts — while I no longer have to do what I’ve never cared for, which is business.

“Most of the rest of the Latitude staff, most of whom have been with Latitude for decades, will be staying on. Although I’ve been writing for 40 years, words truly can’t express what a pleasure it has been to work with these people, who always did their jobs without needing my supervision.

“I’d also like to recognize Kathleen McCarthy, who was with me from issue number one, and who was so instrumental in getting the magazine off the ground. We were two kids with little publishing experience or money in 1976, and, thanks to non-stop work and great timing, we made it work. Kathleen and I later married, had two kids, and divorced. I’m happy to say that today we’re better friends than ever, and have frequent great get-togethers with our kids.

“I’d like to thank everyone who has helped make Latitude 38 a success for all these decades: the dedicated readers, the terrific advertisers, and everyone else who has ever worked for Latitude.

“While I have sold Latitude, I will continue to own and operate the Baja Ha-Ha as an independent company, now in its 23rd year. And the SoCal TA-Ta. Both events will continue to work with Latitude.

“The bottom line is that while I have sold Latitude, you won’t be getting rid of me anytime soon.

“Lastly, I’m certainly not swallowing the anchor. I have 3.5 boats between California, Mexico, the Caribbean and Europe, and will continue on outside column of next sightings page

midwinter racing

Although winter doesn’t begin until December, Midwinters begin the first weekend of November.

If you’ve sailed on San Francisco Bay for more than a year or two, you may have already discovered that conditions for wind-powered craft are much mellower during winter than in summer. For that reason, we encourage novice racers to give it a go in a Midwinter Series. You’ll find a good-sized list of them in this issue’s Calendar on pages 14-16.

If you want to crew on someone else’s boat during the winter season, check out the skippers on Latitude 38’s Crew List.
begins this month

and consider taking out your own crew listing. It’s free. Find it online at www.latitude38.com/crewlist/Crew.html.

A couple of caveats about winter sailing: Although the wind is usually lighter, currents are often much stronger. Add to that the debris washing downstream — usually found riding a very visible current line — after a winter rainstorm, and you’ll need to keep a sharp eye out and be aware of your surroundings. The days are now much shorter than the nights; check your lights and make sure all are proper and in good working order.

— chris

change of the watch — continued

spend all my time living aboard them with Doña de Mallorca, doing all I can to cover sailing the best I can and to foster ever more mischief around the world.”

New owner John Arndt writes, “Of course I want to thank Richard for creating such a completely captivating publication, forum and community with his unique style, wit and insights over the past 40 years. And, if my past 30 years weren’t proof enough that the magazine’s readers, advertisers and my workmates have made this a completely fulfilling place to work, my goal to continue the fun and flourishing sailing culture surrounding Latitude 38 should allay any doubts. I still enjoy every issue as a reader and enjoy every sail that I take. In the months ahead, I look forward to reading the ongoing adventures and inspiration from Richard, our editors, and sailors from the Bay and beyond.”

— richard
creating your own cruising blog

In the good old days, when dinosaurs roamed the earth and 'high tech' referred to push-button telephones, family and friends of cruisers counted themselves lucky to get occasional postcards from exotic ports. Phone calls practically took an act of God.

Today's cruisers have it easy by comparison. Facebook and Twitter offer simple platforms for keeping in touch, but nothing quite beats the ubiquitous blog. Not only can cruisers now post lengthy articles and as many photos as they have the bandwidth for, but if their site becomes popular, monetizing it can add a little extra padding to the cruising kitty.

If you're new to the blogosphere, the Mack Daddy of all blogging platforms is Wordpress. It's certainly not the only game in town — plenty of cruisers happily write about their travels on SailBlogs, Blogger or Blogspot — but Wordpress is the most feature-rich, secure and supported platform available. Plus it's free, unless you want your own domain name (i.e. www.MyBoatName.com). In that case, expect to pay roughly $50-100 annually for the domain and

america's cup 2017

America's Cup 35 carries on ye olde tradition — of change-ups. In October, the schedule was updated for the main events in Bermuda. If you've been waiting to make travel plans, shop now for May 26-June 27.

Race 1 of the Qualifiers on May 26 will pit the Defender, Oracle Team USA, against Groupama Team France, for the first official racing in the new America's Cup Class foiling, wing-sail catamarans, to be sailed by six crew.

"All the America's Cup teams now know who they will line up with in the Louis Vuitton America's Cup Qualifiers, allowing them to plan their race strategies for each of their double round-robin races," explained Sir Russell Coutts,
calendar updated

CEO of the America’s Cup Event Authority, The Challenger Playoff Finals are scheduled for June 10-12.

The Red Bull Youth America’s Cup, which premiered in San Francisco in 2013, will be held on June 12-21 in the ‘old’ AC45F cats. The Superyacht Regatta will overlap on June 13-15, with the J Class Regatta on June 16, 19 and 20.

The America’s Cup Match itself is scheduled for June 17-18 and 24-27. It’s complicated, so see www.americascup.com for the complete grid.

Before we get to any of that, there’s still one more Louis Vuitton America’s Cup World Series event. Fukuoka, Japan, will host it on November 18-20.

— chris

cruising blogs — continued

hosting services.

"With Wordpress, cross-posting to Facebook, Twitter or G+ is trivial," says Tucker Bradford, who is currently in Madagascar with his wife Victoria and their two kids Ruby and Miles aboard their Emeryville-based Cal 43 Convivia. "There are a number of social media plug-ins, and the best of them will allow comments to feed back into your blog. The WooCommerce plug-in will even allow you to sell branded products."

Of course, uploading blog posts and photos requires an internet connection. Thankfully, the World Wide Web has earned its name, and connectivity can be had in almost all major — and many, many minor — ports these days.

But what’s a sailor to do when she’s halfway across the Pacific or tucked into a remote anchorage? One option is to buy an Iridium GO! device and pair it to your smartphone. Using Iridium’s satellite network, you can send texts, make calls, post to Facebook and Twitter, and even post directly to your blog. The price tag is a bit hefty, though, at $900 plus a service plan.

A free alternative is a position-reporting site called Farkwar, which was developed by Bradford to be an easy way to post position reports via email from your Ham radio, SSB or satphone. After setting up a free account, it can be easily embedded in your blog to show your trip on a map. You can also choose to have Farkwar repost your position reports to Facebook and Twitter, and a ‘secret’ feature allows you to post your position reports directly to your Wordpress blog. "It’s experimental at the moment," Bradford says, "but subscribers to the site can try it out by opening a help ticket."

Once you have your blog set up, all that’s left is to start posting. There’s no wrong way to do it but, ideally, you’ll write something more readable than a log-book entry. Check out some of the more popular cruising blogs listed in the sidebar for ideas. One thing you don’t want to skimp on is photos. Even a few can transform a story into something people want to share. (Bradford recommends uploading photos at roughly 1024 x 768.)

Always remember that anyone can see your blog, from family to pirates to governments. "When we arrived in Australia after our crossing from Mexico, the customs officer was delighted to ‘already know’ us from our blog," reports Bradford. "They’ll compare whatever story you tell them with what they find in their research. So if, for example, we’d stopped in Chesterfield Reef on the way, I wouldn’t have blogged about it (at least not right away)."

It’s scary to think about, but criminals have been known to watch the online activity of nearby boats. To stay safe, whether you’re sailing the Gulf of Aden or the Delta, the best course of action is to simply delay posting your position.

Whether your goal is to land a book contract or simply keep friends in the loop, blogging about your voyages is easier than ever. But you should still send your mom postcards.

— ladonna

The ForgeOver sail blog appears on a Facebook page. For safety’s sake, we recommend a delay in posting position reports.

Channel Islands-based cruiser Rob Tryon catches up with the travels of friends via their blogs. Check out these links:

- www.wordpress.com
- www.farkwar.com
- www.iridium.com/products/details/iridiumgo
- www.forgeover.com
- www.sailingtotem.com
- www.maiiaboard.blogspot.com
- www.svdelos.com
- www.seasimplicity.com
- www.afamilyafloat.com

November, 2016  •  Latitude 38  •  Page 01
vendée globe begins november 6

On November 6 the most challenging and extreme sailboat race on the planet will get underway off the west coast of France. Back for its eighth thrilling edition, the quadrennial Vendée Globe will send a near-record 29 skippers from 10 different nations — the most diverse ever — on a nonstop sprint around the world. Often called the 'Everest of the Seas', the competition begins and ends at the port of Les Sables d'Olonne.

Apart from hardcore sailing enthusiasts, the race is still not well known in the USA, but it enjoys phenomenal popularity in France, attracting corporate sponsors and millions of fans to the race start and village.

Arguably the biggest story of this edition is the addition of distinctive ‘mustache’ shaped foils to the 60-ft IMOCA monohulls that are used in the race. In the wake of America's Cup 34 and the foiling revolution that has overtaken the sailing world, six of the seven new-generation IMOCA 60s in the fleet are equipped with foiling daggerboards (the only outlier being Nandor Fa’s self-designed and Hungarian-built Spirit of Hungary). In addition to the six new VPLP-designed semi-foilers, Jérémie Beyou’s Maitre Coq (ex-Banque Populaire), which finished second in the last Vendée Globe, has been outfitted with foils. When reaching, the foiling boats can go 10% faster — about 50 more miles per day during optimum conditions — than previous-generation boats. But thus far they have proven to be more fragile and suffer upwind when compared to the ‘old’ boats.

Another major storyline for this race is that the IMOCA class has adopted the use of one-design masts and keels after a string of dismastings and an increasing number of keel failures. In an effort to rein in costs and improve reliability, old boats are grandfathered in. New boats must choose between a standard ‘classic’ rig or ‘wing’ mast, while all boats must use a one-design solid-steel keel fin instead of the carbon and titanium fins that had become prevalent. The keel bulbs are, of course, still lead.

While the new boats are generally considered to be faster, there are still plenty of ‘old’ boats capable of winning the Vendée Globe, especially if the foiling boats suffer a higher rate of attrition. Armel Le Cléac’h finished in second place in the last two VGs, and with François Gabart not back to defend his title, Le Cléac’h’s Banque Populaire VIII is the odds-on favorite to win. The rest of the new builds should also be contenders, but older boats such as Vincent Riou’s PRB, Yann Elies’ Quéguiner Leucémie Espoir, Jérémie Beyou’s Maitre Coq and Paul Meilhat’s SMA all have potential, and could find themselves leading the fleet back up the Atlantic come January. By our math, there are nine potential winners and 15 potential podium finishers.

Among the fleet, 1.5 Americans are competing. Returning for his second Vendée Globe is this race’s oldest competitor: 66-years-young Rich Wilson of Great American IV. Wilson competed in the 2008-09 edition and finished ninth out of 30 competitors and just 11 finishers. In this race, he hopes to finish faster than the 121 days that it took him last time, and he has a faster boat to do it, with

homeschooling

Over the years we've had the pleasure of meeting many families who were cruising with school-age kids, homeschooling them aboard while the entire family was introduced to different cultures firsthand. We've also learned that when those kids return to regular classrooms ashore, many of them test higher than the majority of their shorebound peers — a fact that we find fascinating.

Needless to say, of course, such results require a special parent-child rela-
while cruising?

tionship that not all families have.

We are certainly not experts on home-schooling, but we're convinced that there's no single method that will work for every family. Some use long-established international correspondence courses, some customize curricula with their hometown teachers, and others simply ad lib.

Although our kids are grown and on their own, we're intrigued by this sub-

vendée globe — continued

Dominique Wavre’s old Mirabaud.

The young Kiwi/American Conrad Colman also makes his Vendée Globe debut sailing an old one-off Brazilian boat now dubbed 100% Natural Energy. While Colman may be a Vendée Globe rookie, he is competing in his third race around the world, having won the Class 40 Global Ocean Race and sailed alongside Hungarian Nandor Fa in the last Barcelona World Race. Colman is in ‘adventure’ mode this time, merely hoping to finish and attract a good sponsor for a future attempt.

Stay tuned to Latitude 38 and www.vendeeglobe.org, and download the app, for what promises to be a thrilling next few months.

— ronnie simpson
SIGHTINGS

**the america's cup it is not**

We’ve often touted beer can racing on summer weeknights as the best entrée into racing for the uninitiated. But while some clubs’ races are definitely appropriate for entry-level sailors, others are actually quite competitive, and the organizers — and racers — most definitely keep score. Meanwhile, the principal goal of some beer can races seems to be simply to get people out on the water, including non-sailors, little kids and old salts, and to foster camaraderie both on the water and back at the clubhouse. Richmond Yacht Club’s Wednesday night series falls into the latter category.

The series began in warm, light air on April 6 and ended on September 28 in little wind, good wind, less wind with sloppy seas, and so on. On almost every Wednesday evening during the series, RYC members and visitors sailed out of Richmond Harbor, rounded a buoy north of the crumbling Southampton Shoal platform (or a channel marker in the North Bay in the case of a northerly), returned to finish, and we’re sure there are many would-be cruisers within our readership who would genuinely appreciate the advice and insights of former ‘boat-school’ instructors.

We plan to publish an article on this topic, so if you’ve homeschooled your kids while cruising, especially internationally, we’d love to hear what worked and didn’t work for your family. Please tell us:

- How old were your kids at the time?
- How long did you cruise with your kids, and on what route?
- What teaching method did you use

---

**homeschooling**

**SIGHTINGS**

ish where they started — off the RYC race platform — and continued on to the social part of the evening in the big tent that served as a temporary clubhouse during remodeling. In May, the tent went away and a few post-race gatherings took place on the docks before the clubhouse was ready for occupation. By the time the end-of-season trophy presentation rolled around, the sailors had settled back into the club’s spiffed-up digs. Copious prizes each night of the series consisted of bottles of wine (or non-alcoholic alternatives), but the unique series trophy is a true pièce de résistance and a testament to do-it-yourself creativity.

"The season champion trophy keeps getting bigger as the winners contribute additions to it," explained the series race chair, Eric Arens. This year, Jack Feller of Sacramento and his crew earned the coveted prize, sailing the Santana 35 **Maguro**. What will Feller add to the trophy? We can’t be sure, but we suspect something fishy. Rumors of a large rotating tuna fish can are circulating.

Seth Clark of El Cerrito, who sails the Express 27 **Current Affair**, won the Booby Prize this year. "The Booby Prize is a drawing that Jim DeWitt made of a model in art school. This trophy is given for having too good a time and not being focused and aggressive enough," said Arens, who decides upon whom to bestow the prizes.

You’ll find race results for several beer can series in this issue (see Racing Sheet’s Box Scores on pages 95-96) and in the October issue, but you won’t find any scores for RYC’s series. It’s just not that kind of racing.

---

**fire destroys two sailboats in socal**

On the first weekend of October, Harry Hazzard, a veteran of 11 Baja Ha-Ha’s, including 10 with his Beneteau Frers 51 **Distant Drum**, had to leap into San Diego Bay to save his life. He’s fine physically, but his boat is a complete loss and he’s lost most of his possessions.

"I was motoring from California Yacht Marina in Chula Vista to Shelter Island Boatyard about eight miles away for my annual haul-out," Hazzard told Latitude. "I’d only gone a little way and was about an eighth of a mile off the Marine Group yard when I heard an unusual noise from the engine area and thought I smelled plastic or rubber melting. I assumed it was a belt going bad. So I went below to investigate."

The Frers design has the engine compartment farther forward than on most boats. It’s only a little way behind the mast, and one of the main access points is from beneath a salon seat directly above the engine.

"I was lucky I was a little off centerline when I lifted the engine cover, because as soon as I lifted it, it went off. Had I been centerline, it would have gone off in my face."

When he says "It went off," he doesn’t mean there was an explosion as such, but super heat and flames coming up from the engine area.

"The fire was already going pretty good, with fiberglass and other stuff burning, so I couldn’t breathe because of the chemical fumes. I rushed up to the fresh air in the cockpit, and almost as soon as I was up the companionway, flames were coming up after me. I could feel the heat all the way in the back of the boat. There was nothing I could do to combat the fire."

In addition to the fire itself, Hazzard had other safety concerns. "I was standing by two diesel tanks, the boat had two propane tanks, and I had two medical oxygen tanks in the bow and two dive tanks in the salon."

The engine was still running, so he directed the boat toward shore. By the time the fire started to burn the dodger and bimini,
boat fires — continued

Hazzard felt he had no choice but to jump into the water. It was from there that he watched the mast collapse and came to the realization that all his important papers — and a brand-new mainsail — were going up in flames.

Two young Mexican workers from the Marine Group rushed out in a small boat and pulled Harry from the water. Harry thinks he was in the water for about 15 minutes. He had no sense if the water was cold.

He was immediately approached by several people wanting to claim salvage rights. "I told them that I didn’t want to talk to them, and, finally, to fuck off," says Harry. Not that it would have mattered, but the San Diego Harbor fire boats were slow to arrive. Most of them had been eight miles away at another boat fire at Half Moon Marina.

Distant Drum was taken to the Marine Group yard, where it was hauled and inspected by a fire department investigator.

Hazzard had no idea why the boat caught fire. "My bilges were spotless. You could have eaten off them," he said. As for Harry's future, it’s up in the air. "I'm homeless, jobless and loveless," he told Latitude.

Just two weeks later, another engine fire spelled doom for a sailboat. The USCG, along with several local agencies, rescued three sailors after their 44-footer caught fire on the afternoon of October 14 off Rancho Palos Verdes, a city in Los Angeles County west of Long Beach.

The Coast Guard received a mayday call via VHF channel 16 from the Swan 44 Laetitia, reporting that the vessel’s engine had caught fire and that the flames had begun to spread. The Coasties told the sailors to put on life jackets and move to the bow of the boat to keep away from the fire.

The USCG launched a 45-ft response boat from Station Los Angeles-Long Beach and the cutter Blacktip, an 87-ft patrol boat, out of Channel Islands Harbor, to assist in the rescue. A Los Angeles City Fire Department boat crew, a Los Angeles County Lifeguard boat crew, four Baywatch vessels and an LAFD helicopter crew also made the scene.

One of the sailors jumped into the water and was quickly and safely picked up by the L.A. County Lifeguards. The Coast Guard small-boat crew transferred the other two individuals to Blacktip.

One of the mariners had burned hands; the other two were reported to be in good condition. All three were taken to Marina del Rey.

Both of these stories were promptly reported in 'Lectronic Latitude; see Letters on page 18 of this issue for a reader response.

— richard & chris

chinese singlehander missing

Only 13 months after Guo Chuan and an international crew completed the first-ever nonstop transit of the Northeast Passage (the Russian side of the polar ice cap) aboard the 97-ft trimaran Qingdao China, the Chinese adventurer set sail from San Francisco — alone — aboard the same boat, determined to set a record for the 7,000-mile North Pacific crossing to Shanghai, China. Tragically, he didn’t make it.

Eight days after he sailed out the Golden Gate, his shore team lost contact with him in the wee hours of October 26. Her transponder track indicated that the big red tri was due west of Kauai and roughly 620 miles northwest of Oahu at the time. A Coast Guard C-130 aircraft was sent out to investigate. Her crew observed the boat sailing with her main up, and a headsail trailing in the water, but no sign of Chuan. With that report, the 847-ft Naval vessel USS Makin Island and another vessel were dispatched to the scene, arriving 10 hours later. But when a rescue crew boarded the massive

parting ways with

Some sailors are so dedicated to their boats that they seem inextricably attached to them. In San Francisco Bay, one indisputable example of that phenomenon is Hank Easom’s reverence for his classic wooden 8-meter Yucca.

Knowing that, it was hard for us to process the news that he’s decided to sell her, after a 52-year partnership that earned Yucca and Hank the reputation of being one of the ‘winningest’ duos in the Bay Area racing scene.

But there comes a time in every big-boat sailor’s life when downsizing to a less-demanding sailing craft seems inevitable. For Hank, who’s now in his 80s, that process was fast-tracked one evening when he spotted a lovely sloop

continued on outside column of next sightings page
**yucca after 52 years**

glide by that had clean, sleek lines, a big daysail cockpit and a self-tending jib. He was so impressed that he sought out the owner, but the 36-ft beauty — called a Sabre Spirit — wasn’t for sale. Fortunately, though, he found a sistership on the market in Southern California, and wasted no time in closing the deal.

"The decision didn’t come easy," Hank confides, "I lost a lot of sleep over it. But Yucca’s going to be 80 soon, too, so maybe it’s time to give her a little rest!"

The new boat will soon be christened with the name Serenade, the name given to one of three Lapworth-designed boats built by Hank decades ago.

When we caught up with him late last

---

**singlehander missing — continued**

multihull to investigate, Chuan was not aboard. According to Coast Guard sources, they collected his belongings, lowered the main, and Qingdao China was left adrift while a helicopter search for the missing sailor continued. At press time he had not been found. (The tri is the same boat that Frenchman Francis Joyon campaigned in 2008 as IDEC, setting a new solo nonstop around-the-world record.)

Chuan’s first sailing experience was in 1998, and he reportedly "fell in love" with it. Eight years later he joined a crew of the Clipper Round the World Race, and in 2013 he became the first Chinese sailor to circumnavigate the world solo, nonstop, sailing aboard his Class 40 monohull. The Northeast Passage feat took place two years later.

As evidenced by the words Peace and Sport emblazoned on Qingdao’s mainsail, Chuan regarded himself as China’s ‘Peace Champion’, and he endeavored to promote Sino-American friendship through his recent sailing feats. He will be missed by many international sailors, among whom he was widely respected.

— andy

---

On the night of Wednesday, October 26, the search for Chuan was suspended. As of press-time, the shore team was making plans to recover the boat.
eight bells for gentleman jim

Shortly after we went to press last month, one of the true titans of competitive sailing passed over the bar: ‘Gentleman Jim’ Kilroy was 94. Although this may be old news to those who were close to him, we feel compelled to remind our readers about the impact he had on the sport of sailing, especially here on the West Coast.

Having campaigned a succession of five splendid racing yachts — all named Kialoa — and garnered frequent victories, Kilroy was a dominant influence within the international sailing community for decades. In fact, he is regarded as a pied piper of sorts, having inspired many other yacht owners to follow his lead in competing at prestigious regattas around the world. The sport of sailing would not

yuca —

month, he had already registered her in the Sausalito Midwinters, and was eager to see what her PHRF rating would be.

At less than half the weight of Yucca, Serenade is quick and easily driven with her wheel steering. In addition to her self-tacking jib option, she carries 110 and 150 headsails, plus an asymmetrical chute.

Meanwhile, as you may notice elsewhere in this magazine Yucca is actively

Proud Papa: After some sleepless nights grappling with his decision, yacht racer extraordinaire — and former boatbuilder — Hank Easom is thrilled with his new 36-ft Sabre Spirit, 'Serenade'.
SIGHTINGS

continued

for sale to the right owner. Built in Newport Beach by Tom Dittmar, she was launched in 1937. Her 'bones' are as impressive as her racing record, as she's double-planked and bronze-fastened with cedar on the inside and Honduras mahogany on the outside, laid over oak frames. Her deadwood, keel and stern are solid teak.

Her next owner will be a lucky sailor.

— andy

gentleman jim — continued

have been the same in recent decades without his tireless enthusiasm and thirst for innovation.

Born in Alaska in 1922, Kilroy's childhood memories included his mother transporting him, his brother and sister in a dogsled. The family moved to Southern California in 1927 (Jim was five). There his father left, leaving Jim's mom to raise the family alone. When Jim was old enough he helped out by mowing lawns, delivering newspapers, and working in a bike shop. He graduated from high school a year ahead of the norm.

In 1940, Kilroy dropped out of UC Santa Barbara's engineering program to work at Douglas Aircraft, which then built Navy dive bombers. In 1944, he joined the Army Air Corps, where he studied all facets of aerodynamics and airplane construction — and learned to fly.

After the war, having married and started a family, Kilroy delved into real estate, and eventually formed his own construction company in order to modify existing structures to meet the needs of the growing aeronautics/aerospace industry. Next, he started buying, selling and revamping industrial sites himself, or designing and building them from the ground up. He became a dominant figure in the SoCal commercial real estate industry.

Kilroy's first exposure to sailing occurred at age 11, when he took a spin around Newport Harbor in a 12-ft Snowbird — he'd won the day trip to Newport by selling newspaper subscriptions. It was many years later, however, that he rediscovered sailing, partly due to fascination with its scientific underpinnings. "Fluid dynamics, aerodynamics and hydrodynamics — sailing has all three," he wrote in his 2012 autobiography — Kialoa US1 Dare to Win. "It's much more complicated than flying — and, as I was to learn, much more rewarding."

As detailed in our January 2016 retrospective on Kilroy and his five Kialoas, "his first big boat, bought in the early '50s, was a 46-ft Island Clipper named Serena... This was followed by Tasco II in 1956, a fractionally rigged S&S yawl (built at Stone Boat Yard on San Francisco Bay) that had already done pretty well in three previous Transpacs. After substantial weight-reduction surgery, he renamed her Kialoa, Hawaiian for 'long white canoe'.

