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Boat Yard at Grand Marina, The ... 27
Marchal Sailmakers ...................... 108
New Era Yachts ............................. 120
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Pacific Yacht Imports ..................... 16
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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 October’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!

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Cover: Like hordes of fellow Baby Boomers, the Stephens-designed Farallon Clippers (born in 1952) and VIP (1949) have been plying San Francisco Bay waters for decades. Here they’re seen competing in October’s Jessica Cup, a wooden-boat regatta hosted by St. Francis Yacht Club.

Photo by Chris Ray / www.crayivp.com

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CONTENTS

subscriptions 6
calendar 12
letters 20
sightings 52
citizen sailor/scientists 64
season champs, pt. II 68
baja ha-ha 23 recap 74
max ebb: do the math 84
the racing sheet 88
world of chartering 94
changes in latitudes 98
classy classifieds 112
brokerage 118
advertisers’ index 119

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don’t contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers’ guidelines from the above address or see www.latitude38.com/writers.html.
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Dec. 3 — Chantey Sing, aboard Eureka, Hyde Street Pier, San Francisco, 8-11 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.


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.

Dec. 3-31 — 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.


Dec. 4-18 — 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.


Dec. 7-28 — 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.

Dec. 8 — California Clean Boating Network meeting, Martinez YC, 9:15 a.m.-1 p.m. Topics: the Statewide Clean Boating Program, the new California Boater Card, the SAVE Grant Program, Delta aquatic weeds, and the pumpout app. Free, with free parking. RSVP to vmatuk@coastal.ca.gov.

Dec. 10 — Celebrations at Sea, aboard the Lewis and Balcutha, Hyde Street Pier, San Francisco, 1-4:45 p.m. Live music, refreshments, a visit from Santa, crafts, story time, more. Free-$10. Info, (415) 447-5000 or www.nps.gov/safr.


Dec. 10 — Lighted Boat Parade on the San Rafael Canal, 6 p.m. Info, (415) 272-0535 or www.lightedboatparade.org.


Dec. 13 — Full moon on a Tuesday.


Dec. 17 — Rigging seminar, Hansen Rigging, Alameda, noon-3 p.m. Info, (510) 521-7027 or hansenrig@sbcglobal.net.


Dec. 21 — Winter Solstice.

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2006 41’ J/124 ................................ $229.5k
1998 40’ J/120 ................................ $199,000 Contact: Alameda
1992 36’ Beneteau ......................... $58k
1988 36’ Freedom ............................ $45k
2001 36’ Beneteau 361 ................. $114.75k
1983 36’ Morgan ............................ $66.9k
1998 35’ J/105 ............................... $59.9k
1999 35’ TD35 ............................... $173.9k
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47’ Beneteau First 47.7 2002
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RENEWED
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$398,000 Contact: San Diego

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39’ Tiara 3900 Open 2009
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TIBURON YC — Midwinters: 1/7, 2/4, 3/4. Info, race@tyc.org.


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**December Weekend Currents**

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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.
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THE SKIPPER OF THE LOST 'SUMMERWIND' REPORTS

I have had no contact with the Baja Ha-Ha group since the brief VHF communication and my contact with Pollo of Ullman Sails at Turtle Bay.

As the Grand Poobah knows, we went hard aground at Punta Quebrada, about five miles north of Turtle Bay, on the night of November 2. The wind was 12-16 knots and the seas 2-4 feet, so weather wasn’t a factor. I had been waiting for the wind to lighten in order to get the main down. It had become stuck in the boom furler about two thirds of the way down.

Jim, my crew, was below and not feeling well. Andrew, my 22-year-old son, was at the helm. We had been having trouble getting the autopilot to keep a course. It would begin to swing greatly. But we thought we had it settled down, so we began to work on the main. A short time later we hit hard.

The boat immediately heeled hard to port, and waves rapidly flooded the cockpit and cabin. It was very dark, and we were unsure of the shoreline at this point. We placed emergency calls and deployed flares. Andrew went below to assist Jim in putting on a PFD and getting him on deck.

Despite the dark, we were able to get to shore without much trouble. By this time our radio had died, and we were unable to communicate with the boats that had come to stand by offshore. A volunteer Search and Rescue group from Turtle Bay came to our aid about 90 minutes later. These generous people provided us with dry clothes and a meal, and arranged for a room.

The next day the Marines met us at the restaurant and advised us to get to the boat ASAP. I had wanted to get Jim back to the US immediately, but this was not possible. Summerwind was on the rocks about an hour’s drive on rough roads from Turtle Bay. When we arrived, we saw that Summerwind had been stripped of anything of value. We were able to get a few items, including — thankfully! — my passport and credit cards.

Upon our return to Turtle Bay, I was advised that I had to meet with the port captain in Guerrero Negro by 8 a.m. the next day. I was very fortunate to have a friend in Guerrero Negro, and he sent a driver down to pick us up that evening. We met with the port captain and gave him the official statement of the events.

We are all in San Diego now. I am planning to return to Turtle Bay in the coming days to gather some of my belongings. I am very thankful to Rodrigo 'Pollo' of Ullman Sails for his help and to the generous people of Turtle Bay.

Although we had some difficulties with the autopilot, the main furler and crew, these should have been better attended to by me, the skipper. Hindsight is always more clear.

This unplanned ‘stop’ at Punta Quebrada was not what I had envisioned for our Ha-Ha adventure. While the loss of Summerwind to me is a great loss, I know that life can change in a moment. We can choose to move forward, so here we go.
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I hope all went well with the rest of the trip for everyone else.

Steve Brodbeck
Summerwind, Newport 41
San Diego

Steve — We’re sorry for your loss, but take solace in the fact that nobody was hurt and that your boat was apparently insured.

It was at about 7 p.m. that the Grand Poobah, crashed out aboard Profligate, heard that Summerwind was on the rocks somewhere north of Turtle Bay. The reported positions given varied by as much as 30 miles. The Poobah immediately put out a call for a Ha-Ha boat with a reasonably large dinghy and outboard. Kenny Knoll, the ex-Coastie sleeping aboard his Irwin 65 Jersey Girl, was alerted of the situation. He immediately jumped into his dinghy and picked up the Poobah from Profligate. It was pitch-black out and we only had a very general idea of where Summerwind might be. It was a tense situation, as for all we knew we’d have to swim to the boat and might find injured crew or even dead bodies aboard.

For the Poobah, the search became a lesson in how inaccurate and imprecise information can be in emergencies, and how hard it is to find anything that isn’t brightly illuminated. Kenny and the Poobah floundered around for about an hour in benign conditions — 5 knots of wind and flat seas — in a vain search for Summerwind. We finally received word — barely audible — that the Summerwind crew had been recovered in good health and taken to Turtle Bay.

We met with some of the local officials and Marines the next day on Profligate, and were told that a fisherman had seen Summerwind go onto the rocks and reported it to authorities in Turtle Bay.

More than 2,500 boats have done the Baja Ha-Ha. Only two have been lost. The J/120 J World sank after colliding with a whale in 2009. After spending several hours in a liferaft, the crew was rescued by a Coast Guard helicopter from San Diego. The second was Summerwind.

We hope you’ll be able to join us on another Ha-Ha and enjoy better results.

THE SPINNAKER HOG-TIED ITSELF TO THE JIB

The crew of the Farr 395 Anduril sends a huge thanks to the Grand Poobah and all his helpers for a great Ha-Ha. It was a wonderful experience for Anduril and crew. The event was so well organized and a ton of fun. And we liked how supportive fellow sailors were of each other. Other than a little terror provided by our crewmembers flying the spinnaker that windy first night, all was well on Anduril.

Check out the photo of the ugly spinnaker wrap that we got on the first night of Leg 1. At midnight, of course! The spinnaker had a torsion line that hog-tied itself onto the furled jib. We had to live with the situation until we anchored in light winds at Turtle Bay. Then it took three sessions with
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SOLD!

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LETTERS

the skipper up the mast to untangle the mess.

Alice Kloosterboer
Anduril, Farr 395
Vancouver, BC

Alice — Thanks for the kind words. If it makes you feel any better, we once got an intractable Leg 1 spinnaker wrap on Profligate and had to motor 40 miles with a flogging chute before we gained a lee and were able to get it down. Having learned our lesson, we now sail a bit more conservatively.

⇑⇓

IT WON’T BE OUR LAST HA-HA

The skipper and crew of J/122 Day Dream want to thank the Poobah and his team for a terrific Baja Ha-Ha. It was our second, but it won’t be our last.

The Ha-Ha provides a truly unique opportunity and experience for members of the boating community. In both Ha-Ha’s we’ve participated in, the camaraderie and fleet spirit has been extraordinary. That everyone works to help all the boats to Cabo is inspiring. And then there was the fun, and plenty of it in all forms. And we like the Poobah’s kindness and daily sense of humor.

We aren’t sure how you’re able to pull it all together year after year, but please keep up the amazing work. We absolutely will be back.

Robert Day and the entire crew
Day Dream, J/122
Newport Beach, CA

Robert and Crew — When you’re doing something that makes people happy, it’s more fun than work and is relatively easy to put together.

After the awards party, Martin Kratz, owner of the Beneteau 473 Soiree, approached the Poobah and said, “This Ha-Ha has been the highlight of my life.” The Poobah thought he might be joking. But he repeated the claim. People always ask when the Poobah is going to stop running the Ha-Ha. When he gets compliments like that, how could he ever stop?

While this year’s first two legs were about the windiest ever in the Ha-Ha, and thus there were a couple more ‘incidents’ than normal, the Poobah thought it was a great one. He can’t wait for next year. And the year after. And the year after that.

⇑⇓

AN INNOCENT MAN — ME — WAS JAILED IN NOGALES

Read about what can happen to you if apply for an FMM visa status for Mexico online, as opposed to applying in person at a Mexican embassy in the United States. If you apply online, there is no check of any of your information until you get to a point of entry. In my case, when I got to Nogales.