Kilroy's 'first Transpac in 1957, with a green crew — the longest race any of them had previously done was to Ensenada — turned out to be literally a baptism by fire (albeit briefly). An electrical relay shorted out in a shower of sparks. Later, the engine blew a manifold off when they tried to start it to charge the batteries. Then a steering cable broke. All in all, it was a less-than-stellar performance. Or, as Kilroy thought of it, a great learning experience."

From that humbling effort, Kilroy rebounded to become one of the most influential competitors in modern sailing. If you missed our feature on him and his Kialoas, we would highly recommend that you give it a read, as it will refresh your memory on what a massive influence this one man and his five distinctive yachts had on the sailing world. And while you're at it, you might pick up a copy of his racing memoir Kialoa US1 Dare to Win — a must-read for every racing sailor.

So long, Gentleman Jim. The sailing world will certainly miss you.

— andy
FEELING THE PASSION —

With all the demands and distractions of modern living, and the vast range of recreational options that exist today, there aren’t as many young people getting into sailing as there once were — or so we’re told by industry analysts. But from what we’ve observed, it seems that today’s under-40 sailors are just as passionate about the rewards of sailing as previous generations were.

To test that theory, we made a couple of shout-outs in 'Lectronic Latitude to young sailors, asking such things as what style of sailing they enjoy, how they learned and what’s on their sailing bucket list. We found the responses we received to be fascinating. Here’s a sampling:

UC Santa Cruz lecturer Dusty Adams’ ‘formal’ sailing education began while he was a student at the university, under renowned instructor Rusty Kingon. But the seeds of his curiosity were sown much earlier. “My first actual sailing experience was in 2008 after Hurricane Ike hit Southeast Texas, causing a small, beat-up dinghy to wash up on my dad’s property. We patched the fiberglass, built a mast out of PVC, cut a sail out of a tarp, and welded together a rudder. I had no idea how to sail, but I went out in the Trinity River a few times, which usually ended in me dropping the sail and paddling back upwind.”

High on Adam Cheff’s bucket list is sailing the Northwest Passage: “I want to see a Narwhal in the wild.” He has watery roots, but did not grow up sailing: “I grew up on powerboats, salmon and crab fishing in the Northwest and moved the Bay Area when I was 22. At 26 I decided I needed to get back on the water... I decided to learn to sail and shortly afterward my wife Diana and I bought an old fixer-upper. After dreaming about going on sabbatical for a few years, we decided to take the plunge. We cruised from Florida to Maine, then down to Dominica and back, and stopped at many places in between. We participated in the Caribbean 1500, and I earned my USCG Masters ticket aboard a Lagoon 400.

“We are now back to being land dwellers, as we’ve started a family, but we are already planning the next trip once the kids are between 6 and 8 years old. For now we enjoy sailing with our 10-month-old on the Bay while we slowly refit our old IOR boat for potentially doing the 2018 Pac Cup.”

Regular readers may recall reading about the sailing adventures of Vancouver, BC-based sailors Will and Sarah Curry. While still in their late 20s, they bought and fitted out a cruising boat with the intention of sailing in Mexico and the South Pacific for two years, then selling it and going back to work — and they worked along the way for the family business, Hydrovane.

“We were amazed at how many other young cruisers we met, especially in the South Pacific,” says Will. “I remember talking to a fellow cruiser in Bora Bora who was part of the ‘retired demographic’, and he was mentioning how he couldn’t find any other cruisers his age. More than half the boats in the anchorage had crews on board that were 35 or under. Of course, one of the best parts about cruising is that it really doesn’t matter how old you are or what your background is. Some of our closest cruising friends are our parents’ age. Of interest, most of our younger cruising friends either worked part time while cruising or commuter-cruised. It’s amazing what you can achieve with today’s technology.”
Kerstin Edwards checked in from Hawaii: “My fiancé Brian Ponzi and I (32 and 35) are on our second boat and getting ready to begin voyaging. We’ve been at it for five years now, living aboard in a roadstead anchorage while sailing and refitting each boat. The first one was a 1977 Allied Princess 36-ft ketch that we picked up in Morro Bay for $22,000. It had never been significantly offshore and we prepped it ourselves for the trip home to Hawaii.

“We eventually tried to sell that boat and buy a new one all at once so we wouldn’t be homeless, but ended up living in a van between boats. We got insanely lucky and picked up a 1986 Celestial 48 cutter for only $35,000! It was on the hard in southern Oregon, and my Brian lived aboard in the yard while getting her ready on his own through the cold Oregon winter, while I lived in the van back on Maui. We sailed her to Hawaii in May, 2015.

“It’s pretty much our dream boat since all our surfboards fit onboard along with our commercial-grade sewing machine — Brian is a sail/canvas maker. The aft cabin is huge!

“We’re now prepping to leave in two months to begin a long-term voyage. The plan is loose, but involves remote atolls and uncrowded surf. Our 10-year plan is to build a boat.”

By contrast, Seth and Elizabeth Hynes had the funds to take a different approach: “My wife and I had a Lagoon 380 for an offshore sabbatical (at age 35), but now we hop around on friends’ boats, do charters with The Moorings, and rent boats from Club Nautique.

“Just last month we were in the Seychelles on a Moorings 4800 which was a perfect way to keep sailing without the time and expense associated with owning a boat (and feeling guilty for not using it). My dreamboat is a Gunboat 57, but, more realistically, an Outremer 45 — definitely a catamaran that is fast, comfortable and can be used as a second home (versus a monohull which I liken more to a campsite).”

John Zeratsky writes: “My wife Michelle and I sail our Sabre 38 Aegea, which is based in Sausalito. I used to race on the J/105 Sophia, and before buying Aegea we chartered through OCSC in Berkeley.

“We do a fair bit of daysailing on San Francisco Bay, but we really love to cruise. Every summer we take our boat up to the Delta and hang out at Tinsley Island. Last summer we cruised Southern California for six weeks and joined the SoCal Ta-Ta. We’ve done two shorter cruises on the California coast. We’ve also done two bareboat charters in the BVI’s.

“We’re very lucky, because we just placed an order for our dream boat: an Outbound 46.”

“Largely self-taught” sailor Joe Leaver has lived aboard in Vallejo for the past year. What’s on his sailing bucket list? You name it: “Eventually, I’d also like to do an in-depth cruise of the Great Lakes, the Baltic, the Mediterranean, the Caribbean and the South Pacific, in no particular order. I want to round the Horn and the Cape of Good Hope, and if global warming permits, the Northwest Passage.”

Trevor Markham was introduced to sailing via daysails during a Caribbean vacation. “Last December my girlfriend and I took a trip to the US Virgin Islands. We did a sunset sail and an epic daysail on a racing trimaran, and took a lesson on a Hobie Cat in Cinnamon Bay. Even...
FEELING THE PASSION —

though we turtled the Hobie on our first tack a half-mile off the beach in a stiff 20-knot breeze, we were hooked!

"I joined Modern Sailing School the next month, started with club sails, and progressed through ASA 101, 103 and 104, all while chartering 30-ft Catalinas, Beneteaus and a Pearson in the Bay with friends and family as often as we could. My girlfriend's mother had spent time in San Francisco during the '70s, which resulted in her dreaming about sailing her whole life. She was on cloud nine the first time we took her out!

"Our first goal through all this was to bareboat in Croatia with another couple. After a few months of studying and sailing, we were off for our first international sailing experience — what a blast. To say I was nervous would be an understatement, so we hired an amazing local skipper for the first 24 hours to help with Mediterranean mooring, route planning and getting my novice crew up to speed. All in all it was a huge success and an awesome experience."

Michelle and John Zeratsky normally sail out of Sausalito, but we're guessing this shot was taken during a BVI charter trip.

Michael Pouliot took the DIY approach to learning the sport: "Despite growing up playing and working on boats in Southeast Alaska, I had never sailed until my 30th birthday (five years ago). A friend with no sailing experience had impulsively purchased a Vagabond 14 off the side of the road, so I read up on the basics online and we took it to Lake Hennessy and rigged her up. It was a perfect day on the lake with steady light winds. The moment the boat accelerated under sail, I was hooked on the sport for life.

"I had lived in the Bay Area for five years at that point, and knew I needed to make up for lost time and get out on the Bay right away. After some research, my girlfriend (now wife) and I went halves on an $1,800 1969 Santana 22 named Tilly Jane. With no prior keelboat experience (and against seller Kristy Lugert's advice) we surfed in high winds under jib alone from Alameda to the boat's new home in Redwood City. Over the next four years we sailed Tilly hard and often, touring the Bay and frequently 'camping' aboard in Sausalito, South Beach Harbor and Jack London Square. We 'attended' multiple baseball games in McCovey Cove, including game five of the 2014 World Series, and had front row seats for the fireworks at the Golden Gate Bridge's 75th anniversary. Going out for multiple Fleet Weeks, America's Cup events, and trips to Sam's were other highlights. My nearly weekly singlehanded adventures taught me more about sailing than any class could have, with an emphasis on what not to do. Over the years we've also rented sailboats at every opportunity while traveling in places like Mexico, Cape Cod and Santa Barbara.

"My wife and I consider taking the plunge on that old Santana to be the best decision we ever made for our relationship, enjoyment of the Bay Area, and for inspiring future adventures. We moved to Seattle last year and gave Tilly Jane to a friend who has been enjoying the boat and learning to sail much the same way I did. During my year in Seattle, in addition to fixing up and racing an old Laser, I caught the multihull bug through my involvement with the Race to Alaska and Team Golden Oldies. I've just moved back to the Bay — to Alameda — and am planning to buy a folding, trailerable trimaran ASAP. I hope to participate in the 2017 Race to Alaska if I can get my act together in time."

"Although the thrill of racing a sailboat is not lost on me, I'm simply not anxious to win or get somewhere in a hurry."

" Michelle and John Zeratsky normally sail out of Sausalito, but we're guessing this shot was taken during a BVI charter trip."
YOUNG SAILORS SHARE THEIR STORIES


unique communities. Some destinations on my bucket list might be Haida Gwaii, and north to the Aleutian Islands."

Michael Simler started sailing five years ago. "I grew up in Berkeley and had been sailing a handful of times as a young kid. Along with two partners, I bought my first boat, a 1976 Columbia 8.7, for $3,000. None of us had any experience whatsoever, but we were all hypnotized by the idea of sailing on the Bay and beyond, and nothing could stop us. We made the classic mistake of buying a fixer-upper and spent way too much time working on it instead of sailing it."

"I had no intentions of taking lessons after looking up how much they cost, so, fearing for my safety, my mom eventually offered to pay for a basic keelboat class at OCSC. It was totally worth it."

"My wife Maya and I recently bought an old Santana 22 for $1,600. We keep it in a slip at Loch Lomond Marina in San Rafael. It's a good-enough boat and I'm familiar with the history of the Santana 22 on the Bay, but truthfully it's what we could afford at the time and not exactly what we wanted. Nonetheless, it was either the Santana or no boat at all, and having no boat was not — and probably will not ever be — an option for us."

"Events and destinations we're interested in include the Spinnaker Cup, California Offshore Race Week, the Baja Ha-Ha, the Pacific Puddle Jump, the Pac Cup and cruising the Caribbean, the Med and the Red Sea — plus crossing the Atlantic."

Three years ago Clifton and Giselle Miller (31 and 28), began their cruise south to Mexico from Juneau, Alaska, aboard their 1978 Cal 34 MkIII Sound Discovery. "I went to OCSC sailing school and learned primarily from my husband, Clif," said Giselle. "He grew up sailing on Clear Lake and went to OCSC sailing school at a very young age. He had no qualms about purchasing and sailing his own boat up from Seattle to Juneau in November — not the best time of year for Inside Passage cruising."
Hillary Walecka is one of the few who responded who comes from a sailing family: "My dad has had a Moore 24, Adios (#56), since the early '80s — before he met my mom, and when he was younger than I am now. I grew up taking weekend family daysails on it in Santa Cruz and doublehanding with my dad in races — looking back, I assume he would mostly singlehand.

"I started sailing and racing more once I was in college out of Santa Cruz Yacht Club, which is when I really got hooked and started taking over my dad's Moore 24. Now I campaign Adios with my friends and love to race on an assortment of random boats when asked — Melges 24s, other Moore 24s, Santa Cruz 27s, Santana 20s, a Sydney 38, Etchells. I recently got into offshore racing and love it, so I hope to do more in the future. I raced in the SoCal 300 and Coastal Cup last year on Prevail (Santa Cruz 52) and raced Pac Cup this year on Elusive (Swan 42). I had a blast and even got to drive some (usually when wind turns to crap or when everyone else gets tired — that's my time to shine.)"

Wow. What an impressive group of young sailors. Needless to say, they all define fun on the water in slightly different ways, but as far as we can tell, they all share the same passion for time on the water — and we hope that passion will still burn brightly when they are old and gray.

— andy
The Rally Committee encourages you to patronize the advertisers who make this event possible – and take advantage of their Baja Ha-Ha Specials! (Turn the page for more.)

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

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

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


In the magazine, look for fleet profiles in this issue and the October issue. We’ll have a complete recap in December.
MEET THE FLEET

We hope you were one of several hundred sailors who mixed and mingled at our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion, September 7.

If you missed it, you might still be able to find a ride south this season — or potential watch-standers for your crew — via our constantly-updated free Crew List online at www.latitude38.com.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the Pacific Puddle Jump, and report on it heavily in the pages of Latitude 38. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejump.com.
IMPORTANT DATES

The 2016 fleet is still enjoying the following November events.

Nov. 3, noon — Baja Ha-Ha baseball game at Turtle Bay and no-host party at Vera Cruz Restaurant
Nov. 4, 11 a.m. — Turtle Bay Beach Potluck Party
Nov. 5, 8 a.m. — Start of Leg 2
Nov. 7 — Bahia Santa Maria Day
Nov. 8 — Hiking, beach walking, sports and beach party, surf permitting, at Bahia Santa Maria
Nov. 9, 7 a.m. — Start of Leg 3
Nov. 10 — ‘Can’t Believe We Cheated Death Again’ dance party madness for the young at heart at Squid Roe in Cabo San Lucas until the last body falls. Optional.
Nov. 11 — Cabo Beach Party
Nov. 12 — Awards presentation hosted by the Cabo Marina.
Nov. 22, 4-7 p.m. — La Paz Beach Party at La Costa Restaurant. Mexican folk dancing, live music, food, door prizes.
Season Champions —

Whenever we find ourselves titling stories with food metaphors, it’s time to check the clock. Yep, almost supper-time. Season Champions, as usual, will be a three-course meal. But no worries about over-stuffing, as we’ll spread this well-seasoned feast out over three separate months.

For starters, we’ll get a taste of the one-design fleets that wrapped up their championship series in time to make the November issue deadline.

**J/120 — Peregrine**

David Halliwill/Mike O’Callaghan, SFYC

Peregrine’s helmsman. Mike O’Callaghan says he seems to remember the problem regattas better than the good ones.

“The SFYC Invitational was particularly memorable, for bad reasons,” he says. The June regatta was sailed in medium air on the Berkeley Circle. Chance and Peregrine arrived at the first weather mark of the first race with Chance clear ahead by a few feet after Chance tacked to starboard in front of the starboard-tack Peregrine. “I foolishly did not head up rapidly and put up a flag. Instead I sailed between the mark and Chance, which went fine until the offset mark. I had established an overlap quickly after the weather mark, but Chance altered course hard to leeward at the offset, claiming I had no rights, and I narrowly avoided a very expensive collision. We spun circles, which let the rest of the fleet pass us. We finished in fifth, a bad way to start a series. I got a lot of well-deserved heat from crew about putting the boat in places that allowed the competition to manipulate us.” They climbed back up and wandering off the course at the lee-ward mark to finish fifth. Apprehensive about our chances for Big Boat Series, Greg Felton, our grinder, started working on the ‘list’. He put in writing every missed opportunity and error made that day.”

On Sunday morning, the crew read and discussed the list. “We took two first places to finish third for the series — still concerned about our level of preparation for Big Boat Series.”

They were informed before the series that the race committee would include reaching legs as part of the possible course selections. “We are not fans of reaching legs. We are used to doing what one-design racers do: Beat upwind, run downwind. No reaches. No passing lanes in reaches, we have often thought. We were wrong. We were given one very hot starboard reach on the north side of Alcatraz in big breeze that allowed us to catch Chance and put them many boatlengths behind by the time the kite came down and we rounded the gate. It’s very exciting getting heavy boats like the J/120 moving over 15 knots on the Bay.”

One bit of intrigue was a helicopter photo of Peregrine’s leeward mark rounding on Day 2. The photo showed a spinnaker sheet dragging in the water close to the buoy. “One of Peregrine’s competitors showed it to O’Callaghan on Sunday morning. ‘We asked our crew if they saw the incident, and several said that from their vantage points they had no reason to believe the sheet hit the buoy. If it had, they would have said something at the time of the mark rounding. After an extended period of contemplation, we decided to request a scoring penalty from the RC, and it was granted. This did not change the results. It did raise the interesting question of the value of photos in such circumstances.”

Peregrine won Rolex Big Boat Series, but it went down to the last day.

Regulars aboard Peregrine this year were Randy Smith, Tad Lacey, Greg Felton, E.J. Rowland, John Verdoia, Kristen McCulloch, Michael Thornton, Vic Pilch, Chris Davison, Don Jesberg, Bill Melbostad, Steve Fentress, Rhim Fleischman and Mark Maymar.

A resident of New York City, Peregrine’s owner David Halliwell was mostly absent this year. “I’ve been tending to business on the East Coast,” he explained.

1) Peregrine, 47 points; 2) Chance, Barry Lewis, StFYC, 52 points; 3) Mr. Magoo, Steve Madeira, StFYC, 66. (5 boats)
J/111 — Bad Dog
Dick Swanson, StFYC

"The biggest highlight for me, outside of the great camaraderie with our team, was blasting from the North Tower to G2 during the Big Boat Series at 16-20 knots with four J/111s nearly overlapped the whole way," said Dick Swanson about the J/111 season. He called it "amazingly exciting and fun, with everyone focused on keeping the boat upright and going. I automatically forget all lowlights."

Swanson’s team has been sailing together for 12 years. "We have really coalesced, having made all the possible rookie mistakes. Corinna Stolp is our crew boss and pit person. She keeps it all working really well." Tom Haversock, bow; Jeff Harte, mast; Clinton Prior, foredeck floater and spinnaker trim; Dave Corbin, jib and spinnaker trim; Tim Gulley, main; and tactician Matt Buffleben formed the crew.

Three of the top boats in the fleet sat out the season. "Peter Wagner and his Skeleton Key team had the best excuse," said Swanson. "They took Skeleton Key to Key West and Charleston Race Week, where they simply dominated strong J/111 fleets, and then to Cowes for the J/111 World Championship, where they took second. They will be back next year, when we host the J/111 Worlds on the Bay." StFYC will host the Worlds on August 23-27.

1) Bad Dog, 38 points; 2) Topzy Turvy, Peter Wagner/Warren Konkel, StFYC, 50; 3) Double Digit, Gorkem Ozcelebi, BYC, 60. (5 boats)

J/105 — Godot
Phillip Laby, NoYC

The high point of Godot’s season was the four-day Rolex Big Boat Series. Phillip Laby calls it "the premiere event for J/105 racers — it’s a grand finale of sorts." During the final leg of the last race of RBBS, Godot needed to finish second to win the series, but was still in fourth until the last hundred yards or so.

"We passed the second- and third-place boats by staying away from shore, thereby winning the regatta and our first-ever Rolex!" says Laby.

"Another highlight was the string of three bullets we had in the second, fourth and fifth races of the RBBS, after which Godot had clinched the overall J/105 season win. It was a great regatta for us and we feel proud that each day we could execute a winning course strategy based on our accumulated knowledge of tides and wind on the Bay. In the J/105 fleet we have here, even the top boats’ finish places tend to be quite mixed, which makes our fleet a lot of fun. For example, a shiny Rolex watch can be won by maintaining any combination of single-digit finishes. With a 15th place to start our RBBS score, you might say we earned it the hard way!"

Laby feels that Godot struggled a bit getting up to speed this season. "The first regatta was by far our worst, and often the first race of each event was also our worst." Getting in a consistently good first race is something they plan to work on next year.

"We certainly got off to a slow start during RBBS. In the first race, we had a spinnaker halyard shackle open up and some problems tracking the first weather mark. These problems combined to land us in 15th place and gave us our own personal impromptu and unpleasant 'lessons learned' seminar for the day. However, team Godot rallied each time and fought back, not letting our setbacks affect our attitude and effort in subsequent races."

Eight regattas made up the J/105 season: Godot won four of them and placed second in two and third in another. "Three of our wins were in the last four regattas of the season. Just before RBBS, Töne said Godot is peaking at the right time. I think he was right. Considering we started the season with three new crew members (the bow/pit team of Töne Chin, Matt Skafel and Patrick Haywood), it’s not unexpected that we improved as the year progressed, but all on board have been pleasantly surprised at how much we were able to achieve in a short time of sailing together.

"I should note that our trimmers, Drew Cannon and Jon Titchener, have been with the program for multiple years, and this experience together made a huge difference this year. We got along quite well with each other right from the start, and we have a serious yet chill atmosphere on the boat. That’s given us a really fun season, and, to turn a slogan around, fun is fast."

If there was a turning point in 2016 for Godot, Laby believes it was their fifth regatta, the SFYC June Invitational.
SEASON CHAMPIONS

"Godot went into the last race tied with Ryan Simmons' Blackhawk for a winner-takes-all race. We executed our game plan, which led to a one-point win, and we gained the confidence that we could manage the pressure when a whole regatta is on the line."

In addition to the above-named regulars, Will Lowe pitched in for J/Fest, Andrew Kirsch for the J/105 Series Stopover, and Tim McCormick and Katie Malone for the June Invitational.

1) **Godot**, 61 points; 2) **Blackhawk**, Ryan Simmons, SFYC, 77 points; 3) **Arbitrage**, Bruce Stone, StFYC, 88. (26 boats)

**Etchells Fleet #12 — Capricorn**

**Ethan Doyle, SFYC**

Christine Pai, Jack Hunger and Ben Wells were the regulars, augmented by Peter Scott and Phil Barow, aboard Ethan Doyle’s season-winning Etchells Capricorn.

The highlight of the team’s season came during the Easom Founders regatta, hosted by SFYC. Doyle described “smashing downwind surfing monster waves with two white-knuckled hands on the tiller in 25+ knots rocketing past the race committee boat with the entire fleet behind us.

“A lowlight was realizing that what we thought was the finish line pin was actually the mark for the 505 fleet rabbit start as we went surfing past the wrong side of the RC boat (see above) then subsequently watching the entire fleet finish ahead of us as we tore the chute to bits in a botched crash take-down."

Doyle’s favorite event was the Moseley Regatta hosted by Tiburon YC and sailed off the backside of the Tiburon peninsula in "shifty, flat, warm water — a nice break from the midsummer westerly beating in the Berkeley Circle — with a post-race party centered around cold beer and all-you-can-eat barbecued Northern California oysters, always a special treat."

1) **Capricorn**, 18 points. 2) **Magic**, Laurence Pulgram, SFYC, 43 points; 3) **Ginna Fe**, Michael Laport, StFYC, 53. (10 boats)

**Melges 24 — Looper**

**Duane Yoslov, SFYC**

Duane Yoslov, who is both the fleet champion this year and the fleet captain, said the highlight of the Melges 24 season was the Pacific Coast Championship hosted by SFYC on August 12-14. "We saw three days of racing with 20- to 25-knot wind for the entire event. Jeff Madrigali and Kevin Welch from team Mikey came down from Seattle and gave our local fleet a chance to compete against one of the best teams in the world."

The Bay Area fleet promoted participation by the Southern California fleet by reinstating the California Cup series this year. The Cal Cup consisted of regattas in Santa Barbara, San Francisco (the PCCs), and Santa Cruz. Kent Pierce from Santa Barbara won the series with Looper four points behind in second.

Santa Cruz was Yoslov’s personal highlight. "I had never sailed there. We had perfect conditions at 18-22 knots with warm, sunny weather. The folks at SCYC put on a great regatta and were warm and friendly. Our crew got to know Brady’s Yacht Club and their famous pop-rock Jello shots a little too well. Brady’s is a bar near Santa Cruz Harbor."

"The apex of the season for us culminated in the Melges 24 Nationals on Lake Geneva in Wisconsin, home to Melges Boat Works and Buddy Melges himself. We gained invaluable experience with big fleet racing, and we know what we need to work on to be competitive at the upcoming Worlds in Miami."

As many season champions will attest, having consistent crew and getting out on the water for every event were keys to success. This year’s crew included Ellise Smolenyak, Brian Gravenstine, Colin Lough, Ben Landon and Jack Barton.