When I got to the offices in Nogales, some negative information came up through the Mexican system about a person with the same name as mine. The officials wouldn’t tell me what the man had done, but they said he was “a very bad man.”

Having no immediate way of knowing that I wasn’t the “bad man,” they threw me in the slammer overnight! They wanted to hold me until a more senior immigration official came to work the next morning.

When the immigration officer got there, he tried to intimidate me into signing a two-page document in Spanish, which I couldn’t understand. He wouldn’t even let me send a photocopy to the US embassy.

My wife called the US State Department all night long, but they were no help.

The Mexican officials finally got so tired of hearing me say,
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Robert Cohn
Nomad, Rival 36
Point Richmond

Robert — We’re very sorry to hear about your experience. The Mexican system is getting better all the time, but from time to time there are still problems. Hopefully you can go to a Mexican embassy in the United States and get it straightened out and get your boat.

(PORT AND STARBOARD, SLOW AND FAST)

I’m writing in response to a November issue letter from David Fiorito regarding the close call between his Beneteau 39 Irie and the very fast catamaran ‘SmartRecruiters’ on San Francisco Bay. Despite being on port, Fiorito held his course, but he got angry with ‘SmartRecruiters’ despite the fact that they were on starboard.

I wasn’t there to witness the incident, but I do race on the Bay a lot. Mr. Florito specified he was on port, but then says he felt he was obliged to hold his course. Wrong! It does not matter if they were racing or not, or which boat was going faster. The basic Rule of the Road specifies that the boat on starboard tack has right of way, and the starboard-tack boat should hold their course and assume that the port-tack boat understands the Rules of the Road. The port tack boat is obliged to make whatever course correction is necessary. They should do this early and in an obvious manner — meaning a tack or a significant course change — so the starboard-tack boat sees they are paying attention. Someone with a Coast Guard license should know this.

Fiorito also assumes that a cat screaming along is more maneuverable than the racer/cruiser that he was daysailing. Has he ever sailed on a cat like that?

When we come across racers, we assume they know the Rules of the Road. When we come upon cruisers, we assume they are clueless, don’t see us, don’t care about us, or are unable to actually maneuver their vessels. Please, if you are skippering or driving a boat, make sure you understand the Rules of the Road and follow them. To do otherwise endangers your boat and passengers and other boats around you.

Andy Newell
Ahi, Santana 35
Berkeley

Andy — With all due respect, we’re going to disagree with
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you on one count, and suggest that things aren’t as cut and dried as you assume on the second count.

For the last 20 years we’ve been sailing a pretty fast — when there is wind — catamaran, and on 50 Ha-Ha legs we’ve let all the other boats start first so we could slalom our way through fleets of 120 to 150 slower boats to take photos. It’s been our experience that Profligate going 18 knots is ridiculously more maneuverable when it comes to avoiding a collision than a boat that is going six knots.

A boat doing 18 knots can gain separation three times faster than a boat going just 6 knots. This is especially true with a multihull, where so much of the speed comes from apparent wind. It hardly takes any change in our course or sail trim to either accelerate or decelerate dramatically. In less than a complete turn of Profligate’s wheel, we can slow from 18 knots to 9 knots or less. So if some sailors are “screaming along” on a cat and can’t “maneuver” quickly, it would seem to us they are not really in control and perhaps should be extremely careful when sailing in the vicinity of other boats.

Secondly, since you brought up the Rules of the Road, let’s dig a little deeper. Yes, there are the basic rules regarding stand-on and give-way vessels that hopefully everybody knows. But there is also Rule 17(b): “When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.”

If you consider that Rule 17(b) is the last rule to be applied before an impending collision, it could be seen as the ‘ultimate rule’.

Many mariners would be surprised by the implications of Rule 17(b). For example, when a give-way vessel without anyone on watch collides with a stand-on vessel, the collision is completely the fault of the give-way vessel without a lookout, right? Wrong. In fact, the Supreme Court ruled that the absence of a lookout was “unimportant” in finding fault in a collision between two boats because the stand-on vessel saw the vessel without a watch well in advance and could have easily maneuvered to avoid the collision.

Similarly, there was the case in which a vessel on the wrong side of a channel collided head-on with a vessel traveling on the correct side of the channel. Slam-dunk case of who was at fault, right? Wrong! Both skippers were cited. The skipper of the stand-on vessel was cited because had he slowed down there wouldn’t have been a collision. It’s old Rule 17(b) again. Had there been a collision between SmartRecruiters on starboard and Irie on port, we think both vessels would have been found to be at least to some extent at fault. We think Fiorito’s argument that he felt “obligated to hold his course” because he thought it would be the safest course of action would be a very strong one. And based on our experience, we think he’s right.

Mind you, we’re absolutely not advocating that mariners ignore the basic Rules of the Road, or ignore them because another boat is going very fast or racing. We are saying that the helmsperson of a boat going three or four times as fast as other boats has an obligation to realize that he/she is in a tomcat position and the other vessel is a sitting duck, and as such, the former has an obligation to both avoid a collision and avoid scaring the bejesus out of the people on the other boat. More than anything, it’s a matter of being nice.

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We think all boats belong in the water, but sometimes life gets in the way. Reasons beyond your control sometimes dictate a change.

50 YEARS OF SAILING ON A GREAT TRIMARAN DESIGN
My husband and I sailed the Jim Brown 37 Searunner Trimaran Toco from San Diego to Hawaii, then as far down as Fiji, in the 1980s. We had a wonderful adventure, and that
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old polyester tri held up well. We sold Tiva in Fiji, flew home, and started thinking about our next trimaran.

Doggone, our current 40-ft Searunner design, was just three hulls when we bought her from the Napa Valley Marina boneyard in 1998. We had her in the water in one year, and finished her up and set sail to Mexico in December of 2001. We’d signed up for that year’s Baja Ha-Ha, but weren’t ready in time.

We spent most of the next four years in Puerto Vallarta, and then Greig sailed her back to the Bay in 2006. With our daughter now in Portland, and wonderful memories of Mexico in our heads, we are very glad to be back sailing in tropical Mexico.

Sailing on Doggone is always smooth — unless going to windward in short, steep chop. Our tri is light and therefore easily driven. Doggone has a deep centerboard, so she points well. We hit 16.8 knots on Leg 1 in the just-completed Ha-Ha, and Doggone always felt solid. In addition, our tiller autopilot worked like a champ, even in 20+ knot winds and more than 10-ft seas. Right now we only have white sails, but we’ll definitely need to get at least one light-air sail.

Doggone is super comfy at anchor or in a slip, and we really enjoy all her deck space. We run with three 100-watt solar panels, which have provided all the power that we have needed so far.

Because Doggone is plywood/epoxy construction, Greig can readily do the repairs himself. He had to do this after she got knocked off her jack stands when Hurricane John hit La Paz in 2006.

The Searunner series trimarans are very economical cruising boats, well designed and very comfortable. Two years from now, in 2018, it will be time to celebrate the 50th anniversary of Searunner trimarans. Our hats are off to Jim Brown!

And hats off to the Grand Poobah and his team for this year’s wonderful Ha-Ha experience. The effort that was put into it really showed.

Leslie and Greig Olson
Doggone, Searunner 40
Sausalito

---

I LEARNED SOME GOOD LESSONS IN 1983

After years of cruising in the tropics and a way-too-long and too-difficult complete refit of Migration in Thailand, Ailene and I are in Japan. Life is good here, but compared to the tropics, it’s cold! The temps are in the 50s and 60s now, which is hard to get used to after the tropics.

I saw the request in ‘Lectronic Latitude for old cruising photos and decided to send in the accompanying one. That’s me at age 24 on the left. It was taken in San Diego in 1983. The circumstance was that my best friends Steve and Shirley had joined me for a trip to San Diego to search the bulletin boards for cruising boats needing crew.

We signed on to a Piver Victress trimaran owned by an Englishman who wanted to sail her back to England via the Panama Canal. Lots of stories go with the adventure, but it takes a whole night to get through them all, what with the
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torpedo-sized oxygen tank, the Doberman guard dog, an extended Coast Guard boarding, destructive spinnaker-flying in Cabo, etc.

Unfortunately, the elderly owner had waited too long to fulfill his cruising dream. He fell ill and had to sell the boat in Mexico. The experience was life-changing for me because I swore I wouldn’t wait too long to go cruising, and I fell in love with trimarans.

Bruce Balan and Alene Rice
Migration, Cross 46 trimaran
California/Currently Himeji, Japan

Readers — Bruce, later joined by Alene, indeed didn’t wait too long to go cruising. As long ago as 2008 the couple had cruised to Easter Island and, after a long time in the South Pacific, sailed as far south as the southern tip of the South Island of New Zealand. Having done their time in New Zealand, they are now slowly working their way through Japan, supposedly on their way back to the United States.

COMPELLING TO INQUIRE ABOUT IMPELLERS

What’s the deal with raw-water impellers on sailboat diesels? Because our raw-water impeller is located in an almost inaccessible location on our Deerfoot 62, we have always tried to head off an at-sea replacement by understanding the correct TBO (time between overhaul) for impellers. That way we could always replace the impeller proactively in the serenity of a quiet anchorage or marina.

Finding no data for impellers, we experimented. Our first replacement was a bit late, at 18 months and after more than 700 engine hours. All the fins on the rubber impeller were intact, but 50% of the them were cracked. In fact, we’d probably replaced it just in time.

The next replacement was performed at 12 months and a tad more than 500 hours. Upon removal, we found the impeller was in near-new condition and barely distinguishable from the new one. So that became our unofficial TBO for the raw water impeller. This interval worked for years — until we made it almost all the way across the South Pacific.

While on passage from Fiji to New Zealand, through a stretch of water that’s no stranger to bad weather and thus not the place to be changing hard-to-get-at impellers, our impeller failed. The impeller was totally shredded, with bits jammed into the seawater supply — and no doubt ingested into the downstream heat exchanger.

So what happened? Is there a shelf-life on rubber impellers? Should we maintain a FIFO system on our spares? Did we suck sand into the seawater intake? Is it because we started a voyage on a Friday? What’s the secret to avoiding this?