**Duane & Caleb Yoslov**

Yoslov is passionate about keeping Melges 24 racing alive and strong on the Bay. "There are so many fleets out there competing against one another for participation, but the Melges 24 is the ultimate in keelboat racing. It is intimidating at face value, but the boat really is very easy to sail and handle. With a planing hull, it becomes more stable and unloaded as it accelerates to an exhilarating 18 knots downwind. Nothing compares in this size range that handles the conditions on the Bay so well."

We missed the Melges 24 fleet at Rolex Big Boat Series and asked Yoslov why they didn’t race in that regatta this year, as they had the previous three years. "We have been struggling with participation, and with the J/70 Nationals on the Bay in 2015 and the Worlds this year, our fleet has been diluted. I am optimistic that there will be a strong return to the fleet now that those events are complete."

"The Melges 24 Nationals are scheduled for SFYC in September 2018. The plan is to trim the Cal Cup to one event
Ultimate 20, Uhoo!
Mike Josselyn, RYC

Mike Josselyn on Uhoo! took home the Matt Borough Season Championship Trophy for 2016. Sailing with Steve Leonard and Greg Pfeffer, Josselyn narrowly beat out Salsa, sailed by David Krausz, Craig Watson and Liz Ellison, by 0.14 points in the low-point average score on six races out of the 10-race series.

The final scoring was determined at the North American Championship regatta, hosted by Richmond YC on October 7-9, where both boats needed points over certain competitors in the eight-boat San Francisco Bay fleet.

"We certainly hoped to do better in the North Americans," said Josselyn, "but we did just well enough to maintain our points lead thanks to a good showing earlier in the season."

Josselyn, who is also the fleet captain, added that "The fleet really likes the reaching courses at Tiburon YC, and, while Salsa managed to win TYC's Behrens Regatta, we won both the Don Wan and the H.O. Lind Series."

Other races in the series included RYC's Big Daddy Regatta and the High Sierra sponsored by Fresno YC on Huntington Lake.

The third place finisher was John Wolfe's Breakaway from the Single-handed Sailing Society.

Earlier in the year, the fleet held a six-race midwinter series that brought boats out of the lakes to sail on San Francisco Bay. Seven U20s raced in the series, which included RYC's Small Boat Mid-winters and the SSS Three Bridge Fiasco. Phil Kanegsberg and Denise Hammond on Udecide won the series by 0.17 points in the low average scoring on four races out of a six-race series, followed by Salsa, and then Uhoo!

"We're glad the fleet continues to expand in boats sailing together" said Josselyn. "Having the North Americans on the Bay as our season finale encouraged us all to hone our skills during the year. It's a very competitive boat, but we were also encouraged that despite our crew's cumulative age of 203 years, we managed to do well in this fleet."

1) Uhoo!, 2.00 points; 2) Salsa, Krausz/Watson/Ellison, SSS, 2.14; 3) Breakaway, John Wolfe, SSS, 3.50. (8 boats)

In the December issue of Latitude 38 we plan to check in with the champions in the various associations that race under PHRF. We'll wrap up in the January issue with a second helping of one-design classes.

If you're a Bay Area fleet captain whose class isn't in this issue, and we haven't been in touch with you yet, ping us at racing@latitude38.com. We don't want you to walk away from this feast hungry!

— latitude/chris
Is every West Coast sailor heading south this year? No, but you might have gotten that idea if you happened to be outside San Diego Harbor at 11 a.m. on Halloween. That’s when the 182-boat Baja Ha-Ha fleet charged south in unison. On board were roughly 600 sailors from all walks of life, some of whom had been waiting for decades to join this fun-focused 750-mile rally to Cabo San Lucas. For many, the two-week event serves as their inaugural step into the laid-back cruising lifestyle.

Although this is our second installment of fleet profiles, we don’t have nearly enough editorial real estate to include them all, but they will all be available to read via the official rally website: www.baja-haha.com.

Please note: Profiles presented here were randomly selected. The * symbol next to the boat’s name indicates that the boat has crew aboard under age 20.

Circadian — Solar 40
George Phillips, Ventura
Circadian was built in England more than 40 years ago,” says George, a 67-year-old information architect, “She’s a tank, as she was T-boned by a ship and didn’t even sink.

“For years she languished on the East Coast. I bought her in South Carolina from a couple who had gutted her and started a restoration. I’ve continued the restoration for the last five years.

“I’ve been reading Latitude since it was published on stone tablets,” he adds, “and first learned about the Ha-Ha some time during the Cenozoic Era.”

Dakota* — Hunter 42
Ryan & Christina Dixon, San Mateo
Ryan, a 40-year-old airline pilot, and Christina, an attorney, will have their sons Elliott, 7, and Finley, 3, along as crew. “We’re a young couple with kids who probably shouldn’t be doing this at this point in our lives,” they say, “but screw it.”

Day Dream — J/122 (40 feet)
Robert & Ian Day, Newport Beach
Robert, a 55-year-old retired BMW dealer will be sailing with his 25-year-old son Ian, Jeff Kaiser and Ken Fehrstrom.

“It can’t get much more interesting than having a young artist, two retired guys, and the commodore of the world-famous Lahaina YC as crew,” says Day.

Dolce — Cape Dory 33
Tony Bishop & Diane Grieman, San Francisco
Tony, a retired 54-year-old stage technician, and Diane, a middle-school Spanish teacher, will have Elvin Wical and Dan Dowd along as crew.

“We started planning this trip a couple of years ago when our landlord told us he wanted to sell the house and we would have to move,” says Tony.

Dreamweaver — Custom Trawler
Ken & Dottie Saville, San Diego
Ken, a 62-year-old retired plumber, and Dottie, a retired administrator, built Dreamweaver at an altitude of 8,000 feet at their remote mountain property near Big Bear Lake. “We took six years to build her using solar energy and many recycled parts. Snowstorms added to the adventure.” They will have Ade and Joanne Salzar along as crew, and are bringing a motorcycle on the boat for inland travel.

Empyrean* — Mayflower 48
Tom & Shelly Wada, Long Beach
Tom, 50, a pipeline controller, and his wife Shelly will be doing the Ha-Ha with Kaitlyn Nichols and Emily Wada. “We are an almost all-female boat, right down to the dog,” jokes Tom.

Festina Lente* — Beneteau 45
San Francisco
Alex, 34, and his youthful crew are “loaded with toys, surfboards and kiteboarding gear, plus scuba, spearfishing and deep-sea fishing gear.”

Along on the joyride will be contractor Tod Faleke, 34, and Peter Aaron, 33, and Dan Rhodes, 35, both pro kiteboarders.

Fields of Gold — Beneteau First 45.5
Alex Cartwright, San Francisco
Alex, 34, and his youthful crew are “loaded with toys, surfboards and kiteboarding gear, plus scuba, spearfishing and deep-sea fishing gear.”

Joel Eisenberg, Portland, OR

Fiddler’s Green — Ta Chiao CT38
Jeffrey Glasse, Marina del Rey, CA
“I’ve been thinking about the Ha-Ha since moving aboard in San Francisco in 2005,” says Jeffrey, a 46-year-old CEO.

“That was two boats and three cities ago. I’ve spent the past month removing systems rather than adding them,” he says, “because I like to go sailing, not bring my condo with me into the ocean.”

Fixin To — Hylas 44
Jim & Sharon MacIntosh, San Francisco
“We did our first Ha-Ha in 2010,” say Jim, 66, a property manager, and his wife Sharon. “Last time we missed the first night in Turtle Bay because of equipment problems, but this year we’re going to make sure we don’t miss a single party.”

And Sharon live in Oklahoma but have kept their boat on San Francisco Bay since 2004.

Gadabout — Tayana 48DS
Arthur & Paula Wagner, Anacortes, WA
“When I started flight school in the mid-90s, my buddies would use beer to lure me into being rail meat during local regattas,” recalls ‘Wags’, a 47-year-old retired naval aviator.

“The Ha-Ha will be the third major leg — after our trip to Alaska and our trip to San Diego — in our planned circumnavigation. We were heading south anyway, so why not join up and meet nice people and catch some tasty waves?”

Golden Rose — Ortona Navi 92
Joel Eisenberg, Portland, OR
Joel screwed up and forgot to enter by the September 15 deadline. The Rally
Committee let him in anyway. Believe it or not, at age 82, he is not the oldest skipper in the fleet (see Oriana), but he’s been boating for more than 60 years.

**Harmony — C&C 40**
*Melody Kanschat, Marina del Rey*

“I am entering Harmony on behalf of the Women’s Sailing Association of Santa Monica Bay,” reports Melody, a museum executive. Jeannea Jordan, an executive recruiter, will be one of the crew.

“I serve as the Women’s Sailing Association of Santa Monica Bay’s 2016 commodore,” says Melody, “and what better way to end my year of service than to bring a bunch of members with me on the Baja Ha-Ha?”

**Intrepid* — Catalina 310**
*Anthony Drohan, San Francisco*

Lots of fathers would like to be in Anthony’s shoes — or should we say flip-flops — because he’s going sailing offshore with his sons, Noah, 16, and Elias, 13, along as crew. He quotes Joshua Slocum: “To young men contemplating a voyage, I would say go!”

**Irish Eyes — Catalina 34**
*Greg Brown, San Diego*

“People worry too much,” says Greg, a 65-year-old computer engineer. “For example, when I began to prepare for this year’s Ha-Ha, I was worried about how to tell my boss I was going to go sailing for as much as a month. “My worries were unfounded, because I got laid off in June. Now that I’m no longer employed, I’m hoping to do the Pacific Puddle Jump, too.” Greg’s crew will include Howard Eisenmann, 70, a retired airline pilot, as well as Mark Delin and Tom Trebelhorn. “With such great crew, I couldn’t not do the Ha-Ha.”

**Jersey Girl II — Irwin 65**
*Kenny Knoll & Donna Tally Mahwah, NJ*

“I started sailing as a child with a Kool Cigarettes sailboat, so I’ve been at it a long time,” says Kenny, 55, a corporate pilot. “My friend Donna, a court reporter, and I have a motto: ‘This [being on a yacht] doesn’t suck.’ Actor Dudley Moore recited that line in the last scene of the movie Arthur. He was right.”

**Kea — Nor’West 33**
*Erik Holback & Kaitlyn Anthony San Francisco*

Erik, 29, discovered cruising young. “I sailed from San Francisco to Panama on Toucan, my parents’ catamaran. We even did the Ha-Ha. I never lost the urge to get my own boat and share the lifestyle with my wife Kaitlyn.”

**Mango* — Wauquiez 43**
*Scott & Kristen Melilieke Edmonds, WA*

“We sold the house and moved aboard last fall (2015),” explain Scott, 46, an IT manager and Kristen, a physics instructor. “That was the wettest winter on record in Seattle. We survived without a mutiny, with our dogs aboard.” Round out the crew are daughter Emma, 15, son Adam, 11, and friend Karen Duggan.

**Me TOO* — Catalina 42**
*Clayton & Jill Corbin, Coronado*

“You can’t control the wind, but you can adjust the sails,” says Clayton. He should know, as the 40-year-old is a meteorologist, while his wife Jill runs an RV park. Briley Cordin and Dave Huey will be their crew for the Ha-Ha, but this is the start of Clayton and Jill’s circumnavigation.

The unusual name for the boat comes from the two words that Clayton’s grandparents, a real love story, say to each other all the time.

**Me TOO** — Catalina 42**
*Clayton & Jill Corbin, Coronado*

“You can’t control the wind, but you can adjust the sails,” says Clayton. He should know, as the 40-year-old is a meteorologist, while his wife Jill runs an RV park. Briley Cordin and Dave Huey will be their crew for the Ha-Ha, but this is the start of Clayton and Jill’s circumnavigation.

The unusual name for the boat comes from the two words that Clayton’s grandparents, a real love story, say to each other all the time.

**Mojo — Jeanneau 36i**
*Dave Kramer, Santa Barbara*

David, 49, is a “tech guy.” He’ll be sailing south with his friend Larry Leveille, a manager. “Don’t rush us, because we’re not good at making decisions,” Kramer jokes. “We’ve been thinking about doing the Ha-Ha since the first one in 1994.”

**Nellie Jo — Westsail 32**
*James & Deena Mitchell Long Beach*

James, 55, a retired sheet-metal worker, and his wife Deena, a chef and manager of a Godiva shop, will have Rob Curtain along as crew. “This will be our first big voyage,” they say, “so we’re happy to do it with lots of others.”

*Nellie Jo is plenty rested for the trip, as the previous owners didn’t take her out of the slip in 18 years.*

**New Moon — Catalina 42 Mk II**
*Hans Kosten & Carole Walsh Marina del Rey*

Hans, 72, a retired consulting engineer, and his fiancée, Carole, a retired RN, are thinking about getting married on the Ha-Ha. That would be a first.

Hans is a vet of the transatlantic voyage celebrating the 500th anniversary of Columbus ‘discovering’ the New World.

**No Worries — Jeanneau 45.2**
*Mike & Wendy Scheck San Francisco*

We were thrilled to see that Mike, 59, and Wendy signed up this year, as few sponsors have actually sailed the course in all the years we’ve been running the Ha-Ha. They own Scanmar, which markets Monitor windvanes and similar products. Friend Hal Lyman will round out the crew for the trip south.

**Oriana — Acapulco 40**
*Ed Atkin, Brookings, OR*

The Ha-Ha creates opportunities for us to meet remarkable sailors such as Ed, a retired pharmacist. Now 88, having completed a 20-year circumnavigation, he’s still going strong and looking for new adventures. Joining him on the trip south will be Rose Gender. After the rally, they may head off to Hawaii — or not.

**Pocahontas — Hunter 46**
*Jacqueline Sayre, San Diego*

“Give me adventure or give me death,” says Captain Jacqueline — aka Jac-Q-Lion — a property manager. The sprint to Cabo should satisfy her thirst for excitement. The crew includes Marky Mandel, Dave Grunfor, Sean Germon, and Honey Carson.

**Purple Dream — Passagemaker 53**
*Cody & Theresa Hanzik Corpus Christi, TX*

“Life is too short not to have fun,” says Cody and Theresa, who are both in their mid-30s. The timing of the rally fit in perfectly with the couple’s plans, as they are ultimately heading down the coast to Panama, then through the Caribbean to Texas. Cody is an oil and gas engineer. Theresa is a high-school band director.

**Quixote — Hunter Legend 35.6**
*Kevin Karrick, Sacramento*

Kevin, 53, who is in construction, will have John Fountain, 53, Sherri Fountain and Niel Burkhart as crew. “I really tried
to get out of sailing when my son was born seven years ago," says Kevin. "I didn’t think there was enough time for family, work and sailing. But it turns out my son really likes sailing, too. So here we are. There is a God!"

**Reistyst** — Hans Christian 38 Mk II
Dennis Synnes, Seattle, WA
Dennis, 54, a physician assistant and RN, will be sailing south with friend Roland Sando, 50. "After 30 years as a Special Forces medic in Vietnam, Iraq and Afghanistan, and too many years in too many emergency rooms, this boat is my magic carpet to quiet solitude and warm friends," says Dennis.

**Sail a Vie** — Ericson 35 Mk II
Phil & Joann MacFarlane
Redwood City
Phil, 54, an electrician, has done three Singlehanded TransPac's and return trips, and seven Ha-Ha's. His crew will include wife Joann, who is in tech, Alicia Bonella, Sherry Smith, and Singlehanded TransPac'er Synthia Petroka.

"I didn’t know how to sail when I bought Sail a Vie," says Phil. "I knew how to windsurf, and thought it would be cool to live on a sailboat. It has been."

**Single D** — Hudson Force 50
Tod & Donna Bowman, Carlsbad
"It's taken 15 years to rebuild this boat and get her ready to go on this rally," says Tod, 52, a dentist, who will be sailing with his wife Donna, a retired teacher. "Single D may not be the fastest boat in the fleet," says Tod, "but she's filled with love and has a great ice-maker."

**Stainte** — Alajuela 38
Joseph & Cathi Kiernan
Kingston, WA
Joe, 60, the owner of a marine- and heavy-duty diesel repair business, and his wife Cathi, a banker, report that their Alajuela "goes like a freight train to weather, tracks like a monster in big seas, and has run at 10 knots hour after hour when things were up."

**Soirée** — Beneteau 473
Martin & Carol Kratz
Redondo Beach
Martin, 63, an airline pilot, says he’s not sure why he and his wife Carol, a housewife, and friend Terri Foley are doing the Ha-Ha. "Because the boat is paid for? Because the hull is white?" he muses.

**Sonamara** — Island Packet 420
Lou & Patrice Haggerty, Brisbane
"We should have done the Ha-Ha last year," says Lou, 60, a mechanical-design engineer, "but I had an accident skiing in January 2015 that changed all our plans. I broke just about everything in my body and am quite lucky to be alive and not paralyzed." His wife Patrice will be his crew.

**Striker** — Solaris Sunstar 36
David Woboril & Eileen Dirner
Portland, OR
"Our boat is a rare Lerouge design that is the predecessor to the Manta catamaran line," says David, 60, a retired attorney, and Eileen, a retired nurse. "We brought the boat back from the brink with three years of work while commuting between California and Portland." Scott Kauma will be their Ha-Ha crew.

**Top Cider** — Kelly Peterson 44
Charles & Sharon Podlich
Orondo, WA
"I answered the call of the land, and now I’m hearing the call of the sea," ad-
**MEET THE FLEET**

**Vital Spark — Ericson 29**  
Matt Miller & Anna Judd  
Long Beach  
Matt, 34, a CEO, will be accompanied by his wife Anna and crew Tony Baldin, who abide by the motto: "Whatever your labors and aspirations, in the noisy confusion of life, keep peace with your soul."  
"Vital Spark is a possessed by the spirit of an Arabian warlord, and thus can weather any storm."

**Wainui — Cal 48**  
Mark Coleman & Stephanie York  
Ventura  
"It’s the Poobah’s fault that we’re entered," says Mark, 61, a concert lighting and video expert. "I was a little drunk while talking to him at the Banderas Bay Blast party last year. I explained that I’ve worked for Jon Bon Jovi for many years. The next thing I knew, I was entry #1 in this year’s Ha-Ha. But after 30 years of touring, anything that gets me on the water is a good thing." Stephanie, Mark’s wife, is an executive coach.

**Wind Rose — Catalina 470**  
Steven Roberts & John Betts  
San Francisco  
Stephen, 61, is a San Francisco bar pilot, who will be sailing with John Betz, 61, a Port of Los Angeles harbor pilot, Tom Hill, and Jim Morgan.  
“Our group is made up of guys who attended the California Maritime Academy together 40 years ago,” says Steven, “and we all went on to become big-ship captains or pilots on the West Coast. We are notable for both doing a number of recent deliveries of Transpac boats back to California, and for being dumb enough to do them for free!”

**Windrose — Tatoosh 42**  
Edward & Debi Rauch, Las Vegas  
Ed, 54, a retired auto mechanic, and his wife Debi, a coordinator, have perhaps the most interesting cruising dream of all: “After the Ha-Ha we will sail to the South Pacific, where we will follow in the 75th anniversary of many of the World War II battles that were fought in the Pacific.  
“We will document them on YouTube in remembrance of our veterans and the sacrifices they made for our freedom. In order to do so, we will take the longest route possible.”

We wish the entire fleet fair winds, hot weather and lots of laughs as they breeze south. Look for a complete recap of this year’s rally in the December issue of Latitude 38.

— latitude /richard & andy
It was not the regular crowd in the yacht club bar. Especially for a Wednesday. It was way too crowded, and mostly with strangers. But this was not just another corporate rental. I could tell — or at least I thought I could tell — by the way these people walked that they were sailors. Of course, the casual dress might have been a more obvious giveaway, but sometimes business groups are down-dressed too when they rent the club. These people walked like sailors.

“What’s the event here tonight?” I asked the only known club member I could find in the room as I pried myself into a small space next to him at the bar. He was watching a football game on the TV overhead, mostly oblivious to the activity all around him.

“Something about a ‘crew list’ party or some such,” he said. “I think it’s related to a cruising rally to Mexico.”

My friend was more of a powerboater than a sailor, so that was as much detail as I could get from him. The bartender was too busy for me to get her attention, so I decided to circulate for a bit and see if there was anyone at the party I knew. It didn’t take long.

“Max!” shouted Lee Helm from halfway across the room. “It’s, like, so cool that you’re here. Are you going to Mexico this year? With your boat? Or looking for a crew spot?”

Lee Helm is a grad student at the university, and I didn’t think she would have time to go cruising until her thesis was finished.

“No, I can’t take that much time off from work,” I said sadly. “Are you going?”

“For sure!” she answered. “But I’ll only be away for ten days, can’t stay with the boat all the way to Puerto Vallarta. We’re looking for two more crew, BTW. Come on over to our table; we have an awesome pupu plate.”

“Oh, thanks. Do I have to buy a ticket?” I asked as she led me toward the dining room.

“I’ll sneak you in,” she whispered, and then marched me past the person guarding the dining room entrance at well above hull speed.

“He’s with me,” she explained without slowing down. We were out of range by the time there was a response from the gatekeeper.

“New recruit?” asked Lee’s friend at the dining room table, who I learned after we were introduced, was the owner of Lee’s ride to Mexico.

“He’s a very experienced sailor,” said Lee.

It was an attractive offer, once the details were disclosed: Big boat, downwind route, beach party at every stop, and best of all, a full-time cook onboard. But I just couldn’t take the time off work.

“What about that woman who was here a few minutes ago?” asked Lee. “I thought she’d be, like, a great addition to our crew.”

“Maybe, but she looks like the type who gets seasick,” said the owner.

“Don’t you do a shake-down sail in the ocean, just to see who has sea legs?” I asked.

“Don’t need to,” the skipper answered. “I can tell.”

“How?” Lee and I asked simultaneously.

“It’s the walk. The stance and the body sway. Plus, I did an eye-motion screen, and she didn’t pass.”

I looked at Lee, thinking this skipper might be a few clicks short of a full hoist.

Sensing our skepticism, the cruising skipper explained further: “There’s new research that demonstrates what I’ve suspected for years: Certain characteristics of how people stand and how they walk are reliable predictors of susceptibility to seasickness. Not 100% reliable, mind you, but the correlation is clear. It’s a good first screen.”

“Who did this research?” asked Lee.

“One of the best papers on the subject is by Stoffregen and Chen,” the owner said, “published just three years ago.”

Lee, as usual, was quick on the draw with her smart phone.

“Here it is,” she announced after just a few seconds of online searching, during which I barely had time to sample some of the assorted sushi snacks on the table.

“Archeologists have recovered remains of ships up to 8,000 years old,” she read from her phone, “while other evidence suggests that human seafaring domestication are less than 6,000 years old. Thus, watercraft may be the earliest form of vehicular travel.”

“That’s just the intro,” said the cruising skipper. “Look at the graphic that relates sway movement to susceptibility.”

Lee was able to explain, after a few minutes reading the test protocol while I sampled more sushi, that “sway” in this context was the movement of the center of gravity of a standing test subject, measured by a pressure plate. Four centimeters of sway is typical, even for a subject standing steady on dry land. The test subjects, students who signed up for a Semester at Sea program on a 600-ft ship, were asked to stand on the center-of-gravity-sensing pressure plate before the ship left port.

“Here it is,” said Lee. “Detrended Fluctuation Analysis” or DFA of the movement of the center of pressure on...
Lee took some time to answer, as she absorbed more of the published research results.

"Actually, it’s sort of the opposite," she said, sounding a little disappointed. "They didn’t find any predictive correlation for pre-voyage stance or the amount of body sway. But DFA turns out to be the parameter that counts. It’s the ‘self-similar’ property of the sway motion. Sort of a fractal thing — if the higher-frequency motions are similar to the slower motions, then the DFA index is high and, like, according to this data, the susceptibility to seasickness is also higher."

"Sounds wacky. Do the authors explain why that is?"

"Individuals susceptible to motion sickness have more rigid or deterministic control of body sway," Lee quoted from the report.

"And you can tell that just from the way people walk?" I asked the cruising skipper. "What do you actually look for?"

"I can tell," she insisted. "I don’t know exactly what it is, but I can tell."

The skipper shook her head. "Sorry, you don’t pass."

"If truth be told," I admitted. "I did get seasick back when I first started ocean racing. But that was decades ago. I haven’t had a bout with mal de mer in years."

"That’s typical. People get adapted to it over time. The test subjects in this study were all ‘maritime novices’ with no experience at sea. Students on a ship for the first time are perfect guinea pigs."

"Hey, this study also looked at land sickness," Lee added, looking up from her phone’s screen. "And like, here’s a great term of art for it: ‘mal de debarkement.’ And the results are weird — here they found that the subjects with the higher DFA index, the ones who got more seasick, had a shorter period of land sickness when they first went ashore. Figure that one out..."

"That explains why I feel like I should bring my harness into the shower stall after a long race," I said. "Any other takeaways in that paper?"

"Stance width failed as a pre-departure predictor," she read. "But they did find that on the first day out, the kids
with a wider stance on that day were the ones who did not get sick. By day two the difference had disappeared."