John and Debbie Rogers
Moonshadow, Deerfoot 62
San Diego/Currently in Opua, New Zealand
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Don’t know how many people are following the adventures of Jeanne Socrates, who is the oldest woman to complete a solo nonstop circumnavigation, and who is now, at age 74, trying to become the oldest person to complete a solo nonstop circumnavigation. Latitude readers can learn all about it at www.svnereida.com.

And there certainly was a lot to read about in just the first few days, as almost immediately after she set out from Victoria she got into some nasty weather. Followed by even more nasty weather.

Socrates didn’t get out a blog on October 24, so given the very bad weather she was in, many of us were worried about her safety. It’s great to learn that she’s survived winds in the 60s and seas over 20 feet.

Jeanne’s October 20th start wasn’t too bad, with mostly light winds. But by that night the wind was in the high 20s and it was rough. The second day featured either calms or strong winds — and a lousy forecast for the upcoming days. Day 3 featured a variety of conditions again, with Jeanne trying to catch up on much-needed sleep. On Day 4 it was blowing 25- to 35-knots on the nose, and the forecast for the next two days was even worse. Day 5 brought the promise of even rougher weather, so Jeanne was getting ready to deploy the Jordan series drogue. Later on Day 5 Jeanne set the drogue and got ready for 50- to 60-knot winds and huge seas. On Day 6 it blew more than 60 knots, and the shackle for the series drogue on the port quarter of Nereida had come undone. Socrates alerted the Coast Guard about her situation.

On Day 7, Jeanne packed a ditch bag with passport and other valuables, and even thought about getting into her survival suit. Mind you, Jeanne is 74 years old and had to be suffering terribly. But her Najad 36 handled the conditions well.

Jeanne had a lot of trouble getting the drogue back in, and when she did, it was damaged. So she decided to head back to Victoria for repairs and a new series drogue.

Days before the start of the Baja Ha-Ha, the Grand Poobah was rolling around the bed of a San Diego budget motel at 3 a.m., unable to sleep. So he sent a message to Socrates, advising her that it would be an honor to buy her a replacement Jordan series drogue. Much to the Poobah’s surprise, Jeanne was also awake at 3 a.m., and thus answered immediately. The two traded messages online, with the Grand Poobah ultimately pledging $1,000 on behalf of this year’s Ha-Ha participants to her purchase of a new drogue. Jeanne was thrilled. So when she took off again on November 14 on her historic record attempt, a little bit of the Ha-Ha fleet was sailing along with her.

Readers — Jeanne, one of Latitude’s heroes and one of the Wanderer’s favorite people, couldn’t have started at a worse time, as she sailed into a series of wicked fronts, most of which hit her right on the nose.

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- John Silverwood

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less, of course, there is Ha-Ha mudslinging for fun.

David Barten
Ikani, Gecco 39
San Diego

David — The Ha-Ha fl eeet got the election results from the Grand Poobah at 6 a.m. on the day of the start of the last leg from Bahia Santa Maria to Cabo. We were shocked and delighted to not hear any political talk on the Ha-Ha channels afterward, nor had we heard any political talk prior to getting the election results. As such, you can imagine what a shock it was to get to Cabo and have access to television, newspapers and the Internet, where so many people could be observed gnashing their teeth over the surprising results. It was indeed great to have left the country.

The nice thing about being on a boat is that you have too many immediate concerns to be preoccupied or furious about things that you can’t control thousands of miles away. We recommend it.

⇑⇓

READING LATITUDE ON TUGS IN THE ARCTIC

Latitude 38 founder and now former owner Richard Spindler probably won’t remember me, but we met in La Cruz on a few occasions, and I did one race aboard his catamaran Profl igate on Banderas Bay. I began reading Latitude in the 1970s and have written in on occasion, generally making a complete fool of myself.

More than any other publication, Latitude helped keep me abreast of what was going on in the sailing world. It also helped keep my cruising dreams alive. When I was working on tugs in the Arctic and elsewhere in Alaska, I had copies sent up each month. They never failed to entertain me and brighten my day. I savored each and every one of them. I’m glad that Richard/Wanderer is going to continue writing for the ‘new’ Latitude, and I hope he continues as long as it’s fun. I wish him nothing but the best in his partial retirement. He’s earned it many times over.

John Tebbetts
Ichi Ban, Yamaha 33
Fofoa Island, Tonga/Fiji

John — Thanks. Even if it was really hard, at least we were doing something that we truly loved. As we’ve said before, we think Latitude is now in the best hands possible, and the Wanderer wants to do all he can to help it be a success.

⇑⇓

JUST GO SAILING

Latitude founder Richard Spindler and Latitude 38 have been an inspiration to me and many others to just get out there and go sailing. I’ve been reading the magazine since the mid-1980s, and was inspired by Latitude to go down to one of the first Sea of Cortez Sailing Weeks. We sailed against Richard and his Ocean 71 Big O with the Ocean 71 sistership St. Elmo’s Fire. I also did the inaugural Baja Ha-Ha in 1994. What great times!

I’ve gone through three big boats, and am currently sailing and setting up for another to cruise — hopefully next fall. Good on Richard’s partial retirement; he has reason to be proud.

Dave Fiorito
Irie, Beneteau 393
Novato

Dave — It’s been the Wanderer’s life’s goal to try to help other people have fun, preferably on the water. The Wanderer is committed to helping the new Latitude be as much of an
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WHATEVER HAPPENED TO BIG O?
I'm searching for an Ocean 71 ketch for a client, but can't find any for sale. What ever happened to the Ocean 71 Big O that was owned by the founder of Latitude 38? Might she be for sale?

Eric Jones
World Yachts
Brookfield, WI

Eric — As you might know, 21 of the Ocean 71s were built by Southern Ocean Shipyard in Poole, England, and four 71s with 4-ft extensions were built by Camper & Nicholsons. When the van de Stadt design, based on the famous Stormvogel, was introduced in the early 1970s, she was one of the biggest cruising/charter boats around. Many of today’s megayacht skippers cut their teeth on them. The Ocean 71 was a fabulous ocean boat, particularly comforting and comfortable in rough weather. On the downside, like all boats from 45 years ago, the interior volume is much smaller than today’s 71-footers.

This summer we ran into Joe Hutchens, who used to run an Ocean 71 between Antigua and the Med in the 1980s and 1990s, and is now a partner in a yacht concierge service in Antigua. It might have been his rum talking, but during a dinner he said, “I loved the 71. In fact, if I saw one again, I’d buy her.”

We sold Big O in the Caribbean 20 years ago to Tom Ellison of Vancouver. He spent a ton of money doing a massive rebuild, which she needed, and christened her Ocean Light. For nearly 20 years he’s successfully chartered her on spirit-bear charters in the waters near Vancouver Island. In the process Ocean Light has been featured in National Geographic. The charter brochure can be found online.

As for the other Ocean 71s, they are scattered around the world. St. Elmo’s Fire, which used to be on the Bay, was recently sold in Croatia. Second Life, another Ocean 71 that sailed the Bay for a long time, sank in the Caribbean under curious circumstances.

Going online, we found a couple of other Ocean 71s for sale in Europe for about $300,000. As great as the Ocean 71s were, a buyer would have to remember that the boats are from the early 1970s. We wouldn’t worry about the hulls, but we’d be frightened at the cost if the interior needed lots of work. For even a small 71-ft boat is a very big, and therefore very expensive, rebuild.

WHO STOLE THE ‘BIG’ FROM THE BIG BOAT SERIES?
Where were the ‘big boats’ for the Rolex St. Francis YC Big Boat Series? Why don’t they get the maxis to come race around the buoys, in which case we’d have a real Big Boat Series again? I watched some of the video from this year’s
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event, and it looked like a bunch of Clorox bottles out there. Where is Jim Clark’s 100-ft Comanche?

Grey McGown
Lonesome Dovekie
Dovekie 21
Fort Worth, TX

Grey — With the average size of a Big Boat Series boat getting ever smaller, the title does seem like a misnomer. But times have changed. And regattas don’t get ‘maxis to come to them’: maxi owners choose where they want to race their boats. And mind you, what used to pass for a maxi is now a comparatively small boat.

The zenith of the St. Francis Big Boat Series was, if memory serves us, 1985, when there were something like 12 maxis from all over the world competing in an epic regatta. At that time, the owners pretty much agreed that 80 feet was ‘the’ big boat size. But since then what was once the upper end of yacht racing has splintered into countless factions.

The more affluent of yesterday’s owners of 70-ft sleds and 80-ft big boats have moved up. Way up. The 80-footers of the 1980s are now 100-200 feet. Some of the owners of these boats, such as Jim Clark of the 100-ft Comanche and George David of Rambler 88, have gone for insane no-holds-barred racing machines that can only be sailed by large crews of professionals flown in from around the world. Those who aren’t quite as obsessed with racing still like to do certain famous races. For instance, for the first time ever next year’s Fastnet Race will not limit boat length to 100 feet. Owners of much bigger racer/cruisers demanded a place on the starting line.

But most owners prefer a combination of worldwide cruising and more genteel racing, such as found at the St. Barths Bucket, various megayacht regattas in the Med, and brand-specific events such as the Swan, Perini Navi and Oyster Regattas.

The thing about much bigger and faster boats is that San Francisco Bay is way too small to have a regatta for them. The bigger racer/cruisers can take 15 minutes and several miles to jibe. You can’t have boats like these engage in tacking duels up the Cityfront. The more suitable racing venues for 100-footers and up are events such as the Transpac, Pacific Cup, Transatlantic, Fastnet, Caribbean 500, St. Barths Bucket or Voiles, Sydney Hobart and the Middle Sea Race.

Back in the heyday of the 70-ft sleds, owners would move their boats from Southern California to San Francisco Bay for the Big Boat Series. These days the likes of Jim Clark will rush his 100-ft Comanche from Australia to the Caribbean (by way of the East Coast), to Europe, to maybe South Africa to maybe Los Angeles for the Transpac. For these owners — he also has a 292-ft cruising boat and a 135-ft J Class yacht — expense isn’t an issue. It can’t be.