"Still, I said, "These relationships may be statistically significant, but failing the sailor’s walk test hardly seems like grounds for disqualifying someone from a berth on a cruising boat."

"I use the eye motion test too," the skipper added. "Look at my nose."

She moved around the table to position herself about 18 inches from my face. "Look at my nose," she instructed, and let your head heel over from port tack to starboard and back again. Hold for two or three seconds on each tack, heeled over about thirty degrees."

I did as instructed.

"You fail that one too," she signed. "I think we have a live one," the skipper said. "Another good finding is that taking drugs lengthens the time for adaptation."

"Just as I always suspected," I said. "Another good finding is that taking drugs lengthens the time for adaptation." "Which drugs did they test?"

"Scopolamine," Lee answered. "Three days of Scop patch lengthened habituation time from four days to more than six on a naval frigate, even though it did help the crew who used it get through the first couple of days. But, like, after six days in heavy weather, 23% of the crew who had used Scop for the first three days were still losing lunch, while everyone who did without drugs for the first three days was fully habituated. Crew on naval ships are almost as good as undergraduates on a cruise for doing studies with enough subjects to be statistically valid."

"Is there any hard data on those acupressure wrist bands?" I asked. "I've had crew who swore by them."

"The Navy found them to be about 10% effective," said Lee. "They work, but only for the lucky ones."

"When all is said and done," I said. "I still think people who get seasick should sail to Hawaii instead of Mexico. Even the people who are sick as dogs for the first two days are over it by the morning of day three. They wake up hungry, have a huge breakfast, and they're so happy to be in the ocean and not seasick, probably for the first time in their lives, that they stay in a good mood for the next week."

"Hopping down the coast on the way south doesn’t give you time for that," added Lee. "And, like, there's a lot more to hit. Going to Hawaii, all you have to worry about is sailing over the edge ...."

"But then there are the beach parties ...." the cruiser reminded us.

M eanwhile another prospective crew, with a big name tag that read “looking for a boat” walked toward our table. "I think we have a live one,” the skipper pronounced. "A perfect sailor walk. I can tell."

"Another good finding is that taking drugs lengthens the time for adaptation."

"Look. I can make my eyes stay centered or roll up, depending on the yaw-heel coupling of my neck control."

"Yup," she agreed. "But for some reason this seems to correlate to seasickness susceptibility, especially for first-time ocean sailors with no residual adaptation. Although I'm not aware of any actual published research that supports this one."

"There sure is a lot of published research on motion sickness in general," said Lee, still scanning the literature on her phone. "And the literature supports a few interesting conclusions: One of them is that the half-life of adaptation to vessel motion is about 30 days. For example, if six people are seasick at the start of a sail to Hawaii, and they are all fully adapted to the motion two weeks later when they arrive, and then stay on shore for 30 days, and then sail away again, on average three of them will be seasick again and the other three will still be acclimated."
HAUL-OUTS
- Fast turnaround
- Fixed price
- Prop and shaft work
- Fiberglass and blister repair
- Expert topside painting

SERVICES
- Electrical
- Plumbing
- Equipment installation
- Marine engineering

“Hey fellas, don’tcha know Spaulding’s is THE place to haul out”

Join Us

COMMODORE TOMPKINS BENEFIT PARTY
Saturday, November 5, 2016
2:00 pm - 6:00 pm
For details and reservations, go to www.spauldingcenter.org/events

Gate 5 Road, Sausalito CA 415-332-3721

It's Beautiful... It's Private... It's Home

Making boating easier – and more fun! – is what Oyster Cove is all about. That's why we rate number one with many Bay Area boaters. Oyster Cove is an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips up to 60-ft long. Oyster Cove is the private Peninsula marina closest to bluewater boating. No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

OYSTER COVE MARINA
385 OYSTER POINT BOULEVARD #8A, SOUTH SAN FRANCISCO
(650) 952 - 5540

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Five Minutes from SFO
- Close to Mass Transit
- Heated Dressing Rooms & Showers
- Laundry Room
- Nightly Security Patrol
- Complimentary Ice

www.oystercovemarina.net
THE RACING

J/70 Worlds Hit the Wash Cycle

World-class talent and local heroes peppered the fleet at the Alcatel J/70 Worlds, hosted by St. Francis Yacht Club on the Berkeley Circle September 27-October 1. The 68 boats hailed from 15 countries, and the star power included the likes of first-ever J/70 world champions Tim Healy of Helly Hansen (2014) and Julian Fernandez Neckelmann of Fljotito y Cooperando (2015), the latter fresh from winning the Pre-Worlds at Rolex Big Boat Series; former North American champions Jud Smith (Africa) and Joe Bardenheier (Muse); and former European champion Carlo Albernini (Calvi Network) and reigning Euro champ Claudia Rossi (Petite Terrible). World-class tacticians John Kostecki (Catapult) and Paul Cayard (Calvi Network) both grew up sailing in the Bay Area. Cayard is also a US Sailing Rolex Yachtsman of the Year (1998), as is Fljotito’s tactician Bill Hardesty of San Diego (2011).

The first race, on Tuesday, was delayed during a shoreside postponement, waiting for a 15- to 18-knot westerly to reach the Berkeley Circle. Chris Kostecki of Ross, sailing Jennifer, crossed the finish line first. “We nailed the start,” he said. “The weather end of the line flag starting rule. So Jud Smith’s Africa, out of Massachusetts, took first place in that race.

Jennifer’s competitors took note of her left-side start and crowded that side in the second start. Calvi Network finished with a generous lead over Petite Terrible and Jennifer. “We started on the right side of the course, and we controlled the right side,” said Cayard. “We kept the boat upright on the run and we had some great steering. It’s a long series,” he added.

Wednesday morning’s flat waters would grow steep and nasty in the afternoon’s ebb. Contributing to the churning of the race course surface were a fleet of chase boats, including jury and press boats, looking for all the world like an ad for Protector.

A 13-year-old from Virginia, Gannon Troutman of Pied Piper won the day’s first race. “It was hard in the chop, but it got easier in the flatter water,” said the teenager. Pied Piper sailed low and fast on the downwind leg through the building waves. The young skipper said the win was due to “the start, a later jibe and the right side,” said Cayard. “We kept the boat upright on the run and we had some great steering. It’s a long series,” he added.

In Wednesday’s second race, Fljotito y Cooperando led by 42 seconds for a decisive win, while other teams were getting schooled by the Circle. The day’s press release says it best: “Shrouds kissed the brine and more than one crew watched valuable sand bleed through the metaphoric hourglass as they fought to retrieve their waterlogged kite.”

“IT was windy at the top mark, but we’re having a great time!” enthused Heather Gregg of Muse, the 2014 Corinthian world champion. “It’s tough sailing in such a big fleet — you make a few mistakes and you’re shot out the back.”

Sneaky Thursday started out mellow — and foggier — than the two previous days, but the prediction called for 20 knots by 1 p.m. In the morning race, the right side of the line was favored — none of the series leaders could be found on the left side. The breeze clocked in at 10-11 knots on the first beat, and 14 on the first run. Hooligan rounded the first mark ahead but got passed during the jibe approaching the leeward gate.

Catapult sailed across the finish line first — wing-on-wing. “It felt great to get in a fairly light-air race,” said skipper Joel Ronning. He credited the crew and tactician Kostecki. “I listened to him and we kept the boat going fast.”

“You guys all did a great job, all very close, very lined up,” said Principal Race Officer Mark Foster about the day’s first start. “It was a beautiful sight to see.”
So the second race started under a plain of P (Prep) flag. But then, on the first beat, the fleet leaders appeared to be over-standing the weather mark. Foster abandoned the race after the first lap, at the leeward gate — the weather mark was out of place. "We apologize for that," Foster radioed to the fleet. "We made a significant error in setting the course." Tough luck for Africa, which had sailed around the weather mark and through the gate in the lead.

For the restart, the RC tried the P flag again, but had to recall the start, as too many boats were over early in the building ebb and 17 knots of breeze. The Z flag went up for the next attempt, but 40 boats were over early. The RC rushed for the fourth try and fired the warning gun at 2:22 p.m. Starting under the U flag, a dozen boats were still over early and thus disqualified. The fleet slammed its way uphill through the sloppy waves in 18-22 knots of breeze. Wipeouts dotted the downwind legs, and douses at the leeward gate were fraught with drama. With the unfortunate falling by the wayside, Africa got the gun. "The guys did a good job," said Smith. The youthful crew gave enthusiastic thumbs up to the heavy stuff, but the older Smith said, "I like six knots!"

Everyone was soaking wet, and they still had to beat their way back to the St. Francis. We wondered how the sailors avoid hypothermia in such conditions.

Simon Ling, skipper of the British Corinthian Team RAF Benevolent Fund Spitfire admitted, "It's been a tough series for us — we expected that — but it's been tougher than we thought. Everyone warned us that it was going to be cold and windy. But sailing a keelboat in chop — that's been part of the learning curve."

Friday began with blue skies, a gentle breeze and smooth water. The wind built to 8-10, then 10-15 knots, conditions which Brian Kean's Massachusetts-based Savasana took advantage of for the first bullet of the day. "We got off the line cleanly," he said. "We headed to the left side of the course, and we got into the wind and current." For the second race, the breeze built to 18 and the current switched to ebb. Douglas Strebel's Dallas-based Black River Racing led the way to the finish.

For the third and final race of the day, the chop built to the most extreme of the whole regatta. The out-rushing water swept enough boats over the startline to prompt a general recall, inspiring the RC to fly the dreaded U flag yet again. Petite Terrible had begun the day at the top of the standings and got around the third race first, only to discover they had been over early and were automatically disqualified. Africa scored another bullet instead.

On Saturday, the final day of racing, a half-hour on-the-water postponement preceded the first of two races. In 6-8 knots of breeze, Africa showed the way again.

The return of the ubiquitous ebb chop, plus breeze into the mid-teens, set the stage for the 12th and final race. Getting clear air right at the get-go, Calvi Network won it. But once the scores were tallied, it was Joel Ronning's Catapult that took the crown. "We feel we've sailed quite well," said tactician John Kostecki, a former Marinite. "We put a lot of preparation in, and it paid off," Chris Stocke and Patrick Wilson were the crew.

Rounding out the podium were Flojito y Cooperando and Africa. Shawn Bennett's Tiburon-based USA 32, with Eric Baumhoff, Craig Healy and Jon Perkins aboard, took the Corinthian title.

Yacht Club Costa Smeralda in Porto Corvo, Italy, will host the next Alcatel J/70 Worlds on September 12-16, 2017.

— chris/latitude

**Spread:** a late-afternoon wipeout during the J70 Worlds. Inset: As the youngest skipper, 13-year-old Gannon Troutman won one of a handful of 'fun' prizes — an Alcatel tablet! Turn the page for more scenes from the windswept championship.

---

**ALCATEL J/70 WORLDS, StFYC, 9/27-10/1 (12r, 11-16, 2017.)**

1) Catapult, Joel Ronning, USA, 49 points; 2) Flojito y Cooperando, Julian Fernandez Neckelmann, MEX, 66; 3) Africa, Jud Smith, USA, 76; 4) Calvi Network, Carlo Alberini, ITA, 83; 5) Petite Terrible, Claudia Rossi, ITA, 96; 6) Stampede, Bruno Pasquinel, USA, 136; 7) Sail Newport, Tim Healy, USA, 144; 8) Savasana, Brian Keane, USA, 157; 9) Lickety Split, Stan Edwards, USA, 165.

Each day of racing at the J70 Worlds was followed by socials. Just in case they hadn't already gotten enough exercise on Day 3, sailors and their friends engaged in a game of human foosball at the Thursday-night social.
a westerly breeze on Sunday that kept most of the fleet planing on the downwind legs.

For the U20 North Americans, 13 boats from as far away as Denver and upper Idaho sailed the regatta. Chris Chambers of the Sandpoint Sailing Association in Idaho won the eight-race series, but not without a battle from previous North American champion, Mark Allen of Great Salt Lake YC. Third went to a national champion in the Santana 22, Bob Comstock of Santa Cruz YC. Phil Kanegsberg of Tahoe YC took home the fourth-place trophy.

In the five-race series for the 5.70s, Ben and CJ Anderson, based at Brickyard Cove Marina, scored three bullets to lead the fleet, followed by Marc Finot and, in third, Andrew Rist, both from Sequoia YC. The Andersons edged out the Finot team by just two points.

In the mismatch of the regatta, Steve Cameron in his 19-ft Rondar K6 challenged Ian Chamberlain in his Antrim 22. Bob Comstock of Santa Cruz YC. Phil Kanegsberg of Tahoe YC took home the fourth-place trophy.

Full results at www.richmondyc.org

Ultimate 20 NA, RYC, 10/7-9 (8r, 1t)  

RYC SPORTBOAT REGATTA, 10/8-9 (5r, 1t)  

PHRF — 1) Abracadabra, Antrim 27, Ian Chamberlain, 5 points; 2) 6 Pac, Rondar K6, Steve Cameron, 10. (2 boats)

Full results at www.richmondyc.org

Etchells North Americans  
Last year’s Etchells North American champion, Steve Benjamin, representing Seawanhaka Corinthian YC in Connecticut, fueled Terrapin over the line to claim the 2016 championship. Michael Menninger, Victor Diaz and Ian Liberty were the crew. Hosted by SFYC and staged in the waters from Southampton Shoal to just off the Berkeley shoreline, this three-day eight-race competition attracted top talent from around the US and New Zealand on October 4-8.

Terrapin earned a series score of...
2-1-4-4-6-11/zfp-2-1 for a total of 20. Members of the crew count other recent wins, including runner-up at the 2016 Etchells Worlds for the second year in a row.

Also competing in shifting wind conditions, from a low of 4 knots through 10+ over the course of the three days, was the local boat Lifted, which placed second with Jim Cunningham, Jeff Madrigali, Mark Ivey and Bryn Bachman aboard. In a close third out of 18 boats were the New York-based Ben Kinney and Senet Bischoff on their boat KGB; Clay Bischoff was the third crewmember.

“The folks at the back of the pack are pretty good,” observed the race chair for SFYC, Steve Fentress, “and the folks at the front of the pack are really good. The North Americans had Olympic medalists, America’s Cup veterans, past Etchells NA champions, past Etchells world champions, several that have won world championships in other classes, and many others who have competed in Etchells world championships and finished in the top 10.”

Etchells Fleet 12 and SFYC will return to the spotlight when they host the Etchells Worlds on September 22-30, 2017. The 2016 Worlds, recently held in Cowes, UK, drew 58 boats to the start line. “The last time the Worlds were held on San Francisco Bay, there were over 70 competitors,” said Fentress. “We are preparing for up to 80 competitors in 2017.”

Fentress explained why San Francisco Bay was selected as host for the Worlds. “In late September and early October, Mother Nature can present you with light air as it did for the North Americans this year, heavy air as it did a week earlier for the J/70 Worlds, or a mixture of the two. The race venue has passing lanes on both sides, dampening any local knowledge bias, and it is in a world-class city people travel the globe to visit. Next year’s champion will likely be skilful across multiple conditions.”

The US counts nearly 1,000 of the 30.5-ft one-design boats designed in 1966 by Skip Etchells. See www.etchellsna.com.

— martha blanchfield

Shenanigans Defends National Title
San Francisco Bay was looking wet on October 14-16 for the Express 27 Nationals hosted by Berkeley YC. Despite the weather, the fleet and the race committee were committed to get the full schedule of seven races off for what would prove to be a tight battle, the podium decided only in the final race.

The wind picked up just before the first warning and the fleet shifted down to their #3 jibs. Motorcycle Irene led from the start. At the leeward mark, Motorcycle was still ahead, with Shenanigans in second. “All the boats fought hard upwind in dying breeze,” said Motorcycle’s co-owner, Zach Anderson.

In the second race, Shenanigans was forced to take several sterns to clear out of bad air. “It seemed like it was coming in from the color of the water so we committed to going hard right and it ended
up being the right way to go. We went from 15th or so to first,” said skipper Nick Gibbens.

“We’re in fifth, a point out of third, but that’s a key point,” said John Rivlin of Peaches on Saturday. “We’ve got 24 boats on the line that are all quite competitive. You make mistakes, you get punished.”

Day 2 brought less rain but a lot more wind blowing steadily from the south. By the time the fleet got to the top of the second upwind leg, conditions had turned from breezy to blustery, and the building ebb created significant wave action.

Race 5 — the distance race — would give the entire fleet a run for the money. “The wind started to come in pretty heavy, maybe 25 knots, and we were contemplating not doing the distance race,” said PRO Forrest Gay. “Then it laid down a little bit, we looked at a lot of sensors, talked to a few people, figured out what was going on, and finally went for the distance race. It got a little too windy at the end of that too, but more than two-thirds of the boats got around the course.” More than a few suffered minor damage — spinnaker poles, halymards, kites — some finishing under jib and some retiring, but there was no major damage. “We actually had a great sail. Unfortunately when we rounded Red Rock the main traveler blew out so we had to retire from the race,” said Donald Carroll of Take Five.

Peaches won the long-distance race.

**THE BOX SCORES**

<table>
<thead>
<tr>
<th>Class</th>
<th>Boat</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>505 PCC, SFYC</strong></td>
<td>Mike’s Boat</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Mike Martin/Adam Lowry, SFYC/NYHC</td>
<td>5 points</td>
</tr>
<tr>
<td></td>
<td>Nauti Boys, Howie Hamlin/Andy Zinn, NYHC/ABYC</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>IO Integration, Mike Holt/Rob Woelfel, SCYC</td>
<td>17</td>
</tr>
<tr>
<td><strong>YHA SEASON CLOSEH—</strong></td>
<td><em>J/24</em></td>
<td></td>
</tr>
<tr>
<td>PHRF 1 — 1) Ragtime, J/30, Trig Liljestrand; 2) Jeannette, Frers 40, Henry King; 3) Bodacious+</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>PHRF 2 — 1) Traveler, Express 34, David Ross; 2) Ah, Santana 35, Andy Newell; 3) Mintaka 4</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>PHRF 3 — 1) Double Down, Schumacher 30, Robert Fairbank; 2) Synchronicity, Olsen 25, Steve Smith; 3) Heart of Gold, Olson 911S, Joan Byrne.</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td><strong>505 PCC, SFYC</strong></td>
<td>Mike’s Boat</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Mike Martin/Adam Lowry, SFYC/NYHC</td>
<td>5 points</td>
</tr>
<tr>
<td></td>
<td>Nauti Boys, Howie Hamlin/Andy Zinn, NYHC/ABYC</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>IO Integration, Mike Holt/Rob Woelfel, SCYC</td>
<td>17</td>
</tr>
<tr>
<td><strong>YHA SEASON CLOSEH—</strong></td>
<td><em>J/24</em></td>
<td></td>
</tr>
<tr>
<td>PHRF 1 — 1) Ragtime, J/30, Trig Liljestrand; 2) Jeannette, Frers 40, Henry King; 3) Bodacious+</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>PHRF 2 — 1) Traveler, Express 34, David Ross; 2) Ah, Santana 35, Andy Newell; 3) Mintaka 4</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>PHRF 3 — 1) Double Down, Schumacher 30, Robert Fairbank; 2) Synchronicity, Olsen 25, Steve Smith; 3) Heart of Gold, Olson 911S, Joan Byrne.</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td><strong>505 PCC, SFYC</strong></td>
<td>Mike’s Boat</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Mike Martin/Adam Lowry, SFYC/NYHC</td>
<td>5 points</td>
</tr>
<tr>
<td></td>
<td>Nauti Boys, Howie Hamlin/Andy Zinn, NYHC/ABYC</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>IO Integration, Mike Holt/Rob Woelfel, SCYC</td>
<td>17</td>
</tr>
<tr>
<td><strong>YHA SEASON CLOSEH—</strong></td>
<td><em>J/24</em></td>
<td></td>
</tr>
<tr>
<td>PHRF 1 — 1) Ragtime, J/30, Trig Liljestrand; 2) Jeannette, Frers 40, Henry King; 3) Bodacious+</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>PHRF 2 — 1) Traveler, Express 34, David Ross; 2) Ah, Santana 35, Andy Newell; 3) Mintaka 4</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>PHRF 3 — 1) Double Down, Schumacher 30, Robert Fairbank; 2) Synchronicity, Olsen 25, Steve Smith; 3) Heart of Gold, Olson 911S, Joan Byrne.</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td><strong>505 PCC, SFYC</strong></td>
<td>Mike’s Boat</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Mike Martin/Adam Lowry, SFYC/NYHC</td>
<td>5 points</td>
</tr>
<tr>
<td></td>
<td>Nauti Boys, Howie Hamlin/Andy Zinn, NYHC/ABYC</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>IO Integration, Mike Holt/Rob Woelfel, SCYC</td>
<td>17</td>
</tr>
<tr>
<td><strong>YHA SEASON CLOSEH—</strong></td>
<td><em>J/24</em></td>
<td></td>
</tr>
<tr>
<td>PHRF 1 — 1) Ragtime, J/30, Trig Liljestrand; 2) Jeannette, Frers 40, Henry King; 3) Bodacious+</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>PHRF 2 — 1) Traveler, Express 34, David Ross; 2) Ah, Santana 35, Andy Newell; 3) Mintaka 4</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>PHRF 3 — 1) Double Down, Schumacher 30, Robert Fairbank; 2) Synchronicity, Olsen 25, Steve Smith; 3) Heart of Gold, Olson 911S, Joan Byrne.</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

**The Hobie 16/18 North Americans sailed off the beach at Puerto Peñasco, Mexico, on October 9-14. See www.regattanetwork.com/event/11709 for the rather lengthy results.**

“We had a really great downwind reach into Red Rock. It was a lot of fun with a really awesome tactical battle going into the rock,” said Michael Rivlin, helmsman of Peaches. Day 3 started out with a light drizzle and a one-hour dockside postponement. Light, shifting breeze and a persistent drizzle dominated the day, but, as promised, the race committee got two races off, and every point counted. Irene got the lead back, winning Race 6, while Shenanigans finished fifth.

Between races, the wind threatened to come up, with half the fleet swapping out the genoa for a #3 jib. It was fierce.
on the line, the top boats needing a good start and clear air to get ahead. Half the fleet was over early, leading to a general recall and the I flag flown (signaling an around-the-boards start). The second time around, the line was a little more civil.

Halfway up the beat the wind died again and there were more than a couple of bald-headed headsail changes before the windward mark. Shenanigans got there first, with Irene caught out on the wrong side of the shift. Shenanigans took the race and the regatta. When the awards were handed out, Gibbens took the race and the regatta. When the awards were handed out, Gibbens thanked his crew for helping him get his second national title in as many years (his fifth total).

Anderson, the fleet president, closed out the regatta echoing the sentiments felt throughout the weekend—a friendly, supportive atmosphere and a lot of tight racing.

— Jenn virkus

The victorious Express 27 Shenanigans’ crew, left to right: Nick Gibbens, Keith Stahnke, Steve Marsh, Ashley Burke and Seadon Wisjen.

**EXPRESS 27 NATIONALS, BYC, 10/14-16 (7r, 0t)**


Full results at www.express27.org

**52nd Shields Nationals a Close One**

College sailing teammates John Burnham and Reed Baer co-skippered the winning boat at the Shields Class Nationals on September 28-October 1 in Monterey, finishing at the top of a fleet of 17 by the narrowest of margins. In fact, the final result of the seven-race series was a three-way tie among three former national champions: Burnham/Baer, Bill Berry of Marion, MA, and Michael Polkabla of Monterey. The scoring rules broke the tie in Burnham/Baer’s favor over Polkabla by virtue of their having two first-place race finishes to Polkabla’s one first. But to beat Berry, who also had two firsts, the count-back went to second-place finishes (both teams had two), all the way to thirds. Burnham/Baer had two thirds to Berry’s one.

Throughout the regatta, Monterey Bay served up good winds, waves reaching six feet or even higher, and a remarkable assortment of seals, sea lions, otters and more. But the entire fleet had the thrill of a lifetime during one spinnaker leg when a humpback whale surfaced amidst the fleet and swam alongside the Shields for...
several minutes.

The Monterey fleet and members of Monterey Peninsula YC set a new standard for hosting a Shields Nationals, with dozens and dozens of volunteers handling the race-committee work, shoreside social arrangements, hosting for the visitors, and an extensive boat-loan program. This was the first time the event had been held in Monterey since 1984, and the visitors all hope it will return again soon.

The Shields class one-design sailboats are 30 feet long, and Burnham and Baer race their boat, Grace, in Newport, RI, out of Ida Lewis YC in a competitive Wednesday night series all spring and summer. To race in Monterey, the Grace team had to qualify in their home fleet to represent Newport and earn the loan of a boat from MPYC, which generously loaned half of their 17 boats to visiting teams.

The winning crew at the Nationals included John’s wife, Rachel Balaban, long-time bowman Peter Schott, and another former teammate from the Brown Sailing Team, Ted Hood. Schott, Baer and Burnham have now won the Shields Nationals three times since 2001.

Mason’s Island YC, in Mystic, CT, will host the 2017 Shields Nationals in late September.

— John Burnham

THE BOX SCORES

SPINNAKER C — 1) Nancy, Wyliecat 30, Pat Broderick, 6 points; 2) Inconceivable, J/88, Steven Gordon, 7; 3) Courageous, J/88, Gary Panariello, 17. (5 boats)

SPINNAKER — 1) Serendipity, Cal 29, Phil Hyndman, 7 points; 2) Abba Zaba, Tartan Ten, Greg Arkus, 8; 3) Maxine, Yankee 30 MKII, Stephen Spoja, 10. (14 boats)

NON-SPINNAKER — 1) Hatter, J/100, Michael Coleman; 2) Lita-K III, Catalina 42 MKII, John Karuzas; 3) Joker, J/35, Elvin Valverde. (3 boats)

NON-SPINNAKER >149 — 1) Maverick, S2 7.9, Frank Gonzalez-Mena; 2) Cold Drinks II, Newport 33, Steve Strunk; 3) Honey Moon, Cal 2-29, Bruce Chispa. (9 boats)

If we missed your club’s Beer Can Series standings and you’d like to be included in the December issue, please compile the following information: Boat name, model/length, skipper’s name, and points, for at least the top three finishers. Also include the number of races in the series, the number of throwouts, if any, and the number of boats racing. Then email the info to racing@latitude38.com by November 10.

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

October’s racing stories included:

- Golden Globe Race Update
- Merlin Splashes • Masters Regatta
- Joan Storer Regatta
- Sailing Hall of Fame Inductions
- More on the J/70 Worlds
- Express 27 Nationals
- Plus previews of the Great Pumpkin Regatta, Midwinter Series, and more.

Also, turn the pages of this month’s issue back to the Sightings section for stories about the America’s Cup, Richmond YC’s Beer Can Series, and the upcoming Vendée Globe.
all the races of the day. Around Race 5, however, the stress started to emerge. Citing the extreme conditions, newcomers Robert and Caitlin decided to hang up the hiking pants and call it a day. It was a prudent call. The lightweight crew of Al Sargent and his son Ethan took to the docks for the final two races of the day to preserve strength for Day 2. Matt and Maddy started the last race of the day with every intention of winning, but it was not to be. The sheer force of the wind combined with a full hike caused the windward shroud to shear near the hounds. The mast came crashing down with the sound of thunder. The crew looked over at the race committee with weary eyes and shredded rigging in hand.

"Our work is done here," said PRO Amanda Kleha. "Any more of this and we’ll be breaking spirits instead of boats." After eight races, the day was done.

Delectable treats from the grill and some high-quality beer made for a rau-
cous time at Inverness YC.

Day 2 was an extended game of online, multi-player chess played with a blindfold. Combine the light winds following a storm with the generally fickle nature of Tomales Bay and a strong flood, and you’ve got conditions that will befuddle even the best sailors.

The regatta came down to the final race, as it seems to every year. This year it was Matt and Nicholas/Avery/Maddy’s turn to take the trophy.

A word of caution: junior sailors Ben Fox, Nicholas Sessions and Ethan Sargent look poised to challenge for the podium in the years to come.

— steve kleha

Race Notes
US Sailing is accepting nominations for Rolex Yachtsman and Yachtswoman of the Year this month. Through November 30, US Sailing members may nominate the one male and one female sailor they believe has turned in the most outstanding on-the-water performance during 2016. Go to www.rolex.ussailing.org.

The Extreme Sailing Series has announced a return to the Americas for the first time in six years. The foiling G32 catamarans will come to San Diego on October 19-22 and Los Cabos on November 30-December 3, 2017. See www.extremesailingseries.com.

Our desk has been dusted with a flurry of press releases from the Volvo Ocean Race lately. Our favorite: new rules for 2017-18 that encourage including women as part of the onboard crew. The around-the-world race will limit all-male crews to seven sailors, one fewer than in 2014-15, and give mixed teams a significant numerical advantage. See www.volvooceanrace.com.

— latitude/chris
How Chartering Led Two Small-Boat Sailors to a Life-Changing Decision

What do Hobie sailors do to relax? They charter a big cat where they can sail all day with a beverage in hand and stay dry! Years ago, a group of Hobie sailors started chartering boats in far-away places, inspired by the fact that the Hobie Worlds was staged at fantastic locations around the globe.

My first opportunity to join this group was about 10 years ago in Belize, where we took all 11 cats available in the charter fleet for a weeklong trip. I had my two boys with me: the youngest was eight and the oldest person aboard was 88. A week aboard a Fountaine Pajot Bahia 46 was quite a treat.

Several years later, the Hobie sailors were at it again and sought out another Hobie sailer who chartered her own cat named Safari in the British Virgin Islands. Safari is a Lagoon 440 with the steering station on top and plenty of room for everyone to be together as you’re cruising along. With nine aboard, my girlfriend and I became quite smitten with the chartering life and sought to do more trips — especially after falling in love with the Lagoon 440.

Last year, we followed Latitude 38 editor Andy Turpin’s lead, after reading his article about sailing a 55-ft Carbon Catana through Tahiti’s Leeward Islands. With a group of friends, we flew out to Tahiti and chartered a similar 55-footer from Dream Yachts. For 10 days we toured around Raiatea, Bora Bora and Taha’a, where Monique and I were married on a motu (islet) at the end of the trip.

We fell in love with the chartering life and have had the opportunity to go several places and compare several catamarans. Of course, we decided that we needed to find a cat of our own to call home.

Deciding on which boat to buy was by no means easy, though. One thing we knew was it had to be a catamaran. The question really came down to whether she should be built for speed or a ‘room-a-ran’, as they say. The several charters we’d done on different boats made us realize that 90 to 95% of the time we would be anchored in a beautiful cove, relaxing. So, although speed and performance were still important, these were no longer the driving forces behind our decision-making.

We really loved the Lagoon 440 that we’d chartered in the British Virgin Islands. The steering station on top had plenty of room for everyone to be together while cruising, and its four staterooms with ensuite bathrooms had plenty of space to comfortably accommodate four couples, without feeling crowded. We also adored its forward cockpit — or ‘conversation pit’ — for hanging out and visiting. And quite honestly, its performance is perfectly fine. The Lagoon 440 was simply the best choice for us.

Once we’d decided on the boat we wanted, the next step was to find one in our price range that was in great condition. We went through all the listings we could find, put them into a spreadsheet with their pros and cons, went to visit most of them that were in the States and BVI, then almost gave up and shelved the idea of buying a boat for a year or two — perhaps when we are “more ready,” we thought.

We looked at boats that were coming out of large charter companies and others that were private-party sales. Our goals (or should I say our wishes) came down to finding a non-chartered, ‘owner’s version’ with low hours on both diesel engines and the generator — a boat that had been owned by ‘a little old lady who never used it’, right?

It took looking at several boats to finally decide what we could live with and what we simply could not live without. We were just about ready to give up when we met a fellow who had just purchased his Lagoon 440 and tricked it out as we would have done — in fact, I recall making notes on how we would make changes on our boat to match his when the time came. We’d called the guy to ask him to preview a boat for us that was in his neck of the woods, to see if it was worth our while to fly cross-country to view it. We were thrilled to hear that our article played a role in inspiring John and Monique’s French Polynesian wedding.
to view it.

During that conversation, he happily agreed to do so, but also informed us that his boat was for sale if we were interested! Oh my! We crunched numbers ‘til we were numb and decided to go for it.

We had met this fellow in Tortola during one of our boat hunts when he motored into the marina where we were staying. We grabbed his docklines, told him how much we admired his boat and told him we were eager to pick an “owner’s brain,” as we were shopping for a boat of our own. It turned out we were kindred spirits. A couple of dinners and a few beers later we had shared life stories and found a new friend. He shared with us all the love he had poured into the boat, not from a sales perspective, as none of us had any idea of what would soon happen, but we bonded through a mutual love of boating.

He was sailing back to St. Thomas and we asked if he needed crew to take her back. He obliged our obvious excitement about spending more time on a Lagoon 440. During the trip, he showed us all the upgrades he had done to her, explaining why he had done these things, and what to look for as we continued on our quest for our own boat.

We made it back to St. Thomas, helped with a few boat chores, and flew off to the Miami Boat Show to continue our quest to find a boat “just like that one!”

Now you know how the story ended — but wait, there’s more, as they say. We had many issues to work through. Where to keep the boat was a big one. We contemplated leaving her in the BVI, but soon realized that Mexico would be our destination. We run a seasonal business in Northern California and have many friends cruising Mexican waters already whom we planned to connect with, so Mexico would be our destination. We also thought we could do the Bash North for a summer and run the Baja Ha-Ha back down to Mexico.

Then came the question of how to get our new boat there. She would have to come through the Panama Canal, of course. The owner had also wanted to go through the Canal so he agreed to join us, which gave us a great opportunity to learn about the boat during an actual voyage.

We flew down to Panama, bumped across the isthmus by car to Shelter Bay Marina, which lies near the Caribbean entrance to the Canal, and started a very intense weeklong course learning about our new acquisition. We packed everything into our heads that we could possibly fit and then some, took pictures, and made notes.

After completing the Canal transit, Monique went home to manage our business while I took on a hired captain and crew to travel up the Central American coast, bound for Mexico.

Nineteen hundred miles and 20 days later, we arrived at La Cruz, in Banderas Bay, and there our lovely cat now sits — now named Baja Fog — enjoying a sweet little marina (Marina Riviera Nayarit), which has a great community of cruisers whose company we enjoy every time we fly down to spend time aboard.

If you are contemplating buying a boat away from home, whether for chartering or private use, here are things we did right and some things we should have done differently:

1) As she was recently purchased by the previous owner, there was a marine survey available along with all the invoices, and pictures of haulouts and other work that was done to her to address any and all issues. The boat had even transiting the Panama Canal is high on many travelers’ bucket lists. Monique and John took delivery of their new boat there.
been hauled, had her bottom painted, and new thru-hulls had been installed four weeks earlier in Antigua, so we felt comfortable with that. As we had sailed her from Tortola back to St. Thomas, we felt we had done our sea trial on her and felt so comfortable with her that we did not haul her out in Shelter Bay when we took possession. In hindsight, we should have done this. It wouldn’t have changed our decision to purchase her, but by hauling there we would have been able to address some very important issues.

2) If you are hiring a captain and delivery crew, do your research — ask for references and call them! Remember, what is posted on the Internet is only what that person wants you to see. We ended up with a scoundrel of a captain who was not at all what he passed himself off to be. (Everyone survived but it was not a good experience.)

3) We had originally planned to put our boat into one of the charter companies. However, we found that with this particular boat, there are many special features, and we felt the wear and tear of bareboat chartering would take a toll on her. Someone who has a boat in charter told us, “You have to be very thick-skinned,” and we found that we were not thick-skinned enough to try that adventure.

4) You know that video feature on your smart phone? Use it! I wish we had done this during our intense week with the former owner. We took pictures of things, but I totally forgot about the phone’s video capabilities, and it would have come in handy when trying to remember what steps to take to run and service the watermaker, for example.

5) We love where we are in Mexico, however, we found as far as slips are concerned, it’s not cheap, especially for a catamaran. The cost of day-to-day ‘being’ there is inexpensive, especially right now (while the dollar is extremely strong vs the peso). But by the time you pay insurance and slip fees, it does cost a pretty penny.

So now the question is: “Where to go next?” We love the time we get to spend on Baja Fog and relish the adventures when we get to take friends along. We invite you to visit us and follow our escapades at www.bajafogcat.com or on Facebook at www.facebook.com/baja-fogcat/. We are happy to talk to anyone about what we’ve learned so far, so feel free to drop us a note.

We are very excited about joining the cruising community and hope to meet many new cruisers this season, as they arrive in Banderas Bay following the Baja Ha-Ha rally.

—— John Schulthess

Readers — John and Monique have many years of sailing experience on many different boats. When not in Mexico aboard Baja Fog, they sail and race their Catalina 250 and Hobie 16, often with other members of their Santa Rosa Sailing Club, and at Hobie Division Three regattas — including the Hobie Worlds in Australia. They plan to continue to commuter-cruise to Mexico for a few years until they retire.

Their 30-year-old sailing and watersports company, Wind Toys, has locations in Santa Rosa and Sausalito.

—— ed.

Monique and John are used to working hard in the Bay Area, but thanks to their new commuter-cruiser lifestyle, they’re learning how to relax.

John gets a kick out of driving ‘Baja Fog’ from his elevated helm station. And everybody loves lounging in the forward cockpit.
BVI YACHT CHARTERS

BVI Yacht Charters is the first port of call for all yacht charters in the BVI and St Martin. Whether you are looking for a Catamaran or a Monohull, a week or just a few days, our professional team is on hand to make it work, your way.

** 10% off all new bookings when you mention this ad.

Call: +1 888 615 4006
Or: +1 284 494 4289

BAREBOAT CHARTERS

10% Off

** 10% off all new bookings when you mention this ad.

Our team provide a personal service and truly care about your charter experience. Since 1979 friendly and memorable staff have welcomed our clients, delivering first-hand local knowledge of the British Virgin Islands. Year after year we strive to deliver this experience whilst maintaining a diverse fleet of modern yachts at competitive prices.

For additional information please contact:
1-800-633-0155
or charter@sailtmm.com

All the information you need to book your charter can be found on our website, www.sailtmm.com

DISCOVER THE TMM DIFFERENCE

Come sail on SEAWARD in Mexico!

For $1,000 a person you and 11 of your friends can experience an adventure of a lifetime in Mexico!

Call today! Only 2 voyages left!

San Jose Del Cabo- La Paz (January 22-28)
La Paz- La Paz (February 1-6)

Book today by calling
415-331-3214
or going to
www.callofthesea.org
With reports this month from Stryder on ‘wild animals’ in the Sea of Cortez; from Eros on a new life in the Caribbean; from Tivoli on six years of cruising from California to the Med; from Passing Wind on pleasant summer months at Chiapas Marina in southern Mexico; from Sonrisa on sinking ever-deeper roots into La Paz and the Sea; from Flashgirl on floating again; from Celebration on the Northwest Passage, and Cruise Notes.

Stryder — Cascade 36
Jeff and DeAnne Warner
The Bees and the Snakes
(Newport, Oregon)

After a great trip south on the Baja Ha-Ha last year, we made our way north up into the Sea of Cortez. While it is beautiful here, and we’ve had great interactions with wildlife, we want to share ‘the rest of the story’.

Bees love fresh water. If there is one drop of water in your cockpit, you will soon find lots of bees joining the pool party. But it hasn’t been as much of a problem after August.

We have become very familiar with Puerto Don Juan anchorage up in the Bahia de los Angeles area this summer. As many cruisers know, this is a popular hurricane hole. We have waited out two hurricanes here so far, and are happy to report we’ve had a max of 22 knots of wind, and were grateful to get enough rain to wash the dust off our boats. There were 15 boats in Don Juan for Newton. We had a great time at the ‘we survived the non-hurricane’ party.

One of the more exciting lessons of our summer was learning that rattle-snakes can swim. Who knew? Our education started when we were anchored between Isla Pescador and the beach, and enjoyed a few hours of beachcombing and snorkeling. We came back to the boat, and after an hour of coming and going from the cockpit to the cabin, Jeff noticed something strange behind our drop board leaning against the lazarette in the cockpit. He picked up the drop board — and a rattlesnake slithered across the sole!

The first thing we did was let it sink in that there really was a potentially dangerous snake on our boat. Sure enough, it had a slithery tongue and five shaking rattles. Jeff asked me to call the other boat anchored with us for assistance. Their radio was off, but other cruisers heard my frantic call and asked if there was a problem. I relayed the situation and got lots of suggestions.

The best suggestion was to employ the boat hook to get rid of the snake. In one of Jeff’s first attempts to use the hook, the snake ended up on deck, beneath the boom, right next to an open hatch. If you were in our place and the snake slipped down inside the boat and hid, what would you have done?

Getting a snake to wrap itself around the end of a boat hook was harder than it sounds, but after several attempts Jeff was able to launch the snake so it landed in the water a good distance from the boat. We watched in disbelief as the snake calmly swam toward Isla Pescador.

When the snake was gone, we determined that it had crawled up to and through our rather large scupper. We shudder every time we think about how many times we walked within inches of that snake — but were never bitten.

Jeff and DeAnne 09/17/2016

Eros — 103-ft McKeek Schooner
Cameron Riddell
Back in the Charter Trade
(Los Angeles)

Unless a guy in his 40s is really rich, he usually doesn’t choose a 77-year old 115-ft steel and teak schooner as his first boat. But there are some unusual aspects in the Cameron Riddell and Eros story.

The son of retired Bay Area marine surveyor Stuart Riddell, Cameron spent 1970 to 1976 living aboard the family’s Hill-yard 43 cutter Gay Vandra in the Med with his dad, mom and sister Romanye. He has fond memories of those years. The Riddells spent most of their time in the Med, although they roamed elsewhere in the Med, as well as on French canals.

While in Greece, young Cameron started a lifelong friendship with Bill and Grace Bodle of Berkeley, one of the few American couples on a boat in that part of the world at the time. Bill was a child prodigy who entered UC Berkeley at age 16, became a dentist, and was headed toward a career of teaching medicine before he was waylaid by the call of the sea.

Lucy is a UC Berkeley-trained anthropologist, who did a stint as a social worker before graduating from Le Cordon Bleu cooking school in London. Always more interested in adventure than a house with a white picket fence, Lucy was taking physically grueling hands-on Coast Guard firefighting courses in her late 60s to maintain her 500-ton master’s license.

Bill and Grace met while sailing an old wooden boat, which seemed to seal their salty future. By the time Cameron met the couple in Greece, they were pioneering the charter business in the Med and the Caribbean with a series of very large
IN LATITUDES

Almost immediately commandeered by the British Navy, who used her for a variety of purposes during the war, including, it is believed, evacuating soldiers from Dunkirk.

A bomber pilot, vom Berge was killed in the war. Nobody in his family wanted the massive schooner when the government gave her up after the war. But Greek shipping magnate Stavros Niarchos — who at one time owned the largest ship and the largest shipping fleet in the world — did want schooner. Given the fact that Niarchos would have four wives and numerous affairs with some of the most rich and famous women in the world, it was not surprising that he rechristened the schooner Eros. She was one of the most luxurious yachts of her day, as evidenced by the fact that King Juan Carlos of Spain, a noted sailing enthusiast, honeymooned aboard her in 1962.

Although Niarchos spent much of his life living aboard the huge motor yacht Atlantis moored in Monte Carlo, he would own Eros for 30 years until 1974, when Bancroft bought her. Bancroft rechristened her Fair Sarae. At various times she chartered in the Caribbean and in the Northeast United States, and was sometimes kept at Treasure Island on San Francisco Bay.

After the passing of Bancroft’s husband in 1990, the schooner was sold.

Romanye and Cameron looking spiffy. We think their hats are a particularly nice touch. Cruising used to be a little more formal.

Spread: The 115-ft ‘Eros’, on charter in the Caribbean. She may be the only yacht Brooks Motorcraft built, but she’s been a good one. Insets; The Riddell family voyaging aboard ‘Gay Vandra’. Young Cameron and Romanye painting. Taking provisions on ‘Gay Vandra’ for river cruising in France.

— 100- to 130-ft — classic schooners. They would eventually make 14 Atlantic crossings to get to the charter areas for high season, including two transAtlantic crossings with Foxy Callwood, a young man who had just opened up Foxy’s Bar on Jost van Dyke.

The big-schooner bug rubbed off on Lucy Bancroft, Bill’s cousin. So she went out and bought the 115-ft schooner Eros from the famous Greek shipowner Stavros Niarchos.

The schooner has had a colorful history. She was built by Brooks Motorcraft in England for American Henry vom Berge in 1939, right before the start of World War II. He christened her White Bitch in honor of the last name of his father-in-law, an English lord, and because his father-in-law had a dog-breeding business. Lloyds Registry refused the name for being vulgar, and she became known as Jeanery. She was almost immediately commandeered by the British Navy, who used her for a variety of purposes during the war, including, it is believed, evacuating soldiers from Dunkirk.

A bomber pilot, vom Berge was killed in the war. Nobody in his family wanted the massive schooner when the government gave her up after the war. But Greek shipping magnate Stavros Niarchos — who at one time owned the largest ship and the largest shipping fleet in the world — did want schooner. Given the fact that Niarchos would have four wives and numerous affairs with some of the most rich and famous women in the world, it was not surpris-
to a German buyer. By that time the boat was in dire need of a major refit. The German buyer brought her to the Stone Boat Yard in Alameda, which the Bodles had purchased. A few years into the refit, the German ran out of money or was put in jail—perhaps both—and the Bodles became the default owners of *Fair Staræ*.

The schooner was in pieces at the time. Very large pieces. The boat has 110 teak frames that weigh an average of 400 pounds each. It would take four strong men to lift each one of them. When the boat had to be moved, Bill needed to hire the same crane that was used to lift the part of the Bay Bridge roadbed that had fallen during the Loma Prieta earthquake.

Bodle is one of the most energetic men Latitude has ever met, so it came as no surprise that he would take over the restoration of the boat that was called *Eros* again. He could have no idea that the refit would take 15 years, most of it in the water, and much more money than he ever anticipated.

When the work was completed in 2010, the Bodles took *Eros* back to the Caribbean, intending to put her up for sale. But when they found out how much she would bring in charters, they decided to do some of those. The Wanderer and de Mallorca toured *Eros* while she was in St. Barth, and were tickled to learn that de Mallorca toured to do some of those. The Wanderer and she would bring in charters, they decided to sell. But when they found out how much the Caribbean, intending to put her up for sale. The Bodles had purchased. A few years into the refit, the German ran out of money or was put in jail—perhaps both—and the Bodles became the default owners of *Fair Staræ*.

The schooner was in pieces at the time. Very large pieces. The boat has 110 teak frames that weigh an average of 400 pounds each. It would take four strong men to lift each one of them. When the boat had to be moved, Bill needed to hire the same crane that was used to lift the part of the Bay Bridge roadbed that had fallen during the Loma Prieta earthquake.

Bodle is one of the most energetic men *Latitude* has ever met, so it came as no surprise that he would take over the restoration of the boat that was called *Eros* again. He could have no idea that the refit would take 15 years, most of it in the water, and much more money than he ever anticipated.

When the work was completed in 2010, the Bodles took *Eros* back to the Caribbean, intending to put her up for sale. But when they found out how much she would bring in charters, they decided to do some of those. The Wanderer and de Mallorca toured *Eros* while she was in St. Barth, and were tickled to learn that the ship’s company consisted of Lucy, the captain, Bill, who was then in his mid-70s, and just one young deckhand.

After Cameron met the Bodles in Greece, both the Bodles and Riddell family moved back to Northern California. Cameron spent his summers working on boats, and remained good friends with the Bodles, in part because they were operating the famous Stone Boat Yard.

“There was always something interesting going on there,” he remembers.

In 1993, at age 30, Riddell started Los Angeles-based Bird Barrier, an international pest control company that specializes in keeping birds off buildings. Despite the fact that Cameron never got boats out of his blood, he never owned one himself. Until this summer, that is, when he and a partner bought *Eros* from the Bodles.

While Riddell hopes that he and his family will be able to use *Eros* for personal pleasure in a few years, he and his partner are currently running her as a charter business. She’ll be in the Antigua Charter Boat Show in December, and Riddell hopes he’ll be able to join the boat if charterers want to participate in events such as the Antigua Classic Regatta.

The plan is for *Eros* to charter in the Caribbean for the winter, in Bermuda next summer for the America’s Cup, and other summers in the Northeast United States. How can she legally charter in US waters if she was built in England? Riddell can thank Elizabeth Meyer, who restored the J Class Yacht *Endeavour* and almost singlehandedly got that class going again, for what’s called a MARAD (Maritime Administration) exception. Because of Meyer’s lobbying efforts, certain boats between 100 and 200 tons that were built outside the US are allowed, despite the Jones Act, to charter in U.S. waters. It’s good to have friends in high places, isn’t it?

*Eros* is licensed to carry 12 guests, but Riddell says she sleeps eight to nine in comfort.

“She’s perfect for three couples or two families with a bunch of kids,” says Riddell. Having been aboard her, we can vouch for her being a perfect floating playground for children. She lists for $45,000 a week, and can be booked through Nicholson Yachts Worldwide.

“I’m really excited about the upgrades made to make *Eros* look more contemporary,”

says Riddell, “and she’s got a great young crew. If we can do five to six weeks of charters in the first year, I’ll be very happy.”