Another obstacle to a big-boat regatta on San Francisco Bay is the lack of warm water. When it comes to racing a modern 180-ft yacht, the choice between doing it on the cold and gray waters of San Francisco Bay versus the tropical blue waters of St. Barth or Antigua, it’s not a tough decision. The Bay also suf-
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fers from the fact that it’s not on the Med-Caribbean-Northeast megayacht circuit. So while the Rolex Big Boat Series once meant a regatta highlighted by a few large boats that were spectacular for their era, now the ‘big’ in Big Boat Series refers to the number of boats participating. And in Latitude’s view, while a Big Boat Series with 100 mostly smaller boats may lack the grandeur of a Big Boat Series with a few 100-footers, we’ll take greater participation over greater size every time.

⇑⇓

A SUNNY PLACE FOR SHADY PEOPLE

I met and chatted with the Grand PooBob/Wanderer during the SoCal Ta-Ta this year. It was my first rally, but it certainly won’t be the last. I hope to do the Baja Ha-Ha in 2018. I saw two photos of *Profligate* in the November 14 *Electronic Latitude*, and the caption described her as “a sunny place for shady people.” I wonder if the Wanderer stole that appellation from Elmore Leonard?”

Kent Fletcher
Andiamo, Catalina 30
Santa Cruz

Kent — The caption was a joke, sort of a play on the fact that countless places from Key West to St. Barth have adopted the clever ‘sunny place for shady people’ title. If Leonard used it, he didn’t invent it, as the line was coined by W. Somerset Maugham about the French Riviera in general and Monte Carlo in particular. Nonetheless, Elmore Leonard, who didn’t sell his first novel until he was 65, remains one of the Wanderer’s favorite authors.

⇑⇓

A DAILY FEE OF $65

The St. Francis YC has nothing on the blue blazers, brass buttons and stiff tillers up of the Ida Lewis YC of Newport, Rhode Island.

“Visitors from Reciprocal Clubs wishing to visit ILYC must provide ILYC with a letter of introduction from an Officer or Manager of the reciprocal Club directed to the attention of the ILYC Club Manager. Upon confirmation with the requesting Reciprocal Club, the ILYC Club Manager may approve the request. In this event, the Reciprocal Club member will have access to the Club facilities for a period of up to three (3) consecutive days. Prior to using the Club facilities, the Reciprocal Club member must check in at the Club Dock Office where they will be provided a Guest Card which they may use at the Club during this period. The reciprocal Club member may be allowed to attend events at the Club after all Members’ requests to attend that event have been satisfied and permission has been given by the Club Manager. The list of Reciprocal Clubs will be posted on the Club bulletin board. Continued status as a Reciprocal Club is at the discretion of the Flag Officers.

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My parents were members.

Name Withheld by Request

⇑⇓

NOTHING AUTOMATIC ABOUT RECIPROCALS

With regard to reciprocal privileges, the Pacific Interclub Yacht Association (PICYA) does not require or outline the participation of member clubs:

“There are over 100 yacht clubs and boating organizations in PICYA, each unique in size, structure, membership interests, and facilities. Therefore, it must be the responsibility of each club to develop its own program of activities and its own policies and procedures about reciprocity with other clubs. There is nothing automatic about reciprocal privileges, despite the fact that uninformed individuals and organizations pass this word along. While we believe that all our member clubs have a spirit of sportsmanship and friendliness toward other boaters, we support every club’s right and responsibility to establish its own policies with respect to visiting privileges. Reciprocity is a privilege not a right.”

That said, I have been well received at every club I have visited. I typically call local clubs in advance to learn about the rules and expected decorum. The Golden Gate, Oakland, Benicia, Vallejo, San Rafael and Bay View clubs have all been fun stops for me.

Sailing south, I did visit Monterey YC, where I was very well received and where Gary Haas was behind the bar sporting a full-on blue blazer and tie — with shorts and sandals. My kind of place all around!

We checked in at Santa Barbara YC unannounced and were given a three-day pass to their facility — which is stellar, with a great bar and deck. And we had several dinners at the Puerto Vallarta YC, where we met other cruisers, and where, in my opinion, the food rivaled that of any five-star club in the US.

In general, other yacht clubs owe you nothing. You are guests in their house. You do get some ‘street cred’ if you arrive by boat or are far from home. But you can burn it right up by being rude, pushy or demanding, or by disregarding rules or decorum guidelines.

Mark Wieber
Goliard, Slocum 43
Emeryville

Mark — We’re still looking for a better — meaning more accurate — term than ‘reciprocal privileges’.

⇑⇓

SHE’S ALL RIGHT IN MY BOOK

I have been in and out of Morro Bay YC many times, and although I am a member of Richmond YC, I’ve always had to pay for berthing. It’s no big deal. And I’ve met Lynn, the port captain. She seems all right in my book.

Steve Cameron
Selket, Columbia 32
Point Richmond

⇑⇓

THE KERFUFFLE AT MORRO BAY

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Bay YC in last month’s Latitude, with all sides weighing in. As a member of Columbia YC in Chicago, when traveling with family via car or airplane but not boat, I’ve taken advantage of ‘reciprocal privileges’ to dine in a club in the city we’re visiting, usually with friends/family that are local and have never been inside. Our most recent visits have included the Balboa YC and Naples YC in California and the Sarasota YC in Florida. We’ve always phoned first to make sure we wouldn’t be turned away at the door. Each of the yacht clubs mentioned above treated us as ‘visiting members’, and helped create great memories for our family and friends.

But ‘reciprocal privileges’, correctly identified as a misnomer by Mike Priest, has an additional exclusion radius factor within Chicago. The club whose name is the same as the city’s invokes a 75-mile exclusion radius before reciprocal privileges can be invoked. This essentially eliminates these privileges for members of other yacht clubs on the southern tip of Lake Michigan.

Thus, the special right of privilege is variable, and contains with it hidden responsibilities and exclusions. “User beware” may be appropriate.

P.S. I love reading Letters, especially the Wanderer’s replies, and Max Ebb each month. Please keep up the great work.

Jay Grizzell
Shoe String, Olson 34
Chicago, IL

Jay — Calling ahead is always a great idea. Not wanting to be picky, but it was the Wanderer who identified ‘reciprocal privileges’ as being a misnomer.

⇑⇓

SNOBBY VS. HOSPITABLE

The Nantucket YC offers no reciprocity to anybody. They are very snobby. I have informed the manager of my club, the San Francisco YC, to toss out anybody who comes from the Nantucket YC. Too bad for them.

When it comes to a simple, outstanding yacht club with wonderful hospitality, it would be hard to beat the Royal Victoria YC of Vancouver Island.

Charles Pick
Elusive, Olson 911S
SFYC, Belvedere

⇑⇓

ONE CHANCE TO MAKE A FIRST IMPRESSION

I stopped at the Morro Bay YC in 2007 during a delivery back home following a particularly windy Coastal Cup. I tied up at their dock, found the dockmaster’s phone number and began the conversation with, “Good morning; how and to whom do I pay for an overnight at your dock?” The crew and I were given the key to the damn place so we could take showers, and we were told where to find the fenderboard to protect our topsides from the pilings at the fuel dock. They even welcomed us back 30 hours later after we got our asses handed to us beating toward Point Sur. The Morro Bay YC rocked for us.

I find first impressions to be pretty important, and know that people can tell over the phone if you’re smiling or snarling. No matter where you go, I think it’s best to go in with low expectations. After all, you are asking for a favor, even if you are paying for it.

As for the dockside hospitality at the Kaneohe YC, I’ve found that it’s wholly dependent on the size and displacement of one’s boat. Their docks aren’t built to accommodate an Andrews 56, so they prefer such boats to anchor out. But the
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docks are just fine for a Baltic 37. As such, I’ve had the best and worst of Kaneohe YC hospitality, and both for perfectly understandable reasons.

Nick Salvador
No Strings Attached, Baltic 37
Richmond

⇑⇓

JUMPING THROUGH EGOCENTRIC HOOPS

There is no excuse for mistreating any honorable guest on a yacht club premises. The idea of having to coax cooperation from the yacht club management for sundowners is nonsense. If the club isn’t immediately hospitable, they ought not to exist.

I find that many, if not most, establishments that supposedly cater to private-vessel owners have snooty and uncooperative staff and management — unless the vessel is opulent or the captain and crew kiss up to the staff — as in the sundowner scenario you suggest. We already have plenty on our plates without having to also handle a supposed service-providing establishment with kid gloves and jumping through their egocentric hoops. They generally need to realize they are the commercial establishment, we are the customers, and we are generally prepared to behave normally and properly in return.

Richard Stanard
Lakota, Dufour 433
St. Petersburg, FL

⇑⇓

THE RUN OF THE CRUISING CLUB

The Sausalito Cruising Club was wonderful to us. We enjoyed a warm welcome and a two-week stay at their dock. We paid a small fee but were given the run of the place along with their members. Even our two granddaughters felt welcome. A big shout-out to John and the members of the Cruising Club, the best of hosts.

Debra Perfit
Coastal Drifter, Folkes 42
Puerto Peñasco, Mexico

⇑⇓

THE ELEPHANT IN THE ROOM

Before anyone’s fantasy sets in about sailing their own boat around the Mediterranean, there are currently two major legal/fiscal issues that need to be carefully considered. Neither of these affects people on normal tourist vacations to Europe.

The first concerns your boat. A boat not flagged in the European Union is generally allowed to stay in the EU for 18 months before any tax is assessed. At the end of 18 months, Value Added Tax (VAT) has to be paid on the boat. It varies by country but is about 20% of the value of the boat. That’s a big number!

Fortunately, there is an easy solution to this problem, because all you have to do is take the boat out of the EU for an unspecified period of time — as little as one day. Once you return to an EU country, the 18-month clock starts ticking anew. Reasonable and practical countries to visit in order to take your boat out of the EU for a day or more are Montenegro, Albania and Turkey. Although given the current political
After crunching the numbers, real cruisers choose Spectra.