— *latitude/rs* 10/15/2016

**Tivoli — Beneteau First 42s7**

Torben and Judy Bentsen

**Six Years of Cruising**

(PT. Richmond)

Torben and I woke up this morning in the port of Mahon, Menorca. Menorca is the second-largest of Spain’s Balearic Islands, and is pronounced MAY-own, as in ‘mayon-naise’, because that’s where the fatty dressing was invented.

Torben and I gave each other a happy-anniversary kiss. With every anniversary comes reminiscing, reflection and planning for the future. But this year more so than ever.

Six years ago today, September 11, we and many of our friends gathered on the docks of Richmond YC, where our lines were cast off so Torben and I could
begin our adventure of a lifetime. So far we have sailed roughly 18,000 nautical miles through 34 different countries or territories. But our route has been a little different than that of most cruisers.

The first season we did Mexico and down to El Salvador, where we left the boat. The second season we transited the Panama Canal, and did Cuba and part of the Eastern Caribbean before leaving the boat in Trinidad. The third season we did the Eastern Caribbean. For season four we cruised between Puerto Rico and Guadeloupe, then crossed the Atlantic to the Azores, Ireland, Scotland and Denmark. The next season was spent in Sweden, Norway and Denmark.

Now we’re in the Med, having put 2,652 hours on the engine, burned 1,809 gallons of diesel, filled the propane tank 45 times, and replaced the main, the jib, and countless lines.

What’s next? We both have come to the conclusion that the Mediterranean has been a bit of a disappointment. Though we have absolutely loved the food and all the culture and history, we have had a hard time getting used to all the crowds. Our cruising has morphed into a vacation rather than an adventure. We feel like tourists rather than cruisers.

In addition, everything has become so convenient. We’re actually finding ourselves missing the battles against the elements! We want mosquitoes and ‘hamburger’ meat that we know isn’t beef! We want to walk seven miles on a dirt road only to discover we should have zigged instead of zagged — and still never find the grocery store! Finally, we want the camaraderie that only cruisers can share.

So our plan is to sail for the Canary Islands next month, fly back to San Francisco for a bit, then head back across the Atlantic sometime in the early spring. The Caribbean has always been a favorite. And it makes sense for us to leave Tivoli in Puerto Rico for the summer and return to cruise during the winter months.

There are still some places we have yet to see in the Caribbean, and we want to have time to explore Cuba again, as it was our favorite. Jamaica and the Yucatan Peninsula are on our list as well, as we missed them going the other way. And when it eventually comes time to bring Tivoli home, we will be a lot closer.

This season also includes a change in our living situation back in the States. Next spring we’ll be moving back into our penthouse, which we moved out of 7½ years ago. We are not stopping cruising, just realigning times between away and home to a different cycle. And ultimately, we’re getting set up to bring Tivoli back to the Richmond YC in a year or three.

Our 1994 Beneteau 42s7 was a fairly competitive racing boat in her youth. In her old age, she is content being weighed down with a lot of cruising stuff. We raised the waterline twice before leaving Richmond to compensate for the anchors, chain, watermaker, dinghy, kayak, four computers, extra fuel, and what-have-you. While in Trinidad we raised the waterline yet again.

While Tivoli wasn’t designed as a full-time cruising boat, we’ve been happy with her. And we often sail when other cruisers fire up the engine.

Thanks to Ernest Hemingway, most

‘Cruise with the boat you have’ is often recommended. That’s what Torben and Judy did with their Beneteau 42s7, and are happy they did.
people are vaguely familiar with the Pamplona, Spain, tradition of running with the bulls. This is where young people, believing they are invincible, get chased down the narrow streets by crazed bulls. The bulls frequently ‘win’!

Yesterday we went to the festival in Mahon with fellow Richmond YC members Jim and Deb Gregory, who recently arrived aboard their Schumacher 50 Morpheus. This festival is held in the middle of the plaza, where Menorcan horsemen show off their skills in getting their horses to rear for long periods of time. While the horse is standing on its hind legs, young people, who think they are invincible, get in close or even under the horse to put their hands on its heart to demonstrate how fearless they are.

There were stands in a protected area for sensible people, but we got there a little late. Debbie, a horse lover, guided us toward the beasts, so there we were in the middle of the crowd, waiting to see if we would get trampled by a horse or just knocked down by the surging crowd as they tried to avoid the swirling hooves!

Good thing we had a few gin & limonadas — the traditional getting-ready-to-get-trampled-by-a-horse drink — before and during the event.

— Judy 09/15/2016

**Passing Wind — Deerfoot 60**

**Jeff and Judy Wahl**

**Summer in Southern Mexico**

(South Dakota)

Having spent a lot of time in Mexico, Jeff and Judy assumed that the farther south you get, the warmer it gets. What they didn’t realize until this September is that if you get far enough south — as in 2,000 miles southeast of San Diego, or 1,000 miles southeast of Puerto Vallarta across the Gulf of Tehuantepec and almost to Guatemala — it gets cooler again. At least in the summer.

"Judy and I spent three weeks on our boats at the Chiapas Marina installing new air-conditioning and refrigeration systems, and the weather was much better than in the Vallarta area during the summer," says Jeff. "In fact, it was the same as South Dakota." We have no idea what that means, but given the context, it must be pleasant weather.

"We only had one day when it over 90 degrees at Chiapas," he continued, "and most days it was in the 80s. One of the biggest differences between Chiapas and all the places between Mazatlan and Acapulco is that it hardly ever rains in Chiapas. That’s because all the rain falls in the mountains, and they’re 20 miles inland. We only get a few sprinkles, but no lightning or tropical storms. In addition, the marina is about a half mile in from the beach, so we also get a nice sea breeze.

Jeff admits there is a downside to the Marina Chiapas area. "It’s a couples’ area. I’m lucky to have Judy, because there isn’t much social life in the marina or even at the ‘big city’ of Tapachula. That’s about 20 miles inland, and has a Costco and all that, but it doesn’t have much social life. So if Judy and I were to retire in Mexico, we’d retire in the Vallarta area because there is so much more going on there."

"That said," Jeff continues, "berthing is much less expensive in Chiapas. We pay $280/month for our 60-footer, no matter if she’s in the water or on the hard. The price is the same for boats on the hard in the high season, but in-the-water rates are higher.

"The marina, which is about a half mile in from the ocean and down a causeway, is totally protected and there is no surge. There is a Travelift, but at this point in time the services are pretty much limited to painting bottoms and waxing hulls."

The marina also has a restaurant, which Jeff and Judy describe as excellent, with very reasonable prices.

What they really rave about, however, is the marina management and staff.

"We never had any problems at other marinas in Mexico, but Enrique and Memo at the Chiapas Marina are just the greatest. If they tell you something, you can count on its being true or its getting done. In addition, they are happy to give you a ride to the port captain, aduana, and immigration offices. They make checking in and clearing out seamless and painless."

This is a noteworthy change from 10 to 25 years ago, when Chiapas, then known as Puerto Madero, was a badass place with some very corrupt officials. Getting checked in or out involved two 20-mile taxi rides to the airport in Tampachula, and there were often problems with getting the paperwork taken care of. Anyone who tried to get something shipped to Puerto Madero was lucky if they ever saw it. But according to Jeff and Judy, that's ancient history.

"No matter where we’ve gone in Mexico, the people have been wonderful," they say. "But down here it’s different. It’s not like you’re great friends as is the case in the rest of Mexico, it’s like you’re family. It really is. And the same thing is true at Bahia del Sol just down the coast in El Salvador."

— Judy and Jeff are ‘two-boat’ own-
IN LATITUDES

also sell, but it’s no longer tying them
down as much as before because they’ve
found a great manager who does every-
thing right.

“The manager is a woman,” says Jeff.
“The thing about women is that they are
reliable.”

Don’t you hate men and their disgust-
ing sexist attitudes!

Sonrisa — Lagoon 440
The Brettingham-Moore Family
Deepening Our Roots in Baja
(La Paz, Baja California Sur)

We, the crew of Sonrisa — Nick the
dad, Melissa the mom, Benjamin, 10,
and Huon, 7 — are still thoroughly en-
joying La Paz and the Sea of Cortez. This
is our sixth year in the Sea of Cortez —
time has been passing quickly — and our
second year in the Costa Baja Marina.

In November we’ll fly back to our home
in Tasmania for four months, where Me-
lissa will finish her Nutritional Medicine
course. After six years of study, it’s been
a labor of love by correspondence. When
we return, we will apply for permanent
residency in Mexico. Compared to the
stringent Australian requirements, in
Mexico it appears straightforward. It’s
just a matter of money. We’re even
contemplating selling our small farm in
Tasmania. How ideas and dreams can
change over time!

It’s been a good year for us so far,
with lots of variety. We had a pleas-
ant road trip down from San Diego in
January and a month’s work running
a 100-foot motoryacht out of the Virgin
Islands, topped off with a delivery to the
Bahamas. Nothing like getting paid to go
cruising!

To get away from the Sea of Cortez

Nick and Melissa spent part of the off-season
doing their old job, running a megayacht in the
tropics. Not the worst gig.
Heat in July and August, we took a trip to the Pacific Northwest and really enjoyed Seattle, Puget Sound, the San Juan Islands and Vancouver, and then a few weeks hiking and river rafting in Colorado.

One of the many benefits of our nomadic lifestyle is the friends we make. Although we were gone for two months, we only spent two nights in hotels. It sure makes for inexpensive travel, but we’re careful to not stay so long as to be unwelcome. We have enticed our friends to visit La Paz, so the opportunity to reciprocate will be another pleasure.

On almost every Friday afternoon that we’re in La Paz, we head out to beautiful Isla Espíritu Santo, just a few hours away. It gives us a short cruising break from the bustle of La Paz — not to mention the 5:30 a.m. alarm needed to get the boys up for school. It’s unbelievable, but their school starts at 7 a.m.!

We’ve been living aboard Sonrisa full-time for 10 years now, ever since we bought her in France. But our happy, wandering years aboard are now coming to a temporary end, as we’re moving ashore. I’m not really sure how this happened without my, Nick’s, even getting to cast a vote.

I guess the Pacific crossing that we’ve anticipated doing for about five years now will be put back another five years. The boys have now completed nearly two years in the local Montessori school. They speak Spanish perfectly, with the local Mexican twang. How the tables have turned from when Melissa and I used to speak Spanish behind their backs.

To give life a bit more interest, we will be chartering Sonrisa when we return to La Paz. It’s a rather natural progression, as we worked aboard spare-no-expense megayachts in Europe for 20 years. Melissa will be able to combine her skills as a chef with her new Nutrition degree. I have just completed my marine surveyor’s course, so when you add charters to deliveries and yacht provisioning, we will be quite busy. Any readers interested in more information about our cruising the Sea of Cortez can go to www.sailsonrisa.com. Those interested in future charters can go to www.sonrisalivingyachtcharters.com.

On a practical note we have now been onboard Sonrisa for three tropical storms. Twice we were at anchor, and for Newton we were in Costa Baja Marina. We survived all three without incident. Costa Baja Marina is one of the best cyclone holes we have ever come across.Even the derelict yachts in the marina survived hurricane Odile and tropical storm Newton without problems. And while on the hook, having 100 metres of half-inch chain ensures our security. It’s all about being prepared and taking care of unexpected problems while on the yacht.

— nick 09/15/2016

**Flashgirl — Wylie 39+ Warwick ‘Commodore’ Tompkins Back in the High Life Again (Mill Valley)**

The good news is that Warwick ‘Commodore’ Tompkins has managed to refloat and resume sailing his Mill Valley-based Wylie 38+ Flashgirl. The boat he spent seven years building sank as a result of a lightning strike a few months ago while on a mooring near Kaneohe Bay, Oahu.

The specific cause of the sinking was a hole’s being blown in the galley sink drain. The batteries couldn’t keep the bilge pumps going forever, so she sank. Lightning caused severe damage to other parts of the boat, including the masthead and electrical system. While the Yanmar diesel was inundated, it now seems to be running fine.

Since shortly after the inundation Commodore had been alone on the boat on the hook, putting her back together. "He needed to go aloft to inspect damage to the masthead," reports his wife, Nancy Potter Tompkins, "so he logically waited for the cool of night. Using a tackle, he pulled himself up to the masthead. Somehow the tackle line got caught around a fender, so Commodore could only lower himself halfway down before getting stuck. At night. Alone. In the anchorage. Well, once a climber, always a climber, so he attached some line to the bosun’s chair for retrieval, then simply climbed down the mast. Not bad for an 84-year-old."

We don’t think Commodore was ever a mountain climber, but as we recall he used to win $100 bets by pulling himself hand-over-hand to the masthead of maxi yachts.

By the time you read this, Commodore should be sailing Flashgirl back to California with the help of San Francisco Bay protégés Robert Flowerman and Jonathan ‘Bird’ Livingston, and Maui’s Geoff Bourne. We don’t know about Geoff, but Commodore not only taught Robert and Bird how to sail, he tutored them in how to be grumpy, too.

As Commodore, who has been sailing the oceans of the world for more
What do you do after a circumnavigation? If you’re Charlie and Cathy Simon of the Spokane/Nuevo Vallarta/Annapolis-based Taswell 58 Celebration, after you complete the 11-month World ARC in 2014-2015, mostly doublehanded, you give seminars at the United States Boat Show in Annapolis, write the Quick Start Circumnavigation Guide, then look north.

“Voyaging has kept us young,” says Charlie, 62, and Cathy, who laughingly claims to be ‘much older’. “So our next adventure will be the Northwest Passage. That means 2,500 miles from the Atlantic Ocean end of the Arctic Circle to the Pacific Ocean end of the Atlantic Circle. The Northwest Passage will be the highlight of our year-long 14,000-mile circumnavigation of North America.”

Only 250 boats in history have managed to complete the Northwest Passage, although, thanks to climate change, it’s currently a more viable voyage than it used to be. Sixteen boats did it last year. The Simons want to do the Northwest Passage to see different kinds of animal life — particularly polar bears. They also want to do their part to calling attention to climate change. The couple will leave Annapolis in May, depart Greenland in July for Resolute, the northernmost part of Canada. Everybody waits at Resolute for the ice to clear, then they scurry across to the other side.

“Contrary to common belief,” says Charlie, “the Northwest Passage is mostly a coastal rather than an ocean passage, and it’s not that remote or isolated. There are six small communities along the route that have commercial air service, where it’s possible for us to have parts and other stuff flown in. We were far more isolated and remote than 80 years, is something of a sailing legend, and his boat means more to him than boats mean to the average sailor. a Flashgirl Fund has been established so friends can help defray the expenses of restoring the boat. Twenty percent of the goal has been reached. To learn how you can contribute to restore the boat that Commodore and Nancy sailed in the far reaches of the Pacific for the better part of 10 years, email FlashgirlFnd@gmail.com.

For all Commodore’s nautical rectitude, he’s quick to lend a hand to others when needed. Jack van Ommen, who cruised to something like 50 countries with his Nada 29 Fleetwood after going bankrupt, has a fond memory of Commodore:

“i will never forget how Commodore and Nancy delayed landing after their nonstop maiden voyage/honeymoon cruise from San Diego to Papeete in 2005. Commodore recognized my predicament trying to anchor without an engine at the Papeete seawall and came to my rescue. I wrote about in my book SoloMan.”

Anyway, it will be good to have both Commodore and Flashgirl back on the Bay again, keeping an eye out to make sure all things nautical are done correctly.

— latitude/rs 10/15/2016

Celebration — Taswell 58
Charlie and Cathy Simon
After the Circumnavigation
crossing the Pacific and the Atlantic."

Another misconception is that the weather will be terrible on the Northwest Passage. "It's far enough north where the weather usually isn't too bad from July to September," says Charlie. "It's almost certain that we'll encounter our worst weather farther south in the Gulf of Alaska after we've completed the Northwest Passage."

"We're actually not daredevil types," says Cathy. "We like to be comfortable." As was the case on their circumnavigation, Celebration's entire cockpit will be enclosed. And to make the passage physically less strenuous, six young males have tentatively signed on to do the trip with the couple.

Celebration returned from her circumnavigation in excellent shape. In order to prepare for the Northwest Passage, Charlie has installed a 150-gallon fuel bladder and a masthead camera, added a proper heater to augment the one in the reverse-cycle air-conditioning system, installed a shortwave radio, and put on extra safety gear.

There is a Northwest Passage Facebook group that, thanks to his enthusiasm, Charlie has 'inherited'. He'll put out calls for other boats starting in January.

"One time during our circumnavigation we went ashore to lunch at the same time as a bunch of people from a cruise ship," remembers Cathy. "They had walkers or were hobbling along. Charlie and I noted how old they were — and then we realized we're the same age! Sailing is our Fountain of Youth. We're doing it to keep young. And yeah, these sailing adventures have us feeling like kids again."

— latitude/rs 10/15/2016

Cruise Notes:

Snakes and bees threaten cruisers in the Sea of Cortez — see the first Changes in this month's issue — and now monkeys threaten cruisers in Malaysia.

"On October 1, I was headed back to my Brewer 45 Quetzalcoalt, which was in a berth at Rehak Island Marina, Langkawi, Malaysia," reports Donald Bryden of Sparks, Nevada. "As I approached the pier, I saw a monkey ahead. There are a lot of monkeys in this part of Malaysia, and lately they've been raiding the garbage cans near the piers and making quite a mess. Anyway, as I approached, the monkey went to the entrance to the pier where I was headed. Soon we were face to face. I stumped my feet, waved my arms and shouted for him to go away, much as might be done when faced with an aggressive dog. Well, this monkey wasn't backing down. When I stepped toward him, he took a couple of steps toward me and bared his nasty teeth. I backed away, and he followed for a few steps, always keeping his teeth bared.

"This monkey was about the size of an adult pit bull," Bryden continues. "In hand-to-hand combat, we would both be losers. There was a small pile of boards next to the garbage cans. I picked out a board that was about four feet long, and headed back toward the monkey. I was impatient because I had a cold one waiting for me on the boat, and I was not going to be denied. The monkey was again at the entrance to the pier with his teeth bared. When I got near him, he jumped at me. I swung the board, his teeth bared. When I got near him, he took a couple of steps toward me and bared his nasty teeth. I backed away, and he followed for a few steps, always keeping his teeth bared."

"This monkey was about the size of an adult pit bull," Bryden continues. "In hand-to-hand combat, we would both be losers. There was a small pile of boards next to the garbage cans. I picked out a board that was about four feet long, and headed back toward the monkey. I was impatient because I had a cold one waiting for me on the boat, and I was not going to be denied. The monkey was again at the entrance to the pier with his teeth bared. When I got near him, he jumped at me. I swung the board, and even though I missed him, I hit the railing of the pier, which made a loud noise. The monkey must have seen his life flash before his eyes, because he was gone in an instant. As I later related this story to my partner Seishu Sono while enjoying that cold Tiger beer, I realized my adrenaline had kicked in and I was feeling very up. There is definitely a rush attached to meeting a foe in combat, even if it is just a damn monkey."

Gene and Sheri Seybold of the Stockton-/Honolulu-based Esprit 37 Reflections, have been at the same marina and having the same problems with monkeys. Sheri notes that one monkey that's been blocking their path 'has incisors that are two inches long!' Monkeys are nothing to take lightly, as they are lightning-fast, often very mean, have a wicked bite — and will steal anything they can get their claws on.

As anyone who has cruised the East Coast can tell you, there are many more places to go by boat than on the West Coast, and waterfront property with a dock is much less expensive. But there are some downsides to the East Coast:

1) The weather. It's cold in the winter, hot and humid in the summer, and it's subject to hurricanes. And, 2) It has lots of bugs and insects. Mike and Deanna Ruel of the Manta 42 R Sea Kat know all about the bad weather, threats of hurricanes, and bugs.

"We got the anchor down in Broad Creek, Albemarle Sound, South Carolina, and there wasn't a mosquito in sight. While eating dinner and enjoying a movie, we were suddenly hit by a swarm of bugs. We battened down the hatches and engaged our fly swatters in a killing spree. A million more bloodthirsty pests tenants waited for us outside our salon door. Looking out the hatch looked like a scene from a horror film."

As some readers will remember, Mike and Deanna completed a circumnaviga-
IN LATITUDES

“We’re back in La Paz after camping in northern Baja for a month,” reports Steve Baker, who along with his wife Charlotte are formerly from Santa Rosa. They now live aboard at the small fishing village of Evaristo, north of La Paz, on the Catalina 27 Willful Simplicity that they sailed down in the 2009 Baja Ha-Ha.

“We rode down to La Paz from San Evaristo in buddy Lupe Sierra’s truck. The road isn’t too bad right now, so we only cracked one molar. When we got to La Paz, we went to the boatyard where Willful Simplicity spent the last two months on the hard and survived tropical storm Newton. After giving our boat a big hug, we just sat on her for a while. As our friend Heidi on the boat Cetus said, “If you don’t live on a boat, or never have, you can’t imagine what it’s like to get back to her after you’ve been gone.”

“Living on a boat is great, because you get to move your boat from one beautiful spot to another on a whim,” Steve continues, “and we seem to whim a lot. Our boat is getting her bottom painted today. After a week in the marina to check her vitals, we’ll fill her with fuel and food, then adios, we’ll be on our way up to San Evaristo.”

Actually, living on a boat isn’t always great. The rudder on Willful Simplicity broke on their way to Evaristo. But Steve wasn’t perturbed, knowing it would be simple to get it repaired in La Paz — just as he did five years ago when their boat was blown ashore in 75-knot winds.

Shelley Rotherly Ward, who is cruising French Polynesia aboard the La Paz-based Peterson 44 Avatar with her partner Mike Rickman, is a little miffed that Jimmy Buffett finally decided to play at her old stomping grounds, Humphreys in San Diego, a relatively intimate music venue of 1,400. Jimmy hadn’t played sister and I wouldn’t have been born. My mom joined my dad on his Pacific cruise and they were married in New Zealand in 1960. They’re still married today.”

“We left Stamford, Connecticut, for Bermuda one Saturday in late September, sailing down the East River, past the Statue of Liberty, and then headed east,” reports Seattle’s Greg Slyngestad, owner of the unique-looking Bieker 53 catamaran Fujin. “We had to motor before the wind filled in.” says Greg, “but then we did 314 miles in 24 hours. It was an easy, mostly downwind trip.”

Let’s see, 314 divided by 24 — that’s an average of 13 knots! Fujin is one very fast cruising cat.

If you didn’t/don’t have a cruising boat that was/is your home, you might not understand the following.
Meanwhile on the East Coast, Bill Lilly of the Newport Beach-based Lagoon 47 Moontide reports that the temps in the Delaware area dropped to the 40s for a week in early October. "Then the weather gods took mercy on this California boy, and it got up to 80 degrees for three days in a row in Annapolis. But by the end of October I will have taken off for the British Virgin Islands, where I won’t have to worry about cold weather or murky water anymore."

What’s a professional extreme snowboarder do when the snow melts? If he’s Travis Rice, who “hucks double cork 1080s off backcountry booters” — whatever that means — he goes cruising. According to an article by Hans Aschim in the Men’s Journal, Rice and his dad learned to sail on Sunfish and other small boats on lakes in Northern Michigan. A few years later, Dad became a partner in a 24-ft trimaran that he and Travis would sail from Florida to the Bahamas. They learned to sail by trial and error. Rice also learned to surf on waves he’d get to by paddling from the tri, and got hooked on sailing and surfing. He confesses that he’s no longer just a mountain man, but an ocean and mountain man, which is why he’s one of Men’s Journal’s 50 ‘Most Adventurous Men’. The bugs Mike and Deanna were talking about on a previous page? This is what they look like. The Northwest Passage sounds bug-free.

For those headed to the South Pacific next spring, Shelley and Mike, who are staying in French Polynesia for a year, recommend Huahine. "It's our favorite island in the Societies, because compared to Papeete, it's like a sleepy village."

“Our weather window in the Pacific Northwest closed early this year, so I won’t be doing the Ha-Ha this year after all.” reports Craig Shaw of the Portland-based Columbia 43 Adios. "On my way to previous Ha-Ha’s I’ve always been able to find a northwesterly in October to get me down the coast. But not this year. Nonetheless, it’s been fun getting projects done on the boat: new keel bolts, new steering cables, new mainsail, new jib halyard winches, new halyards, and so forth. I’ll get lots more done before the start of the 2017 Ha-Ha."

The Grand Poobah of the Ha-Ha reports that he’s been watching West Coast weather in October for 23 years, and can’t remember ever seeing such relentless southerlies.
Rice’s favorite cruising ground is French Polynesia, because it gets the big surf in the Northern Hemisphere summer when there is no snow in the mountains and the Northern Hemisphere waves are small. Apparently there are pretty big bucks in professional snowboarding and snowboarding movies, because he’s cruising on Falcor, a Gunboat 48 cat.

Rice says he likes the mountains and ocean because “you’re at the mercy of your own decision-making, and I’ve found that true freedom comes from taking full responsibility.” Hear! Hear!

“I’m feeling extremely fortunate right now,” reports Ronald Simpson, a Puddle Jump vet with Cal 2-27 Mongo and a frequent Latitude contributor now living on Oahu. “I took my new-to-me Peterson 34 cruising boat Seabiscuit out for a casual Friday night race, and all was going well until we rounded the channel marker and turned upwind. A few seconds later — BANG! — and the headstay went slack. We quickly dropped sail and motored home with a flopping headstay supported by every halyard I could run forward to keep the rig up.

“We later took the headstay down and the furler off, and found that the bottom of the fitting between the headstay turnbuckle and furler had corroded all the way through! This is the one part of the rigging that was concealed during my visual inspection, and I doubt that even a surveyor would have found it.”

The Peterson 34 is a fine racer/cruiser from the late 1970s, but as is the case with all boats more than about 15 years old, all of the rigging and chainplates need to be carefully inspected. Even the parts that are hard to inspect. Actually, particularly the parts that are hard to inspect.

“It should be noted that the expression of things being ‘routine’ on a passage is sometimes used with a bit of literary license,” reports John Rogers of the San Diego-based Deerfoot 62 Moonshadow.

If you own or will be buying an older cruising boat, you must carefully inspect the rigging. You don’t want to be hit with a surprise like this.

“Perhaps the following will help with the true definition of ‘routine’ on a passage.

“When I was settling in to the routine night watch after dinner, the wind died, so I started the engine, wanting to keep our speed up to make the rendezvous with New Zealand’s North Cape in advance of the oncoming front. Smelling something hot, and noting an elevated main engine temperature, I immediately shut the engine down. Further investiga-
CHANGES

tion revealed that the small alternator’s adjusting nut had sheared off, rendering the water pump — which shares the same fan belt — useless in keeping coolant flowing. Four hours later — and without waking my dear wife Deb from her sleep during her routine off-watch, despite making all kinds of loud sounds — the sheared bolt had been drilled, easy-outed, and replaced, along with the pivot bolt, which had disappeared. That’s a five-inch long bolt! Gone. Luckily, we had a bolt long enough to do the job, so voila, problem solved. Back to the routine.

“But not so fast. Upon starting the main engine, the temperature rose dramatically, so I shut things down, woke Deb to take over her routine watch, and went to bed to fret over how to deal with the cards we’d been dealt. If we were forced to sail in the light winds of a high-pressure cell, we would miss our ETA at New Zealand’s North Cape, exposing Moonshadow to the approaching low system and associated front. Just what we’d hoped to avoid! Further, we would need a tow upon arrival.

“Sleep was impossible while going to the entire crew — Debbie and myself — our plan: Tack Moonshadow to starboard with the jib aback to create enough heel to see if the engine was spitting seawater out of the exhaust. If there was water, we’d change the thermostat. If not, we’d change the impeller. There was no seawater, so we had our smoking gun.

“Then when we extracted the remnants of what had once been an eight-bladed rubber impeller, all the blades had been shredded. Half the fins had been ingested into the cooling system, which we’ll deal with ashore. But we were able to extract the other half from the seawater intake hose. So we installed a new impeller, dropped some tools into the bilge, and got underway again to make our ETA.”

“We arrived in San Andreas, Colombia, after an overnight motor — no wind! — from Bocas del Toro, Panama,” report Mike and Robin Stout of the Redondo Beach-based Aleutian 51 Mermaid. “We had intended to stop for a few days in the Albuquerque Cays for snorkeling, but there were numerous squalls when we got to the entrance, and you need good light to navigate those cays. So we
headed in to Isla San Andreas.

“Although off the coast of Nicaragua, San Andreas is a Colombian playground. The pass was well-marked and easy to enter, but once we got inside — oh boy! We found ourselves navigating between anchored fishing boats with maybe a foot of water beneath the keel at times. We anchored in 12 feet of water right off the malecon. The water is flat calm and incredibly clear here. A beautiful spotted eagle ray has been swimming around the boat.

“When you enter Colombia, you’re required to check in with an agent. We used Rene Cardona Torres, and found the process to be easy. He did the running around while we enjoyed a cold beer. With paperwork done and passports stamped, we wandered around town a bit before heading back to Mermaid. We have encountered only smiles and friendly, happy people here!”

“At each new country we visit, we’re reminded to leave our expectations at home and embrace the differences,” report Mark and Deanna Roozendaal of the Vancouver-based Manta 42 Speakeasy.

“In Noumea, New Caledonia, for example, the businesses are open at curious hours. The fabulous downtown vegetable, fruit, fish and crafts market is open early, from 4:30 a.m. to 11:30 a.m. every day but Monday. The highly recommended restaurant we want to go to is only open Tuesday through Friday nights. As for alcohol, it isn’t sold in stores from noon to 9 p.m. on Friday, Saturday and Sunday. On Sunday, almost every downtown store is closed — even though the big cruise ships are in port. Could it be that personal, nonwork time is upheld as sacrosanct here?

“The one thing I do know,” says Deanna, “is that the selection of food products in New Caledonia is fabulous and overwhelming. For much of the last six months we haven’t seen anything resembling what we think of as a grocery store.”

In the course of our labors, we come across a lot of sailing blogs. As you might expect, most tend to get a little boring, but some of them are excellent. However, if you stick with any of them long enough, you’ll always come across some real gems of information or humor.

The biggest laugh we recently got from reading blogs came from an item in one by ‘A Coastal Sailing Family’ from Seattle, who own January, a Jonmeri 48 pilothouse that was built in 1988. They
recount the history of their boat:

January is hull #1 of five Jonmersis that were built, and was originally owned by a guy from Sweden. The boat was later purchased by the cousin of King Juan Carlos in Port Banus, Spain. Sadly, the king’s cousin was suffering from dementia, so he would buy a 48-ft boat, forget he did, and go out and buy another and another. According to the blog, by the time the man’s sons figured out what had happened, he’d purchased six 48-footers! Poor guy. The Jonmeri 48 was later sold to a guy who had her in St. Martin in the Eastern Caribbean for two seasons, then, in an unusual move, decided to have a sistership built, minus the pilothouse. The boat later made her way to the Northeast, and after that was trucked to Seattle, where she was eventually named after a month of the year.

One of our favorite sailing blogs is being written by The Swiss Sailing Family Probst, which consists of Justin Loring, the dad, Kristina, the mom, and five kids who appear to be between the ages of about five and 14. The family, working with a tight budget, bought a 40-year-old Westsail 32 kit boat, on which no work had been done, and a bunch of parts. Despite the five kids, Mom and Dad have been working — and knocking out — projects at a furious pace at an unnamed tree-lined marina in the Delta. What they’ve accomplished so far in such a short period of time strikes us as amazing. It’s because Justin seems to be one of those guys who is calmly confident and competent in everything from engines to refrigeration, to fiberglassing, to rigging, and is being relentlessly helped by Kristina. How they find time to blog, let alone eat and sleep, is beyond us. Currently their biggest concern is whether there will be enough room for seven of them on Rad Mode. If they were French, it would be no problem, but they are Swiss.

Anyway, based on their blog, the Probsts strike us as being the best of ‘alternative style’ cruisers. We wish them all the luck in the world, not that they are the kind to rely on luck. In closing this month, we’d like hail Jeanne Socrates, the charming 74-year-old who has set off with her Najad 38 Nereid in an attempt to become the oldest person to sail around the world solo and nonstop — something she’s already done before. We drove Jeanne on a Costco run in Puerto Vallarta last year, then had her out sailing aboard Profligate, and haven’t been so impressed with anyone in a long, long time. Look no further for a role model for women.

**NEW AND USED SAILS!**

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top brands. All Fully Guaranteed.

**M**

**MARINA DE LA PAZ**

**FULL SERVICE MARINA**

**Friendly, helpful, fully bilingual staff**

Located Downtown • Protective piling & sheetpile breakwater

Hardwood docks • Plug-in Internet • Cruisers’ clubhouse

Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646

email: marinalapaz@prodigy.net.mx

www.marinalapaz.com

Apdo. Postal 290, La Paz, 23000

Baja California Sur, Mexico

**ANCHOR BUOY**

Do you know where your anchor is? You would with the self-adjusting Anchor Buoy from SWI-TEC! Precisely marks the anchor’s set position and keeps other boaters at a distance. Can be used in a maximum depth of 65 ft.

**Call (800) 866-8906**

or visit

www.bluewaterins.com

**Get a Quote – It’s Worth It!**
OASIS IN THE HEART OF MONTEREY
Deep Water Guest Slips to 200-ft!

Breakwater Cove Marina
at the historical entrance to Cannery Row
Central to the best of Monterey

82-TON TRAVELIFT
Call to reserve your haulout!

North or Southbound…
Stop by for a Whale of a Visit

Reservations: Diane (831) 373-7857
www.montereybayboatworks.com

KISS-SSB
The Simple, Proven Marine SSB Ground Plane

- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See www.kiss-ssb.com for more info or to order.

(360) 510-7885

VOLVO PENTA
ENGINES • PARTS • SERVICE
1-800-326-5135

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

MARINE SERVICE INC
AUTHORIZED POWER CENTER

SCANMAR INTERNATIONAL
Your Source for Self-Steering and Emergency Rudder Solutions
- Auto-helm Windvane
- SOS Emergency Rudder
- AnchorRescue System
- Saye’s Rig Windvane
- FoldAway Boarding Ladders

510.215.2010
www.selfsteer.com scanmar@selfsteer.com

VENTURA HARBOR BOATYARD
For All Your Haulout Needs
Two Travelifts • 160 & 35 Tons
Full Line of Marine Services
(805) 654-1433
www.vhby.com

We Ship Anywhere

OASIS IN THE HEART OF MONTEREY
Deep Water Guest Slips to 200-ft!

Breakwater Cove Marina
at the historical entrance to Cannery Row
Central to the best of Monterey

82-TON TRAVELIFT
Call to reserve your haulout!

North or Southbound…
Stop by for a Whale of a Visit

Reservations: Diane (831) 373-7857
www.montereybayboatworks.com

KISS-SSB
The Simple, Proven Marine SSB Ground Plane

- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See www.kiss-ssb.com for more info or to order.

(360) 510-7885

VOLVO PENTA
ENGINES • PARTS • SERVICE
1-800-326-5135

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

MARINE SERVICE INC
AUTHORIZED POWER CENTER

SCANMAR INTERNATIONAL
Your Source for Self-Steering and Emergency Rudder Solutions
- Auto-helm Windvane
- SOS Emergency Rudder
- AnchorRescue System
- Saye’s Rig Windvane
- FoldAway Boarding Ladders

510.215.2010
www.selfsteer.com scanmar@selfsteer.com

VENTURA HARBOR BOATYARD
For All Your Haulout Needs
Two Travelifts • 160 & 35 Tons
Full Line of Marine Services
(805) 654-1433
www.vhby.com
Here’s What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; OR, for the best – and most – exposure of your classified ad...

Submit your ad safely online with Visa, MasterCard or AmEx at: www.latitude38.com

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

WHAT’S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it’s still pretty much a brick wall if you want to get your ad into the magazine. But it’s not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you’re much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There’s no reason to wait for the last minute.

We reserve the right to refuse poor quality photos or illegible ads.

DINGHIES, LIFERAFTS AND ROWBOATS

13-FT CAT’S PAW, 2006. Suisun City. $3,000. Harley: Joel White design. For oar or sail. 1/2” carvel cedar planking, copper-riveted, oak frames, pivoting centerboard, spirt rig, varnished interior, oars, cover and trailer. Contact (415) 342-5308 or larrydix@yahoo.com.

12-FT ZODIAC YACHTLINE 380, 2014, San Francisco. $19,999. Like-new Zodiac Yachtline 380. Used only 29 hrs. 50hp Mercury 4-stroke makes this boat super fast. Have clocked it at 38 kts SOQ. EZ Loader trailer included. Mercury 50hp inline 4-cylinder, 60.8 CID driving a three-blade aluminum prop. Acceleration (mph/sec) 0-20/4.7; 20-25/7.4. Top speed: (rpm/mph) 6,000 / 38.7. Cruising speed: (rpm/mph) 3,500 / 19.4; 4,000/23; 4,500/26; 5,000/29.4. Save a bundle on this dream of a boat: new cost was $32,625, yours for only $19,999. More information at http://tinyurl.com/2zpnbsuap. Contact drexel@bradshawassociates.com or (415) 250-3719.

24 FEET & UNDER

20-FT SANTAANA, 1979. Tahoe and Sacramento. $3,600. Boat was recently owned by the Doyle Sails rep in Alameda. Re-rigged with new Doyle main and jib. Probably the only Santana 20 with the latest sail material. Nice trailer, good for Interstate 80. New Honda four-stroke with less than five hrs. Racing rig with low friction hardware. Contact (916) 709-9039 or bicsportivo@yahoo.com.

17-FT PENOBSCOT, 2014, Ben Lomond, CA. $7,500. Traditional gaff-rigged sailboat with tanbark main and jib. Comes with a trailer. There are two rowing positions. See website for details: www.archdavidsesigns.com/davisspenobscot17.html. Contact evfwitus@gmail.com, (831) 336-8450 or (831) 212-0333.

19-FT OPEN 5.7 RACE BOAT, 2007. Redwood City $15,999. Challenging, versatile OD racer. 20-foot fleet on Bay. Competitive PHRF rating; Opens placed 1st and 2nd in the 2014 Westpoint Re根据不同 issue, deadlines are very strict and include weekends & holidays.

Sorry, but...

• No ads accepted by phone
• No ads without payment
• No billing arrangements
• No verification of receipt
• No refunds once ad is processed
• We reserve the right to refuse poor quality photos or illegible ads.

INTERNET FRAUD. Recently, we’ve been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier’s check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was false. We recommend that you don’t even respond to the initial email inquiry. For more info on these cons, see: www.craigslist.com/about/scams.html. Brave New World.

NOR-CAL COMPASS

Adjustment • Sales
Authorized Compass Repair

Capt. Alan Hugenot • (415) 531-6172 • Accredited Marine Surveyor
ASA Certified Offshore Sailing Instructor
Power boat handling & docking, single or twin screw, 35 years sailing sloops, ketches, schooners & catamarans
SF Bay or Coastal • Accepts all credit cards

Capt. Simon Huguenot • (415) 531-6172 • Accredited Marine Surveyor
ASA Certified Offshore Sailing Instructor
Power boat handling & docking, single or twin screw, 35 years sailing sloops, ketches, schooners & catamarans
SF Bay or Coastal • Accepts all credit cards

Latitude 38

15 Locust Ave, Mill Valley, CA 94941

Questions? (415) 383-8200, ext 104 • class@latitude38.com

Latitude 38

15 Locust Ave, Mill Valley, CA 94941
25 TO 28 FEET


26-FT NIMBLE KODIAK, 1993. Alameda. $12,000/ob. Pilothouse motorsailer. Low hrs, 9hp Yamaha, Hi-thrust outboard w/generator, hydraulic steering, autopilot, radio/AIS, EPHRB, many mods for ocean sailing. Reduced, priced to sell, double cockey trailer included. Contact (510) 359-9551 or crandroid70@gmail.com.

27-FT PACIFIC SEACRAFT ORION. Turtle, Alameda. $1,600/ob. A professional mold maker manufactured a mate mold for a companionway cover from which numerous fiberglass molds could be made. The mold is now for sale along with original owner’s manual and paper work. Contact (510) 757-5815 or championproperties@yahoo.com.


29 TO 31 FEET


30-FT OLSON, 1982. Santa Cruz Harbor. $22,000/ob. Double Espresso just completed the 2016 Pacific Cup. I spent more on getting her ready to sail to Hawaii than I am asking in price. She is in perfect bullet-proof condition, new standing rigging, new running rigging, new boom, new AIS/VHF radio, new Raymarine i70 instruments. Lots of sails. Comes with trailer. Interested in the full Pacific Cup/Transpac package; let’s discuss. The boat will pass inspection and is ready to go! Contact jason@triumauro.com or (408) 602-3661.

30-FT CATALINA, 1978. Marina Bay. $12,000. Atomic 4 engine, whisker pole, gimbal steering, Volvo Penta, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact dbrock@sonic.net or (415) 693-9506.

30-FT YANKEE, 1972. Moss Landing, CA. $13,500. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel < 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or barbandbruce@att.net.


34-FT TANDEM, 1980. San Diego, CA. $1,500. 27 ft. trailerable aluminum boat, very well kept, has Seldén jib, Herreshoff stand-up mast, electric winch, all original equipment. AFP-designed. Contact (805) 216-6869 or pburkeb@hotmail.com.


35-FT CORONADO, 1974. Richmond. $32,000. The Coronado 35 is well-known as a comfortable cruiser with a large interior and simple sail plan. This boat has had extensive refit with new mainsail, new standing rigging, new running rigging, new lifelines, new Awlgrip topsides, completely refinished bottom with 4 coats of epoxy paint, refurbished Westerbeke 25hp diesel auxiliary, new power anchor windlass, new deck paint, new galley with new Force 10 stove, electric frigde, counter top and more! Most work completed in 2010-11. Boat hauled and new bottom paint this year. Fun to sail and cruise with. I'm just not using it enough. Hate to let her go. Contact jeff@miragevideo.com or (415) 601-0860.


SABRE 38 MK II, 1990. Sausalito. $125,000. Aegea combines serious cruising comfort and great sailing performance. Excellent condition. Virtually all systems replaced or rebuilt since 2012. Extensively restored and carefully maintained. New propane system, new sails, new running rigging, new canvas, new batteries, new ground tackle... the list goes on and on. See more at http://particularharbor.com/aegea-for-sale. Contact (713) 320-5844 or john@zeratsky.com.


38-FT MORGAN 382, 1978. Peninsula location. $30,000. This boat is known to be an excellent sailing boat for Bay and offshore waters. Although the exterior teak needs varnish, the interior is in excellent condition. An equipment list of this boat is available upon request. Low-time Yanmar inboard engine well maintained. Having moved out of state, owners are anxious to sell/reasonable offer. Call or email Darlene for photos and list of equipment. Contact darlene@scpm.com or (650) 722-4594.

37-FT EXPRESS, 1985. San Francisco. $80,000. Eclipse is for sale! Own one of the most decorated E3's on the Bay, winner of Big Boat Series (S), Express 37 Season Championships (S), Long Beach Hace Week, many short and medium-length ocean races. Fully equipped for class or offshore racing, with over 82 bags of North and Ultram sailbags. Beautiful boat with recently redone Awlgrip topsides and decks. This is a fantastic racer/cruiser with recently redone Awlgrip topsides and decks. For more info, contact e37eclipse@gmail.com.


36-FT CATALINA, 1989. Alameda. $49,500. Very clean, well maintained, sloop rig, two sails, autopilot, radar, chartplotter, GPS, full dodger w/weather enclosure, new water heater, lots of extras and upgrades. For more info, contact rkonkle@spectrumspeed.com.

40-TO 50 FEET

43-FT J/BOAT 130, 1993. San Diego. $129,000. Major renovation, low engine hrs, lots of sails. Please call or email for a complete description and a ton of photos at windsyd130@gmail.com or (818) 987-2681.


46-FT F&C, 1979. Morro Bay, CA. $85,000/obo. Price slashed, must sell! One of the most gorgeous sailing yachts ever built, designed and built by German Frers, sister ship to the late Roy Disney's famous Shamrock, possibly the only example of this fast and beautiful, go-anywhere, bluewater cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shal draft 5’1”: go to weather board-down 7’6”. Interior finished in South American hardwoods, 2 strms, 2 heads, sleeps 6. Only a few hrs on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless do-rades, full dodger, much more. Contact (805) 235-4046 or tackerjib@gmail.com.


48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, MX. $109,000. Steek and graceful Mayflower 48'-tall ketch. Property equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadef II, the Ornna has proven performance, good construction, and attention to detail. Ample captain’s cabin, attractive, roomy salon, and fully-equipped galley the boat is 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. See www.theoriana.com. Contact info@theoriana.com or (480) 447-7316.

40-FT NAUTICAT, 1985. San Diego. $107,500. Liveaboard pilothouse sailboat (reduced). This Sparkman and Stephens design sailing vessel provides comfort and safety for bluewater cruising or offshore anchoring and marine liveaboard lifestyle. The Nauticat sailboats built in Finland were constructed for the notorious rough sea conditions typical of the area. We have sailed in waters ranging from exciting San Francisco to warm and sunny Baja Mexico. as an easy as much usable space as 42- or 44-foot sailboats, but is not too big to be cumbersome for one sailor to handle, not too small to be cramped for family. A much-loved cruiser/liveaboard sailboat. See website for details and photos: http://nauticat6252.blogspot.com. Contact Clark6252@gmail.com.

43-FT ROBERTS. Center Cockpit Ketch, 1989. Morro Bay, $60,000/obo. Strong and seaworthy aft-cabin ketch. In-mast furling w/new sails. Perkins 4-236, radar, AP, GPS, 10kw genset and much more. All reasonable offers considered. Contact (805) 674-0678 or CAPTJJ@charter.net.


40-FT CALIBER, 1993. Seattle, WA. $148,000. Hello World is cut-the-dock lines ready and itching to go cruising. Enclosure, solar, chartplotter, radar and much more. See the website for photos and equipment: www.yvelloworld.com. Contact andersen.jason@gmail.com or (206) 595-9531.

48-FT COBALT, 1984. $60,000/obo. This classic boat is 48-feet long and has a comfortable liveaboard layout with a well-equipped galley, the boat is 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. See www.theoriana.com. Contact info@theoriana.com or (480) 447-7316.

16-FT CLASSIC CENTURY RUNABOUT, 1948. Santa Rosa, $5,000. Fully restored Century Resorot runabout. Has all original hardware and original 8-cylinder Gray Marine engine. Hull has 12 coats of varnish. This is a real classic. Contact (408) 781-0253 or leeritchey@earthlink.net.

16-FT CLASSIC CENTURY RUNABOUT, 1948. Santa Rosa. $5,000. Fully restored Century Resorot runabout. Has all origina hardware and original 8-cylinder Gray Marine engine. Hull has 12 coats of varnish. This is a real classic. Contact (408) 781-0253 or leeritchey@earthlink.net.

MULTIHULLS

53-FT LIFE CHANGER, BAHAMAS. $70,000. SV Merleith hails from Sausaio. Built by Norseman, designed by Gary Grant, 53.5 feet on deck. Raymarine electronics, Heckmann tuning, Mercedes propulsion, Onan generation, Carib/Yamaha tendering. Belowdecks: super king aft cabin with ensuite head, forward v-berth with ensuite head, crew/child cabin bunks. Galley has cut granite countertops, salon holds library and 32” flat screen with 5 NAT speakers. 2013 survey rates her in “Above Average Condition” with a fair market value of $575,000. We paid less to purchase her. Open to any reasonable offer provided we stay with her for at least another 2 years. This year she sails to St. Maarten and south. Contact richardn533@gmail.com.

50-FT PIVER TRIDENT, 1976. Half Moon Bay, $70,000. Starship is a proven bluewater cruiser, sturdy and spacious with a rich and joyous history. 4 separate strms with 5 full-sized beds, enclosed pilothouse, mainsail and 3 headsails. 50hp marinized Volkswagen Rabbit diesel, refrigeration, solar, wind generator, navigation equipment, 4-burner propane stove, fresh- and salt-water pump systems, manual toilet + clean holding tank. 3 anchors and much, much more. See http://tinyurl.com/22qbsyl. Contact for more info: (831) 419-7145, (831) 488-1178 or danrichiea@gmail.com.

CLASSIC BOATS

56-FT JOHN ALDEN. Pilot House Cutter, 1964. Vancouver, BC. $159,000 CDN. Built as a charter boat by Camper & Nicholson, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. Please contact westbynorth@gmail.com or (604) 358-6537 or (604) 354-3090.

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

54-FT PROSAIL RACING CATAMARAN. 1987. Tiburon. $120,000. Shadow is a fast, fun Formula 40 racing catamaran. You’ve seen her set many records and win many races, including Rolex Big Boat Series (2012) and Delta Ditch Run. She is professionally maintained to the highest standard. Built from all carbon in the USA, she would also be perfect to set up an adventure charter program, or just have the most exciting daysailer on the water. Contact pistonberg@gmail.com or (415) 360-3363.
POWER & HOUSEBOATS

45-FT CAPRICORN CAT, 1995. Brisbane Marina, in SF Bay. $335,000. One-off Kurt Hughes design. She is a fast, agile, lightweight, custom-sailing catamaran. High bridgedeck and daggerboards = great windward work, beautiful galley-up, big fridge, big freezer, with new compressors. B&G, Ham/SW/S with upgraded Pactor modem, 2x44hp turbo Volvos, with Flexofolds. Fairly bottom, genset, 24gph watermaker, 4 solar panels, 10kW dinghy w/15hp Yamaha. We have enthusiastically sailed and upgraded so she runs like a top. 3x So. Pac, 6x Ha-Ha vet. This boat is ready to go right now. Food, fuel, clothes are all you need. Can you hear Mexico, the whole world calling? Contact whrendix@yahoo.com or (831) 332-8448.