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LETTERS

situation in Turkey, it might be better to leave it off the list. Morocco, at the western end of the Med, will work as well. Tunisia used to be a favorite spot for this, but is much less so since the hotel massacre a while back.

Make sure you keep proof — dock and fuel receipts — showing that the boat has been out of the EU. Your stamped passport is not proof that your boat left the EU.

Be advised, however, that an EU resident can only be aboard this non-VAT paid boat for 30 days. As I understand it, Americans such as Debbie and I, who have gotten either a Carte de Séjour from France or the Long Term Residence Visa from Italy, are technically 'residents' of those countries and are thus subject to the 30-day limit. That’s one reason not to get either a Carte de Séjour or Long Term Residence visa.

The biggest elephant in the room, however, is the Schengen Area Agreement, the primary purpose of which was to allow the citizens of the 26 signatory countries to travel and work freely throughout the area. Non-EU citizens — including Americans, Brits, Canadians, Australians and Kiwis — don’t need to get a visa, but they are limited to 90 days in the EU out of any 180-day period.

The key to the 90/180 is to think of it as a rolling clock, and to realize that any combination of days is acceptable. The 90 days do not have to be consecutive. For example, you have been in Italy for 60 days, and you now sail to Croatia (which is EU but not Schengen) and sail for 30 days, before arriving in Greece. You have now used 60 of your 90 days, and have 30 days to remain in Schengen Greece. At the end of 120 days, you must leave the Schengen Area, as you have accumulated 90 days within the 180-day period. So you sail off to Turkey, which is both non-EU and non-Schengen. At the end of 60 days in Turkey, you count back and see that you have your full 90 days in 180 in the Schengen countries, But, it is now 180 days since your arrival in the EU, so now each succeeding day you are lopping off day 181, then 182, etc., from your time in Italy. So you can return to Schengen. Mark your calendar and count back 180 days.

What if you decide the Schengen Area limits are rubbish and you ignore the 90 out of 180 days limit? In theory, almost anything can happen, from nobody’s even noticing you overstayed, to a fine, to an ‘Overstay’ stamp on your passport.

Some people think Italy and France are pretty lax on checking how long you’ve stayed, while Germany and Switzerland are more organized and therefore more strict. However, we had our passports scrutinized very carefully by Immigration at the airport in Venice.

So what to do? If we didn’t have our expensive boat here, we wouldn’t overly concern ourselves with the Schengen time limitations. After all, I’m not taking someone’s job; all I’m doing is contributing to the local economy. As a boat owner, I’m making a big contribution. This part of the Schengen
rationale doesn’t make sense to me, as it only hurts their member countries’ economies. Noon site reports that there is a movement to modify Schengen to offer a one-year touring visa. But until the law changes, we will play by the rules.

Also be aware that Croatia, Montenegro and reportedly Turkey, which are all non-Schengen, also have their own 90-day stay limits. The good news is these 90-day limits are not linked to Schengen countries, but you are limited to 90 days in each of these countries within a 180-day period.

And be aware that Croatian authorities are a real pain in the ass and go out of their way to fine cruisers. We recently spent 12 days in Montenegro just to save enough time on our Croatian 90-day limit so we could return and have enough days left to make our boat’s scheduled haulout and our flight back to the States. On the bright side, we were able to purchase duty-free fuel in Montenegro for about 50 cents a liter, about a fourth the price of other places.

While I complain about Schengen to anyone who will listen, I’m aware that the US has some very stringent rules affecting Europeans cruising in our waters.

Greg Dorland
Escapade, Catana 52
Squaw Valley/Cavtat, Croatia

Readers — One of the delights of international cruising is trying to figure out which laws countries/political alliances enforce, and which ones they don’t care about. In the case of Greg and Debbie, they have gone to incredible time and expense to try to do things legally. What they’ve ended up with is a variation of ‘no good deed goes unpunished’.

During our last two summers in Europe, we’ve learned that all kinds of cruisers blow off the 90-days-in-180 limit — and have done so for years with no consequences. The Wanderer and Doña de Mallorca also suddenly came to the realization that since St. Barth and continental France are both France, we’ve been overstaying our Schengen limit by nearly 100%. But no Immigration officials at busy Charles de Gaulle ever bothered to examine our passports carefully enough to notice it. So we had the ‘Gaul’ to ask an immigration officer what would happen if we overstayed. He said it would be a $250 fine.

There are other laws or rules that officials on the other side of the Pond don’t seem to care about. For example, in order to legally operate a canal boat in Europe, you need both an International Certificate of Competency and a CENVI inland waterways license. We went to great trouble to get them, but nobody has ever asked to see either one. We later met a guy who has been doing the canals for 20 years without either of those licenses, and he said he’d never had a problem. There is also some stuff the Wanderer is supposed to do because the Dutch-flagged boat has been in France for over a year. But nobody has said anything. We’re not worried.

In our opinion, violating any VAT provisions is a serious thing, because governments really want that tax money. To us, the 90-days-in-180-day limit isn’t anything to lose sleep over. But every boatowner has to decide for him/herself.

In a typical month, we receive a tremendous volume of letters. So if yours hasn’t appeared, don’t give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat’s name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.
you say you want an 'evolution'?

With the sale of this magazine last month, longtime advertising manager John Arndt has taken the helm from founder Richard Spindler. Among the many notes of congratulations came some understandable fears: “People have asked what might change at Latitude?” says John. “My quick answer is always, ‘Steady as she goes,’ since Richard’s original vision for the magazine’s unique style and content has been such a success for the past 40 years. Being an ad guy, I haven’t been involved in creating the editorial content, so I’ve always enjoyed cracking open each new issue as much as our regular readers do. It’s always a great read full of fun and adventure. So why change that?

“Times change, however. In 1977 when the first issue of Latitude 38 was published, Bill Lee was transforming the offshore sailing world with the launch of Merlin much as Sparkman & Stevens had done years earlier with the launch of boats like Dorade. Amazingly, Northern California is still home to both Merlin and Dorade, but the sailing world continues to evolve with developments such as foils and carbon fiber, as a new generation of sailors embraces sailing and finds new ways to enjoy it — on boards and in dinghies, as well as in keelboats.

“Similarly, the publishing world continues to evolve also, so in addition to publishing Latitude monthly, and distributing it for free (both hard copies and online versions), we plan to expand our digital footprint and explore new media and event opportunities, in addition to posting our popular online journal, Lectronic Latitude, three times a week.”

One of John’s favorite missions in life is connecting new people to sailing: “For many of the Bay Area’s seven million residents, the Bay is an obstacle to be driven around or over, rather than something to be enjoyed. Through the magazine and other initiatives we hope spread the word to a new generation of potential sailors that the best way to enjoy the Bay is to sail on it — and access to sailing here is much easier than most people think.”

A lifelong sailor, John is well-known and respected throughout the sailing industry. “My own sailing story includes learning to sail as a kid with my family, then dinghy racing, college sailing, working as a sailing instructor, taking a year off from college to cruise from Maine to Venezuela, doing offshore races, chartering, and spending as much time — and having as much fun — as I can on sailboats. These days he mostly sails with friends and family aboard his blue-hulled Ranger 33 Summer Solstice out of Tiburon’s Corinthian YC. So next time you see him out on the water, we suggest you give him a blast of your horn and wish him the best of luck.

andy

back to the future

One of the first changes John Arndt made after taking the reins of Lat 38 was shanghaiing former employee Mitch Perkins to take the lead on advertising sales and business development. “Mitch knows sailing, our customers and the marketplace well,” says John. “He’s spent the past decade doing sales and marketing for boat shows, so he brings new energy, perspective and knowledge to our core Latitude 38 crew.”

Mitch explains, “After working for the past 10 years in other sec-

2017 puddle jump

Judging by the number of email inquiries we’ve been receiving lately from would-be Pacific Puddle Jumpers, there will be a huge migration of sailors heading west from the Americas again this spring. And with the opening of our Pacific Puddle Jump signup portal late last month (at www.pacificpuddlejump.com), the official fleet roster is expanding daily.

Although dates have not yet been set for our annual PJ Sendoff Parties in Mexico and Panama, they will be announced soon. Meanwhile, preparations have already begun for the Tahiti-Moorea Sailing Rendez-vous — an annual, three-day arrival celebration. Dates are: June 23-25, 2017, beginning at Papeete, Tahiti. If you plan to attend
registration begins

the Seattle Boat Show this winter, we’ll be hosting two seminars on Cruising Tahiti and the Pacific Puddle Jump: 3 p.m. on both January 28 and 29.

Unlike the Baja Ha-Ha and other offshore cruising rallies, there’s no charge to register with the PPJ, largely because it is a rally in only the loosest terms: There’s no committee boat or mandatory roll calls, and boats depart from a variety of West Coast ports anytime between early March and late May — with the two most popular jumping-off points being Banderas Bay, Mexico, and Balboa, Panama.

Ever since we coined the phrase ‘Pacific Puddle Jump’ more than 20 years

back to the future — continued

tors of the sailing industry, “I’m thrilled to be back at my desk in Latitude 38’s ‘world headquarters’ — where my career in the sailing industry was launched 28 years ago. Although it seems like ‘déjà vu all over again’, I’m monumentally enthused to be promoting the sailing lifestyle again through the pages of Latitude 38. I’ll be bringing more emphasis on events and special promotions to Latitude’s future.”

What’s Mitch been up to in the interim? Primarily producing boat shows with Sail America, the National Marine Manufacturers Association and the Duncan McIntosh organizations.

Although Mitch has owned or been a partner in a variety of boats since his initiation to sailing decades ago aboard a Hobie cat on Lake Yosemite, he currently owns “a half interest in two boats — which makes one complete boat!” But on most Friday evenings during the summer months, you’ll find him crewing aboard John Arndt’s Ranger 33 Summer Sailstice — “Where I’m in charge of timely beer distribution and ‘rail chat’.”

— andy

Season’s Greetings

from the staff of

Latitude 38
a decade of sailing memories

When kids grow up and head off to college, family dynamics change in a variety of ways. As Bay Area sailor Bruno Colchen writes, one of the biggest — and perhaps emotion-charged — changes to his family life was the end of a 10-year stint of family sailing aboard the Beneteau 331 Yakul. As you’ll read below, although they’ve decided to sell her, they will retain a boatload of happy memories.

“My son Marcel was eight years old when we bought Yakul. Sailing her on the San Francisco Bay taught my son the beauty and power of the waves, winds and tides. It made him humble against the light morning breeze that could later turn into 30-knot winds. It taught him to care for the equipment that in return sailed us safely back to the harbor. It taught him respect for others, knowing that we could be the first responders to a situation. It reinforced our knowledge of the rules of navigation, provided safety and sound decision-making. It taught him patience when the first attempt at mooring did not go well and a new approach was needed. It taught him to appreciate marine life and recognize that he has a role in keeping...
sailing memories — continued

FP for three years.
• A splendid new marina was built last year in Papeete that gives cruisers easy access to shops, restaurants and a wide variety of nautical services.
• A new haulout and storage facility has been developed in the Tuamotus at Apataki Atoll.
• Registered Puddle Jumpers are eligible for a special package of services offered by yacht agents at Tahiti Crew that includes clearance, repatriation-bond exemptions, and duty-free fuel certificates.

To sign up for this year’s PPJ, or learn more details about it, visit the official site: www.pacificpuddlejump.com.

— andy

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— andy

here come the potters

Avid West Wight Potter sailor Goose Gossman reports: “Twenty boats attended the annual Six-Bridges Cruise in the Delta last month (photo, left). We also celebrated the 80th birthday of Bud Kerner, who, along with several other octogenarians, meandered on a winding but windless river excursion. Our armada of trailer-sailers weaved through dozens of boats trolling for salmon that were heading upriver to spawn, though not one hook-up was seen all weekend.

“We hailed bridgetenders, and massed through bridges in choreographed style, perfected by decades of ‘pottering’ together. We feasted at Oxbow marina, and putted up beautiful Georgiana Slough on Sunday morning, then headed back to Rio Vista. I left the flock at Rio to blast home to Benicia in ReGale, my ‘foiling’ Potter 18, which powers at 20 mph.

“At the confluence of the Sacramento and San Joaquin Rivers (approaching Pittsburg), the wind machine suddenly turned on, turning the glassy ebbing escalator ride into a tooth-rattling bash blowing 18 to 20 on the nose.

“Not wanting to turn a one-hour joyride into a four-hour bash, I headed for the nearest refuge, which, other than a nearby tule island was McAvoy marina. Although it was sad to see a once-proud facility in such decrepit shape, I was thankful to be there. The only person I saw there had watched me cross Honker Bay — which is similar to San Pablo Bay in a nasty ebb — and gave me the gate code so I could walk my hound.

“The trip had been another taste of the heart and soul of cruising — micro/geriatric style. On Monday morning I scooted home before the forecast storm arrived, and all was good.”

— goose gossman

December, 2016 • Latitude 38 • Page 55

— Bruno Colchen was only eight years old when his family first took him sailing on the Beneteau 331 ‘Yakul’ — great memories!

— Bruno Colchen

Marcel Colchen was only eight years old when his family first took him sailing on the Beneteau 331 ‘Yakul’ — great memories!
**SIGHTINGS**

**guo chuan lost**

In late October, when Chinese single-hander Guo Chuan, 51, sailed out the Golden Gate aboard the 97-ft trimaran *Qingdao China*, he was determined to set a solo nonstop record for the 7,000-mile passage to Shanghai, while spreading a message of “Sino-American friendship” and promoting “marine culture exchanges between the two nations.” Sadly, Guo Chuan lost cruising is awesome at any age

One of the unanticipated benefits of doing a stint of cruising while you’re still young — apart from obvious factors such as having lots of energy and looking good in a swimsuit — is that memories of those often-life-changing sailing adventures lay the foundation for additional cruising plans later in life. That is, you’ll already know how to make the most of the cruising lifestyle: how much money you’ll need to budget; how big a boat you’ll need; and what gear your boat will — and will not — need in order to be safe, efficient and comfortable.

As we learned while researching last month’s ‘young sailor’ feature, many under-40 sailors who’ve already had a taste of cruising have set up concrete goals for getting back ‘out there’ in the coming years. Having already been converted, they don’t suffer from the angst and uncertainty that plagues many older would-be cruisers, who tend to procrastinate for years — if not decades — before finally taking the plunge.

"After being an avid sailor/cruiser for a number of years, it is apparent that if you are under 55 years old you’ll be at the kiddie table," writes Ryan Cheff. "We did meet a few folks our age while out cruising, but they were definitely anomalies." That may be because he and his wife Diana (both now 37) spent much of their time sailing along the Eastern Seaboard. In any case, despite the fact that they are up to their eyeballs in child-rearing chores these days, they still share the goal of future cruising "once our 13-month-old son Ryland is between six and eight years old. For now, we enjoy sailing with him on the Bay while we slowly refit our old IOR boat [a C&C 38] for potential entry in the 2018 Pac Cup."

Now 31 and 28, Clifton and Giselle Miller have taken a different approach to cruising. "Having started out from Alaska a little over three years ago, we have been seasonally cruising in Mexico. In 2017, we plan to move our boat farther south or possibly across an ocean in." Like the Cheffs, the Millers wish there were more young people out cruising these days. "We’ve been meeting up with another couple our age in Mexico for the past couple of spring cruising seasons. We love meeting young cruisers. In fact, when we hear a young person checking in on the radio during a cruising net, it’s very exciting. Young cruisers are all about sharing the wealth: food, fish, drinks, stories — they are constantly having dinner parties and seeking out a little more socialization than older cruisers do."

As mentioned last month, when British Columbia-based sailors Will and Sarah Curry cruised Mexico and the South Pacific a few years ago, they were actually shocked at how many young couples they met — especially Europeans — who were following a game plan similar to theirs: Buy an affordable boat, fit it out, then cruise for two or three years, fully intending to sell it in Australia or New Zealand and re-enter the workaday world in order to refill their cruising kitty. The Currys were also a bit surprised to learn that, like them, many of the young cruisers they met were doing some sort of work — often Internet-enabled — as they explored dreamy South Pacific anchorages.

Having spent time in the South Pacific (and Eastern Caribbean) ourselves, one observation that stands out is that Europeans — gen-

Diana’s cruising plans are on the back burner these days, but she and Ryan are determined to get back out there.
en route to shanghai

those goals were not realized, as Chuan apparently fell overboard and became separated from the big red tri while sailing 620 miles northwest of Oahu, a week after departing San Francisco Bay.

Despite an exhaustive aerial search by the Coast Guard and a hull search by US Navy personnel, Chuan — who is believed to have been wearing a life jacket — has not been found. The tri, however, was retrieved this week by a specially assembled recovery team, who discovered a telltale clue as to the solo sailor’s fate: Near the aft end of the starboard ama, a

continued in middle column of next sightings page

young cruisers — continued

erally speaking — seem to regard cruising as a form of comfortable camping, rather than a luxury cruise. So it’s common to see young couples happily cruising in 30- to 33-ft sloops with minimal creature comforts, and families of four to six having a grand time aboard 35-footers.

If you’re a young sailor with dreams of long-haul cruising, we sincerely hope those dreams are realized sooner rather than later. And if you’re no longer young but still have experienced the magic of cruising, allow us to point out that active cruisers often claim that their on-the-water lifestyle gives them much more exercise and a more vibrant social life than they had before throwing off the docklines. In fact, we can’t think of a better way to reinvent yourself — no matter how old you are — than by hoisting your sails and pointing your bow out to sea.

— andy
ac world series comes to japan

Despite the high hopes of some competitors, there was no dramatic upset in the results of the final Louis Vuitton America’s Cup World Series event, held late last month in Fukuoka, Japan. Sir Ben Ainslie’s British Land Rover BAR team led the series going in, and emerged not only as the event’s winner, but also as the overall winner of the series. As such, BAR will begin the America’s Cup Qualifiers next May in Bermuda with two bonus points.

After thunder and lightning on Friday night, Saturday broke cloudy and overcast, but without rain. “The racing got off on time to a crowd of over 6,000 on Jigyohama Beach in front of the Hilton Hotel,” reports Hawaii-based photographer Phil Uhl. “Many more were on the surrounding beaches and on spectator craft. The conditions improved with each race, and by the third, the sun was out and the breeze was up.”

short section of Chuan’s safety tether was found with one end shackled to a cable and the other end frayed, as though it had parted from chafe or tremendous strain — possibly from the weight of Chuan’s body dragging against it.
According to project manager Liu Lingling, the recovery crew includes four top French professional sailors whose primary goal is to complete the voyage to Shanghai, unless damage prevents them from doing so, in which case the massive tri (formerly Francis Joyon’s IDEC 2) will be towed to Honolulu by the 86-ft workboat Betty H. Regarded as China’s most famous sailor, Chuan will be greatly missed by his countrymen, as well as by the international sailing community — especially due to his role as China's “Peace Champion.” — andy

**the everest of the seas**

The eighth edition of the Vendée Globe got off to a quick start on November 6 from the French port of Les Sables d’Olonne. With competitors sailing alone around the world, with no stops, and no assistance, the Vendée Globe is truly the ultimate extreme sporting event.

Joining more than 350,000 spectators for the start, and a pre-race engagement party with fiancé Merfyn Owen, was Bay Area pro sailor Ashley Perrin. Owen, and partner Alan Clarke, count three of their older Owen Clarke-designed IMOCA 60s in the race: Great American IV (ex-Kingfisher), skippered by Didac Costa (ESP). We’re not likely to see these boats at the top of the leaderboard, but expect a race within a race among the older boats.