PARTNERSHIPS


CATALINA 34. Non-Equity Partnership. $350. 1/4 non-equity partnership in Catalina 34 Mk I. Extensive recent upgrades including new interior, transmission, electronics, etc. We take care of everything, you just show up and sail one week a month! Call (510) 928-2337.

2007 CATALINA 34 MK II. Alameda. $22,000. 1/5 equity share in established partnership. Well equipped, maintained, comfortable boat to enjoy our Bay! $400/quarter covers expenses and upgrades. Seasoned, knowledgeable and financially responsible owners. Upwind slip. Contact markazbgu@comcast.net or (415) 536-1333.

SOUTHERN OF THE BORDER

PROFESSIONAL DELIVERY CAPTAINS. San Diego-based, USCG Master 100GT. Sail and power ASA-certified instructional deliveries. Pacific Mexico and Baja Bash specialists. More at website: www.yachtdeliverycaptain.com. Contact David at davidbrotherton@yahoo.com or (619) 913-7834.

SAILING THE SEA OF CORTEZ. In La Paz, Sailing with a MacGregor 26X or Herreshoff 28. More at www.sailing-baja.com. Contact (511-52) 612-2043 or info@hisacienca-sol.com.

PLAN YOUR MEXICAN GETAWAY NOW. At the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call Doña de Mallorca (415) 592-5165.

PLAN YOUR MEXICAN GETAWAY NOW. At the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call Doña de Mallorca (415) 592-5165.


WANTED

AUTOHELMS PARTS OR ALL. Honolulu. Need parts and/or all, for the older mechanical one! Need rudder (with hardware and trim tab). Tsunami took it away! Contact lap36cali@yahoo.com or (808) 230-6466.

GEAR


ICOM M802 SSB COMPLETE. Cupertino, CA. $1,499. Includes Icom M802, SSB, 1/2 kw from AT-140 tuner, command key for speaker, pod, Isat-3a solar, big ground strap. Only used for HI summer, works great.$40,000. Original, F-350, dually, V8 diesel super-duty, 4WD, lariat, trailer pkg, A/C, 5000 springs, 3 hoists: front is 12,000 lbs. Temperature, pyrometer, voltmeters, 1- owner, maintained, clear title. Camper: stove, oven, refrigerator, microwave, hot water unit, air conditioner, fireplace, awning, sate, siee, ramps. For loading car mounted on sides, stove and sink rise to ceiling, double bed over car. Estate sale - 95% completed. Contact (805) 459-0206 or kathyreneg1@yahoo.com.

BENCH SWINGING TOOLS. Napa, CA. $2,600/obo. Type II bench swinging machine (Kearney). Google for info. Perfect condition with bench and tons of extra eyes, forks, etc. Perfect for a mobile rigging biz. Sells for over 8k. Contact (707) 393-6981 or mmr813@comcast.net.

PROPERTY SALE/RENT

HOME AND MOORING BUSINESS. For sale. Taboga Island, Panama. $395,000. Beautiful 3 bedroom, 4 bath home and thriving mooring business. 2400 sq. ft. Spectacular ocean views. Eight years in business. See more at http://tabogahome.canbours.com. Contact tabogaislandmoorings@gmail.com, (507) 6459-4576 or (507) 6442-5712.

Sausalito, $1,500. Quantum tri-radial main and furling jib. mains: luff 51.15,’ foot 17.65,’ with 3 rows reef points. Jib: luff 50.20,’ leech 48.40,’ foot 16.20,’ LP 15.60.’ with sun cover. Contact (916) 217-0222 or nikasdad47@gmail.com.


ZODIAC OFFSHORE LIFERAFT. Oakland, CA. $1,499. Zodiac West Marine 6-man offshore liferaft. Hard case and deck cruise, re-packed by Sals in June 2016. Still-current certificate. Contact sprocket@cupertinoikeshop.com or (408) 888-8120.
PENTHOUSE IN A PRIVATE MARINA. Mazatlan, MX. $379,000 USD. This stunning 2 bedroom, 2 bathroom penthouse located in a private marina off Cerrosito Beach in Mazatlan, MX. Enjoy pools to the east and ocean views and sunsets to the west. This bright and sunny home features a large kitchen, granite countertops, eat-in breakfast bar, dining area, large balcony, oversized walk-in closet off the master, 24-hr security, beautiful restaurant, serene spas all located on the premises. Low HOA and fees. Rooftop garden with BBQ, hot tub and great views! Contact movencia@yahnito.ca or (306) 500-0743. More information at www.condosinmazatlan.com.mx.


SOUTH BEACH HARBOR. Near Giants Stadium, San Francisco. South Beach slip arrangement available long term only. Jump approximate 15-year wait list. Many options, sail, power, size, expense, and details to be discussed. For experienced boat owner only. No liveaboards. Legit background check. Don’t waste my time. Contact jangingleam@yahoo.com.

40’ SLIP. Pier 39. $4,500. South-facing slip, in wind protected area. Includes attached tenders and rollers. Lease expires in 2034. Monthly dues are $350 plus electricity. Includes garage parking: 12 hrs for $4. Contact (415) 399-1449 or dushanhrovat@att.net.

OFFICE ASSISTANT MANAGER. Customer service, Redwood City Marina. Spinnaker Sailing in Redwood City is looking for an energetic and outgoing person to help in our School office. This is a full-time position, Thursday through Monday 9-5. Duties include customer service, answering phones, student and event scheduling, charter agreements, data entry, sales, and other general office duties. Spinnaker Sailing is located at the Redwood City Marina and has been operating for over 36 years providing lessons, club memberships, sailing vacations, charters, teambuilding events and marina management services. Sailing experience a plus but not required. Filmmaker software knowledge a plus. Must be outgoing and enjoy working with people. Please see our website: www.spinnakersailing.com. Contact richt@spinnakersailing.com or (650) 363-1390.

FLEET SERVICE TECHNICIAN. OCSC Sailing, Berkeley. General yacht maintenance. Become an important part of the team at the leading sailing club in North America. Ideally experienced with fiberglass, rigging, boat handling, marine electronics, water systems and diesel engines. Some exposure to Excel, Quickbooks, inventory management. We are looking for you if you are dependable, organized, a good communicator, approachable, coachable, take direction well, capable of leading and initiating, good prioritization skills, and asking for help. Full time with full benefits. More at www.ocscsailing.com. Please contact Brian Falty at (800) 223-2984, ext. 121 or brian@ocsc.com.

SAILING INSTRUCTORS. Nationally recognized as one of the country’s top sailing schools, OCSC Sailing is looking for instructors to join its award-winning team. OCSC’s rigorous curriculum is famous for turning out the best new sailors. You will enjoy thorough training to develop your skills as an instructor. Read what being an instructor at OCSC is like on our website: www.ocscsailing.com/about/people/sailing-instructor.php. Email your resume and cover letter to Johnny McGinty, General Manager; johnny@ocsc.com. Call (510) 843-4200, ext. 120.

INSTRUCTORS WANTED. Alameda and Sausalito. Join the Captains at Club Nautique and start teaching US Sailing’s most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to work and travel in a professional environment. Full-time and part-time positions available. Visit our website: www.clubnautique.net. Contact kmcDonald@clubnautique.net or (510) 865-4700, ext. 315.

LICENSED CAPTAIN WANTED. With towing endorsement for Vessel Assist on the San Francisco Bay and Delta. Preferred if you live on SF waterfront area or Bethel Island. More information at www.vesselassistsanfrancisco.com. Contact philipdelano@gmail.com or (925) 382-4422.


A Sailor’s Consignment Chandlery
NEW & USED BOAT GEAR
Open Tues.-Sat. 10 to 5 p.m.
Items in Blue Pelican Marine store on eBay!
(510) 769-4858
www.bluepelicanmarine.com

WHITING & WEDLOCK
Two Independent Marine Surveyors at
One Convenient Location
Serving the Bay Area since 1980
www.norcalmarinesurveyors.com
(415) 505-3494

• Vessel surveys
• Consulting
• Deliveries
DeWitt Art Gallery & Framing  •  (510) 236-1401  •  pam@jimdewitt.com
Online Store: www.jimdewitt.com

DeWitt Art Gallery & Framing

It's time to start thinking of the upcoming gift-giving season!

Call Pam to discuss details about commissioning Jim DeWitt to do a custom painting for your family!

DeWitt Art Gallery & Framing

1,000 Used Sails
Listed at minneysyachtsurplus.com

We Buy Good Used Sails and Marine Equipment

MINNEY’S YACHT SURPLUS
1500 Newport Bl., Costa Mesa, CA
949-548-4192  •  minneys@aol.com
“We keep boating affordable!”

NO RACERS = NO RACE
Promote your event, club or fleet in the comprehensive* 2017 Latitude 38 Northern California Race Calendar

AD DEADLINE: November 4
DISTRIBUTION: December 30
2017 RACING STARTS: January 7

To promote your 2017 events, call (415) 383-8200
John Arndt x108  •  john@latitude38.com

*If you're not in it, it's not comprehensive!

Navigation, Communication & Weather

SeaTech Systems
800.444.2581  •  281.334.1174
info@sea-tech.com  •  www.sea-tech.com

NO RACERS = NO RACE
Promote your event, club or fleet in the comprehensive* 2017 Latitude 38 Northern California Race Calendar

AD DEADLINE: November 4
DISTRIBUTION: December 30
2017 RACING STARTS: January 7

To promote your 2017 events, call (415) 383-8200
John Arndt x108  •  john@latitude38.com

*If you're not in it, it's not comprehensive!
JUST YOU AND THE SEA...

...and the jacuzzi, the 80-ft long pool, the surf, the Punta Mita anchorage, and the 4-mile distant Tres Marietas Islands

Punta Mita Beachfront Condos
Call now for reservations!
(415) 269-5165
www.puntamitabeachfrontcondos.com

Contact Ken Keefe
Ken@kkmi.com
415-332-5564

YACHT SALES INC.
CALIFORNIA’S MULTIHULL LEADER
BEST MULTIHULL BROKERAGE

CORSAIR 31
Three from $69,000

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CARAIR 31
Three from $69,000

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CARAIR 31
Three from $69,000

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com

GARY HELMS
(510) 865-2511
garyhelms44@gmail.com

FRANK ROWDEN
(512) 750-5735
cabosportsfrank@yahoo.com

CARAIR 31
Three from $69,000

CORSAIR 24 MkII
Two from $29,000

ANTRIM 30+
$95,000

New SEAWIND 1190 SPORT arriving.

Dealers for: Corsair • Dragonfly • Seawind
www.helmsyacht.com

TOM EELKEMA
(510) 872-4454
teeelkema@gmail.com
## ADVERTISERS' INDEX

<table>
<thead>
<tr>
<th>Advertiser</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB Marine</td>
<td>6</td>
</tr>
<tr>
<td>ATN</td>
<td>114</td>
</tr>
<tr>
<td>Almar Marinas</td>
<td>37</td>
</tr>
<tr>
<td>Author: Salt Peter</td>
<td>46</td>
</tr>
<tr>
<td>BVI Yacht Charters</td>
<td>101</td>
</tr>
<tr>
<td>Baja Ha-Ha Sponsors</td>
<td>75-77</td>
</tr>
<tr>
<td>Bay Marine Boatworks</td>
<td>27</td>
</tr>
<tr>
<td>Bay Marine Diesel</td>
<td>115</td>
</tr>
<tr>
<td>Berkeley Marina</td>
<td>28</td>
</tr>
<tr>
<td>Berkeley Yacht Club</td>
<td>40</td>
</tr>
<tr>
<td>Blue Pelican</td>
<td>124</td>
</tr>
<tr>
<td>Blue Water Yacht Insurance</td>
<td>116</td>
</tr>
<tr>
<td>Boat Yard at Grand Marina, The</td>
<td>22</td>
</tr>
<tr>
<td>Boatswain’s Locker</td>
<td>36</td>
</tr>
<tr>
<td>Boy Scouts – San Diego</td>
<td>33</td>
</tr>
<tr>
<td>Breakwater Cove Marina</td>
<td>117</td>
</tr>
<tr>
<td>Brisbane Marina</td>
<td>49</td>
</tr>
<tr>
<td>Call Of The Sea</td>
<td>101</td>
</tr>
<tr>
<td>Catamaran Company, The</td>
<td>23</td>
</tr>
<tr>
<td>Chris Boome Insurance</td>
<td>56</td>
</tr>
<tr>
<td>City Yachts</td>
<td>7</td>
</tr>
<tr>
<td>Club Nautique</td>
<td>57</td>
</tr>
<tr>
<td>Cover Craft</td>
<td>53</td>
</tr>
<tr>
<td>Coyote Point Marina</td>
<td>53</td>
</tr>
<tr>
<td>Cruising Yachts</td>
<td>39</td>
</tr>
<tr>
<td>Defender Industries</td>
<td>48</td>
</tr>
<tr>
<td>DeWitt Studio</td>
<td>125</td>
</tr>
<tr>
<td>Downwind Marine</td>
<td>52</td>
</tr>
<tr>
<td>Doyle Sails</td>
<td>25</td>
</tr>
<tr>
<td>eMarine Systems</td>
<td>100</td>
</tr>
<tr>
<td>East Coast Sailboats</td>
<td>41</td>
</tr>
<tr>
<td>Emeryville Marina</td>
<td>52</td>
</tr>
<tr>
<td>Equipment Parts Sales</td>
<td>57</td>
</tr>
<tr>
<td>Farallon Electronics</td>
<td>42</td>
</tr>
<tr>
<td>Farallone Yacht Sales</td>
<td>10</td>
</tr>
<tr>
<td>FlopStopper</td>
<td>115</td>
</tr>
<tr>
<td>Flying Cloud Yachts</td>
<td>127</td>
</tr>
<tr>
<td>Gentry’s Kona Marina</td>
<td>57</td>
</tr>
<tr>
<td>Gianola Canvas Products</td>
<td>56</td>
</tr>
<tr>
<td>Grand Marina</td>
<td>2</td>
</tr>
<tr>
<td>Hansen Rigging</td>
<td>34</td>
</tr>
<tr>
<td>Harbor Island West Marina</td>
<td>51</td>
</tr>
<tr>
<td>Helms Yacht &amp; Ship Brokers</td>
<td>126</td>
</tr>
<tr>
<td>Helmut’s Marine Service</td>
<td>117</td>
</tr>
<tr>
<td>Heritage Marine Insurance</td>
<td>50</td>
</tr>
<tr>
<td>Hood Sails</td>
<td>13</td>
</tr>
<tr>
<td>Hydrovane</td>
<td>114</td>
</tr>
<tr>
<td>Iverson’s Design</td>
<td>45</td>
</tr>
<tr>
<td>JK3 Nautical Enterprises</td>
<td>15</td>
</tr>
<tr>
<td>KISS-SSB/Radioteck</td>
<td>117</td>
</tr>
<tr>
<td>KKMI – Boatyard</td>
<td>132</td>
</tr>
<tr>
<td>KKMI – Brokerage</td>
<td>129</td>
</tr>
<tr>
<td>KKMI – Vesper for Sale</td>
<td>126</td>
</tr>
<tr>
<td>Kissing Canvas</td>
<td>51</td>
</tr>
<tr>
<td>Lee Sails</td>
<td>115</td>
</tr>
<tr>
<td>List Marine Enterprises</td>
<td>46</td>
</tr>
<tr>
<td>Loch Lomond Marina</td>
<td>39</td>
</tr>
<tr>
<td>Maine Cats</td>
<td>100</td>
</tr>
<tr>
<td>Makela Boatworks</td>
<td>115</td>
</tr>
<tr>
<td>Marchal Sailmakers</td>
<td>57</td>
</tr>
<tr>
<td>Marina Bay Yacht Harbor</td>
<td>42</td>
</tr>
<tr>
<td>Marina Cortez</td>
<td>54</td>
</tr>
<tr>
<td>Marina Costa Baja</td>
<td>35</td>
</tr>
<tr>
<td>Marina de La Paz</td>
<td>116</td>
</tr>
<tr>
<td>Marina El Cid</td>
<td>50</td>
</tr>
<tr>
<td>Marina Riviera Nayarit</td>
<td>32</td>
</tr>
<tr>
<td>Marina Vallarta</td>
<td>49</td>
</tr>
<tr>
<td>Mariners General Insurance</td>
<td>43</td>
</tr>
</tbody>
</table>

CONTINUED
ADVERTISERS' INDEX – cont'd

Maritime Institute .............. 43
Marotta Yachts ............ 130
Master Marine
Clocks ...................... 48
McDermott Costa
Insurance ................. 47
Minney’s Yacht
Surplus .................... 125
Modern Sailing
School & Club ............ 55
Napa Valley Marina ....... 12
New Era Yachts ............ 128
Newport Beach
Marina Park ............... 38
Norpac Yachts ............ 131
North Sails ............... 21
Oakland Yacht Club ..... 31
Outboard Motor
Shop ..................... 55
Owl Harbor Marina ..... 45
Oyster Cove Marina .... 89
Pacific Crest Canvas .... 18
Pacific Offshore
Rigging ................... 41
Pacific Yacht Imports ... 14
Paradise Village ........ 29
Passage Nautical ........ 5
Pineapple Sails ........... 3
Punta Mita Beachfront
Condos .................... 126
Quantum Pacific ........ 47
Raiatea Carenage
Services ................... 112
Richardson Bay
Marina ..................... 47
Rubicon Yachts .......... 8–9
Sail California ........... 11
Sail Warehouse, The ... 116
Sail’s Inflatable
Services .................... 41
San Francisco
Boat Works ............... 97
Satellite Phone
Store ....................... 17
Scanmar
International ............ 117
Schaefer Marine ........ 26
Schoonmaker Point
Marina ..................... 20
Seashine .................... 36
Seatech ..................... 125
South Beach Harbor ..... 16
Spaulding Wooden
Boat Center ............. 89
Spectra
Watermakers ............. 113
Starbuck Canvas ........... 44
Stem to Stern ............... 49
Suncoast Yachts .......... 34
Svendsen’s Boat
Works ..................... 19
Swedish Marine .......... 40
Swi-Tec America ......... 116
TMM Yacht Charters ... 101
ThunderStruck
Motors .................... 44
Trident Funding ........... 4
Twin Rivers Marine
Insurance .................. 38
Ultra Marine West/
Quickline ................. 51
Vallejo Marina .......... 74
Ventura Harbor
Boatyard .................. 117
Weatherguy.com .......... 57
Westwind Precision
Details ..................... 43
Whale Point Marine
Supply ..................... 30
Whitling & Wedlock
Marine Surveyors ....... 124
Wichard Sparcraft,
Inc ......................... 24
Windtoys ................... 53
Yachtfinders/
Windseekers ............. 55
‘Yucca’ For Sale ........ 54

2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
sales@newerayachts.com • newerayachts@sbcglobal.net
(510) 523-5988 • www.newerayachts.com

POWER & SAIL yachts

57’ ALDEN CLASSIC, ’31
$129,000

47’ GULFSTAR SAILMASTER, ’79
$134,900

45’ ROBERTSON & CAINE LEOPARD
$247,500

44 LANCER, ’80
$59,900

43’ SERENDIPITY, ’81
$89,000

39’ FOUINTE P JOT, ’90
$124,500

38’ CABO RICO, ’86
$65,000

33’ NEWPORT, 1985
$12,000

30’ NEWPORT MkII, 1978
Electric motor. $19,500

28’ BRISTOL CHANNEL CUTTER
$74,000

28’ RANGER, ’77
$7,900

27’ O’DAY, 1974
$7,500

Page 128 • Latitude 38 • November, 2016
Operating under the marquee of Nautor’s Swan USA West, KKMI is one of most successful agents for Nautor Swan. For nearly 40 years Nautor Swan has built the world’s finest sailing yachts. Long noted for uncompromising quality, integrity of construction, and elegance of design, Nautor Swan remains in a league with few rivals.

Swan 461 (2006) Lohengrin is a low use, single-owner boat set up for easy short handed sailing. Berthing is made simple with a retractable bow thruster. Carbon fiber mast, no running backstays needed. Twin steering wheels, large comfortable cockpit with electric winches. Located in Sausalito, asking $595,000.

Swan 60 (2014) First time on the market, Thor is modern and easy to sail. She has a high-volume interior with pickled teak, a large cockpit and push button controls. Carbon mast, carbon rigging and carbon sails - she is the ultimate sailing machine. Located in San Francisco, asking EUR 3,250,000.
32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

60' STEPHENS HOUSEBOAT, 1966
Immaculate and spacious custom yacht. Lying in a potentially live-aboard slip. MAJOR PRICE REDUCTION TO $199,000 – Owner Motivated.

43' DUFOUR GIB'SEA, 2003
This four stateroom, dual helm sloop was just detailed, is lying in transferable Sausalito YH slip and is VERY competitively priced! $109,000

32' WESTSAIL CUTTER
The nicest Westsail we’ve ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised; very low time on machinery. $59,000

60' STEPHENS HOUSEBOAT, 1966
Immaculate and spacious custom yacht. Lying in a potentially live-aboard slip. MAJOR PRICE REDUCTION TO $199,000 – Owner Motivated.

43' DUFOUR GIB'SEA, 2003
This four stateroom, dual helm sloop was just detailed, is lying in transferable Sausalito YH slip and is VERY competitively priced! $109,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000

32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

31' ISLAND PACKET CUTTER, 1981
This particular example is bristol inside & out. Never cruised, she shows YEARS newer than her actual age. Only IP 31 currently for sale on West Coast. $59,000
25' FARRALLON WHALEBACK actually 24' 4'. These seaworthy workhorses are legendary for their amazing seakindliness & all-around performance. Even Boston Whaler can't hold a candle to these incredibly seaworthy boats. 260hp V8, 500hrs on rebuild. Asking $28,000

42' IOD, 52' SPORE, Edson B. Schick
CLASSIC Schooner
by Gusto Mews' Dittmar Yard. A beautifully restored/rebuilt thoroughbred of the West Coast yachting tradition. Low hours modern diesel, recent sails, look decks: Beautiful, traditional, seaweedly bluewater windjammer. All good & awaiting your pleasure. Asking $164,900

37' TARTAN Sleep in very nice shape. Diesel, roller furling, wheel, on pedestal, seakindly built, radar, SSB, 406 EPIRB, plotter, GPS, A/P, full galley, double forward stateroom, enclosed marine head with shower, task interior, comfortable, good performer, non-station quarter berth & MORE! Asking $54,950

58' NATTERAS Motoryacht. Equipped & laid out for comfortable live, cruise lifestyle. Famous Flanders quality & seaworthiness. A/C, heat, 2 helms, full electronics, 3 stoms w/heads & showers, twin 8V-71 diesel (low hrs), hyd output solar plus old engi gen, > Asking $159,950


46' ALASKAN Trawler by Grand Banks. American Marine. First-class design, one of the greatest in this size class of all time. Portuguese bridge, pilothouse, good bunkroom, comfortable, roomy, economy of operation w/twin Lehman 135hp 6 cyl. diesel. Asking $42,000

37' STEEL Sleeps: Fraus Mas SABINA design. Built by Holland's Standfast Shipyard. World-class blue-water cruiser. Complete overhaul/ refit & just back from northcoast. Ready to go again. Yanmar dsl, halyard, lazy jacks, Stadjack, MORE. Asking $44,000

41' Cutter-rig MOTORSAILER by Alexander
Corme P11, wheely, RF ibo, self-trading primary AF, GPS/pilot, VHF, head, hatch, inverter, port, starboard, 8 winches, heater, head & shower, full galley, ship’s table/setting, off roster stateroom & MORE! Asking $39,950

2 AVAILABLE

36' ISLANDER Sloop. Cruise equipped. Ready to go. Diesel, dodger & tarps, self-trading winches, radar, chart plotter, AC, 6 cylinder, turbo. Excellent interior, full head, convertible settee/ship’s table, MORE. Starting at $34,950

YOUR BOAT HERE
List Now!

www.norpacyachts.com and/or
www.yachtworld.com/norpacyachts
for MORE BOATS

WE SPECIALIZE IN THE TWO BEST DAYS OF A BOAT OWNER’S LIFE!

CRUISE NOW!

CALL (510) 232-7200 OR
Toll Free (877) 444-5087
or CALL GLENN DIRECTLY AT
(415) 637-1181
FOR APPOINTMENTS & INFORMATION

November, 2016  •  Latitude 38  •  Page 131
GREAT DEALS!
Above & Below the Waterline!

THIS NOVEMBER -
Get 25% OFF Haul Out with Bottom Package Purchase!
GET 25% OFF Buff & Wax Job!
GET BOTH!
Visit KKMI.COM/SPECIALS for More GREAT DEALS!

BAY AREA'S HEADQUARTERS FOR BOTTOM PAINTING, FIBERGLASS REPAIR & MUCH MORE!

PT. RICHMOND (510) 235-5564 WWW.KKMI.COM
SAUSALITO (415) 332-5564