“There’s no other sailing event that compares to the Vendée Globe,” says Perrin. “The physical and mental challenges of sailing 28,000 miles, nonstop, with no assistance, through the wild Southern Ocean are formidable. Every skipper must not only be an excellent sailor, but must be capable of fixing every system on the boat, as well as keeping himself mentally and physically healthy.”

On the morning of the start, spectators piled onto boats in the harbor and lined the channel to the ocean, many having camped out the night before. ‘Edmond de Rothschild’ was among 29 IMOCA 60s that started the Vendée Globe. Note the ‘mustache’ foils.

**acws japan — continued**

"It was very exciting when Team Japan won Race 2," writes Bruce Balan of the SoCal-based Cross 46 Migration, which is currently cruising in Japan. "A cheer went up all around; it was really nice that they got the bullet, since, except for a second in Race 6, their performance wasn’t stellar in the other races."

Uhl notes that the defender, Oracle Team USA, sailing for San Francisco’s Golden Gate YC, had two thirds and a fifth on Sunday and finished third for Fukuoka and second overall in the ACWS. The Kiwis ended up third in the ACWS.

“In many places throughout our travels in Japan we’ve met sailors who were planning to go to Fukuoka for the races,” noted Balan. “It’s a fairly small and tight community. We’ve been constantly surprised at how many Japanese sailors have been to the USA — usually to San Francisco for the Big Boat Series, San Diego for the America’s Cup or Hawaii for the Kenwood Cup. They were generally very excited about the ACWS coming to Japan.” — chris
By the time that you read this, the eighth edition of the Vendée Globe will be nearly a month old, with most of the pack racing east through the Southern Ocean. As this issue goes to press, however, the race is just two weeks old with the fleet sailing southeast through the southern Atlantic Ocean.

Leading the pack during the majority of the descent down the Atlantic has been Briton Alex Thomson on *Hugo Boss*. After splitting with the rest of the fleet to take one of the tallest of the Cape Verde islands to windward rather than leeward, Thomson broke away from the fleet, then relied on superior boat speed and a quick passage through the

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**vendée globe — continued**

overnight along the seawall to save a front-row spot for the parade of boats. "I've never experienced anything like this," said Bay Area Moore 24 sailor Peter Schoen. "There was excitement and energy among such a broad range of people. The skippers are complete rock stars!" Perrin added, "I'm not usually one to watch sailing, but the human-interest aspect of this race is unique. It was really emotional to watch the boats sail down the channel to the start. Fewer people have sailed solo around the world than have climbed Mt. Everest—these are real adventurers."

At the dock for three weeks prior to the start of the race, spectators were able to have a close look at all the boats. They were especially keen to get a look at the seven boats outfitted with foils, and the big question is whether these new speed demons will set a new pace for the race and beat the current record of 78 days, 2 hours, 16 minutes, set in 2013 by François Gabart. Can the foils survive the ~28,000-mile journey? Will the wind conditions allow them to utilize the advantage that the foils bring? And there's the human factor: Will the skippers be able to manage the physical and mental stress of sailing at high speeds for days on end?

Alex Thomson, sailing the foiling *Hugo Boss*, has already set a new reference time to the equator, shaving a full day off the previous time set in 2014 by Jean Le Cam. However, the top of the leaderboard is a mix of foilers and traditional daggerboard boats, so only time will tell which will have the ultimate advantage.

Of the 29 competitors, 20 are from France, and two are American. The preparation challenges for non-French sailors are tremendous, so it's impressive that Rich Wilson, on *Great American IV*, is competing in his second Vendée Globe, having finished the 2008-2009 race in the top 10. At the age of 66, Wilson is the oldest competitor. "The race is a human adventure first, and then a competition," said Wilson. "When you're in King Neptune's domain, King Neptune is in charge. If you finish the race you're a winner." Wilson is strongly motivated by the educational focus of his sitesALIVE! program, which uses the race as the basis for a comprehensive teaching curriculum for math, science and geography. The program is reaching more than one million school children in 50 countries.

It's the first Vendée Globe for Conrad Colman, 32, competing under the USA and New Zealand flags on *Foresight Natural Energy*. Despite New Zealand's storied achievements in sailing, Colman is the first Kiwi to compete in the Vendée Globe. It's taken him ten years to realize his dream of participating in the race, and he moved to France several years ago in order to prepare.

It's easier than ever to follow the race. The organizers are providing daily video updates in French and English, and many of the skippers are uploading videos describing their progress and challenges. It's the human face of these competitors and how they are dealing with the psychological impact of being completely alone in physically demanding conditions that will keep many of us glued to the race tracker and Facebook updates until the last boat finishes. For more, see: [www.vendeeglobe.org/en/](http://www.vendeeglobe.org/en/)

— Leslie Richter
doldrums to stretch his lead to a comfortable 125 miles.

A week after assuming the lead, the tenacious Englishman and his distinctive black yacht hit a submerged object at high speed, damaging his starboard foil. Until that moment, Thomson had been on pace to break François Gabart’s 24-hour distance record of 534.48 miles, and in fact he did it, but by less than the one-nautical-mile increment required for recognition, per the race rules.

With just a stump of a foil on the starboard side, Hugo Boss still remains at the head of the fleet and is only slowly beginning to bleed miles to her rivals.

Instant Weather Forecasting (Alan Watts, $12.95) — At first glance, it’s hard to imagine anything ‘instant’ about weather forecasting as Watts presents it in this little book. But patience, young grasshopper. This book wouldn’t be in its fifth edition (first pub-

Having led the Vendée fleet since mid-November Alex Thomson on ‘Hugo Boss’ set a race record for reaching the equator in 9 days, 7 hours and 3 minutes. French skipper Jean Le Cam set the previous record in 2004: 10 days and 11 hours.

(Please note that we’ve included the publisher’s suggested retail price for these books. Many can be found at discounted prices through the usual online and brick-and-mortar booksellers.)

Instant Weather Forecasting (Alan Watts, $12.95) — At first glance, it’s hard to imagine anything ‘instant’ about weather forecasting as Watts presents it in this little book. But patience, young grasshopper. This book wouldn’t be in its fifth edition (first pub-
salty tales — continued

lished in 1968) if it didn’t deliver on the title’s promise. So once you cover the ground rules, glossary and general premises in the early pages, the 24 full-color photos of clouds and their accompanying explanations will indeed cause a few "Well I’ll be darned — it works!" moments for you as they did for us. Watts even explains why the old "Red sky at morning …" adage really works.

**Alone Together** (Christian Williams, $18.95) — If we had a dime for every ‘self realization through sailing’ book we’ve received over the years, well, we’d have a lot of freakin’ dimes. That said, Williams’ own voyage of self-discovery — a solo-sail from SoCal to Hawaii and back again at age 71 — is a humble standout in a sea of hubris. The reader is the fly on the wall as Williams sails out of Marina del Rey on his Ericson 32 Thelonius, experiencing his ups and downs — both literal and emotional — as he crosses the ocean the nice way and comes back the not-so-nice way. In a sea of wannabes, this one really sticks to your ribs.

**Greenepeace Captain** (Peter Wilcox [with Ronald B. Weiss], $27.99) — Peter Wilcox is one of those guys who’s going to skid in broadside to the Gates of Heaven in a cloud of smoke, totally worn out, and proclaim loudly, "Wow — what a ride!" It’s doubtful anyone — himself included — could have predicted the young kid who signed onto Pete Seeger’s New-York based gaff sloop Clearwater would one day become a media darling — or demon, depending on your perspective — as the top captain in Greenpeace’s fleet of boats and ships. He was aboard Rainbow Warrior when it was sunk by a saboteur’s bomb in New Zealand in 1985; and he was the fearless leader when he and the crew of Arctic 30 were taken prisoner by Russian commandos in 2013. A fascinating book by and about a fascinating character. In the acknowledgments at the end, he thanks Vladimir Putin for our “two-month, all-expenses-paid vacation in Russia.” And after hearing Putin mention that when he’s done running Russia, he would like to drive an inflatable boat fighting for the environment, Wilcox added: "When the time comes, let me know and I promise I’ll have a boat all warmed up and ready for you.”

**A History of Sailing in 100 Objects** (Barry Pickthall, $30) — Another great book idea from another well-known author. This time, journalist/photographer Barry Pickthall ‘focuses’ on objects, people and places that have shaped sailing from the beginning of civilization (sailing on the Nile is portrayed on an earthenware pot, circa 3500 B.C.), on up through the development of GPS and GoPro. Unexpected inclusions include hurricane lamps, grog, tattoos and lemons. Before the latter were taken prisoner by Russian commandos in 2013. A fascinating book by and about a fascinating character. In the acknowledgments at the end, he thanks Vladimir Putin for our “two-month, all-expenses-paid vacation in Russia.” And after hearing Putin mention that when he’s done running Russia, he would like to drive an inflatable boat fighting for the environment, Wilcox added: "When the time comes, let me know and I promise I’ll have a boat all warmed up and ready for you.”

**Knot Craft and Rope Mats** (Des Pawson, $25) — Not so many years ago, we used to receive one or two books per year on knots. And failed to see the point. None of them were as good as the ‘bible’, The Ashley Book of Knots, first published in 1944. And anyway, who ties sheepshanks anymore? We are happy to note Des Pawson’s book is not about knots. As the title says, it’s about the largely lost art of everything else you can do with a bit of rope. From monkey fists to tiller covers to rope ladders to baggywrinkles to even a cat-o’-nine-tails (for decorative use only, please), the 60-some projects in this cool little book will have you whipping up projects like a deepwater sailor on a calm day in the horse latitudes.

**Finding North** (George Michaelsen Foy, $25.99) — The premise of Foy’s newest book is that navigation — finding our way around on land or sea — is one of the things that not only makes us human, but provides the mental calisthenics necessary to keep our brains active and healthy for a lifetime. Through years of studying animal navigation, talking to experts in varied fields, and even retracing the voyage of a lost-at-sea relative on his

offshore update

still leading by 90 miles (as of this writing). Incredibly, **Hugo Boss** still manages to be the fastest boat in the fleet at times, despite the damage.

In stark contrast to previous Vendée starts, the fleet left Les Sables d’Olonne on November 6 bathed in sunshine and blessed with a moderate northerly. With the exception of Spaniard Didac Costa onboard **One Planet One Ocean**, who turned back shortly after the start to make repairs, the fleet escaped the notorious Bay of Biscay cleanly and without a single retirement.

As of this writing, two weeks into the race, there have only been two retirements: Bertrand de Broc on MACSF with collision-related hull damage and Tanguy de Lamotte on **Initiatives-Cœur** whose masthead and sheave assembly essentially fell off, leaving the rig and any masthead halyards highly compromised. This is a far cry from years past when upwards of 20% of the fleet had retired within the first 120 hours, and bodes well for a potential record number of finishers.

With carnage kept to a minimum, and all of the big players still in the running, the race at the front has been spectacular. At press time, four of the top five boats are new-generation foilers, while the lead pack has been reduced to seven
— continued

boats and should soon be further reduced to five boats that have successfully hooked into the race’s first Southern Ocean low and kept up the pace. Behind Thomson on Hugo Boss is Armel Le Cléac’h on Banque Populaire, Sébastien Josse on Edmond de Rothschild and Morgan Lagaviere on SAFRAN. Vincent Riou on PRB was forced to drop out. There are quality battles throughout the fleet from top to bottom, so be sure to check out vendeeglobe.org/en/, where you can download the race app, play the Virtual Regatta and follow the fleet’s transponder tracks.

As noted above, when the Vendée Globe began on November 6, conditions were ideal. So good in fact, that both Thomas Coville on Sodebo Ultim and Francis Joyon and crew on IDEC Sport decided to depart from Brest on round-the-world record attempts; Coville for the solo record and Joyon and crew for the Trophy Jules Verne. At this writing Coville’s 101-ft tri is passing beneath South Africa, steaming along well ahead of Francis Joyon’s 2008 world-record pace.

Meanwhile, Joyon and crew, whose start was delayed, are burning up the miles on IDEC Sport, hopeful of setting a new Trophy Jules Verne benchmark. — ronnie simpson

salty tales — continued

own troublesome old Morgan 35 — using only the navigational tools grampa would have used — Foy, well, navigates the reader through a rollicking journey with more twists and turns than a Muni bus with no brakes hurtling down Lombard. One of his surprising theories: modern navigational aids like GPS — and the attendant cerebral atrophy it causes — might actually lead to breakdowns of memory and even Alzheimer’s.

Life and Sudden Death of Salt Peter (Peter Jenvey, $37.99) — Jenvey’s book is not the easiest to read, both because of its subject matter — losing a boat — and the author’s writing style, which tends toward wordiness. But we’ll give the guy a break — he was an amateur at both pursuits when he retired in 2010 and, at age 66, decided to add sailing to a “large bucket list” that already included mountain climbing and flying. So he took some sailing lessons, bought a boat and sailed out of Marina del Rey — alone — for points west. One year, 7,000 miles, and many South Seas stops later, that voyage came to an abrupt end on a reef in New Caledonia.

Tranquility — Memoir of an American Sailor (Billy Sparrow, $24.95) — This book reminded us of a baseball quote we heard years ago: “Experience is a hard teacher — she gives the test first and the lesson afterwards.” That pretty much sums up the coming-of-age cruising adventure of young Billy Sparrow (who is a real guy and not the fictional Captain Jack). The book covers a planned 1997 cruise down the West Coast aboard a 29-ft, 60-year-old wooden sloop named (naptly, as it turns out) Tranquility. In the space of only three weeks, Sparrow manages to run the boat aground three times, catch her on fire once, and — to put it mildly — learn many of the lessons of sailing the hardest way possible.

Over the Horizon (David Thoreson, $39.95) — Of 250 or so documented transits of the Northwest Passage, more than half have been made since 2007. Think about that for a minute. What was once a crapshoot with the ice is now, if not exactly a sure thing, then certainly much less risky — because the ice is going away. Rapidly.

For anyone who still thinks global warming isn’t real... a trip to the high latitudes would change your tune. Sailor/photographer/adventurer David Thoreson is one who’s been there, done that — three times, in fact. He chronicles those voyages in this spectacular (really!) new book. Subtitled “Exploring the Edges of a Changing Planet,” it tells the story of a 1994 attempt at the Northwest Passage cut short by pack ice, and a successful east-west transit on the same boat (the 57-ft ketch Cloud Nine) in 2007, this time largely ice-free. In 2009-2010, Thoreson took part in a 13-month, 28,000-mile circumnavigation of the Americas, including around the Horn and west-east through the Northwest Passage (he is the first American sailor to do the NW Passage both ways) aboard the 64-ft Bruce Roberts-designed steel cutter Ocean Watch.

For a large book, there are relatively few words in Over the Horizon. Thoreson is not one to pound readers over the head with dire statistics and predictions. What sparse text there is intersperses past log entries with a bit of history, encounters with locals, and essays from well-known sailing personalities like Herb McCormick and Mark Schrader (part of Ocean Watch’s crew), as well as experts in climatology, ecology and glaciology. The really remarkable aspect of this book is that, rather than tell you what’s going on, Thoreson shows you. Suffice it to say a lifetime as a professional outdoor photographer is evident on every page. And if a picture is worth a thousand words, then in that sense this is the ‘wordiest’ book ever printed. Woven through it all is a sense of the author’s personal journey to do what he can, while he can, to make the world aware of the plight of our planet if the ice keeps melting at its current rate. — jr
Having set sail from the Netherlands in 2013, Dutch cruisers Wietze van der Laan and Janneke Kuysters spent the past year sailing through large portions of the Pacific. Despite many happy memories, they became deeply concerned by the shocking amount of plastic garbage they observed during their travels. This article aims to spotlight the impacts of such debris in the world's oceans, and propose ways that cruising sailors can become involved in ongoing scientific research.

There is no such thing as coincidence. During long crossings on the open ocean we have become more and more annoyed by the large amounts of garbage we've seen floating around us. Not one day has passed when we haven't seen a large item of debris pass by us. "So how bad is this problem?" we often wondered.

Then we met Peter Hodum on remote Robinson Crusoe Island, a few hundred miles off the coast of Chile. He is a professor at the University of Puget Sound in Tacoma, WA, and was on the island doing fieldwork. Peter and others are researching the stomach contents of dead seabirds to see if, and how much, plastic is found there. Our conversation with him was short, but we've kept in touch since by email.

Three months later this relationship led to our visit to the Oceanic Institute of Hawaii Pacific University. There, we met David Hyrenbach, associate professor of oceanography, who seemed slightly amused by our curiosity in oceanic garbage. Cruisers who want to know more about plastic pollution in the oceans? It was the first time that a sailor had asked him such a question. With a sparkle in his eyes he said: "Plastic is a fantastic product. It has many good qualities that no other product has." That statement surprised us, but he continued: "However, we should only use it when it is really necessary. And reuse it endlessly. And not use it for single-use packaging."

"Where does the problem of the plastic soup in our oceans start?" Wietze asked. "With us, humans," David replied. "People use a lot of single-use plastic and that blows across ocean water or flows within it. UV and the movement of the water bleach it, and break it down into tiny pieces. There are five large gyres in the world's oceans. Small pieces of plastic debris gather in these gyres. The smallest parts are found in the centers and the larger parts near the outer rims — styrofoam for instance."

"Ah," I said, "we saw pieces of that material while sailing from Chile to Easter Island. But in addition to styrofoam we also saw whole crates, plastic blocks, nets, you name it."

"That's right," said David, "you were on the north side of the gyre in the South Pacific." He explained that at any given time, the exact location of the Garbage Patch, or plastic soup is difficult to find. With drones and satellites, attempts have been made, but the particles are too small to be seen from that distance. Scientists make calculations based on models to establish the location of the plastic pollution. This year, the weather phenomenon El Niño inhibited the formation of a stable high-pressure area in the North Pacific. As a result, plastic debris will be more spread out than previously.

Added to this, in the North Pacific there are remnants from the Fukushima nuclear disaster of 2011. Debris from that catastrophe slowly washed across the North Pacific and is now floating off the coast of North America.

"How bad is this for birds and fish?" I asked the scientist. "Come with me," he said. David took us to his lab, where he opened rows of containers. "We found this in the stomach of an albatross," he said. In his hand I saw a plastic soldier that was at least four inches long with Japanese script on it. I was stunned. Lighters, beads, bits of plastic, bottle caps: the 'harvest' was seemingly endless.

While sailing the Pacific aboard 'Anna Caroline', Dutch cruisers Janneke and Wietze became extremely concerned about plastic pollution.
instance. They fly from here to Alaska or Japan to find food. Then they return to feed their chicks. They find that food at sea, eating small organisms that float on or just below the surface. And so they also eat plastic.” He opened a freezer and took out a dead albatross. “I am 100% sure that I will find plastic in the stomach of this albatross,” he said with a sigh.

“Did the plastic kill the albatross?” Wietze asked. “No, it doesn’t kill them,” said David, explaining that research is being done into the amounts of plastic that are ingested by seabirds and the impact it has on them. “In albatrosses, we haven’t found evidence that the plastic blocks the intestines, slows down growth, or has impact on the size of the organs. However, we did find pollutants in the fat of the seabird. And that doesn’t belong there,” he said in a sad voice. Taking some smaller storm petrels from another freezer he continued: “These storm-petrels cannot regurgitate the contents of their stomach like the bigger albatrosses can. Plastic stays longer in these birds. Part of it will leave them in the natural way, but that is a very slow process. More and more we see that these smaller, poorly-studied seabirds have large amounts of plastic in their stomachs.”

Before we met David we had searched for information online. You often find projects in which people collect large amounts of garbage from beaches. When we asked David about this, he smiled. “Beach cleanup projects are fine. But we are fighting the symptoms. We must address this problem at the source and make sure that less plastic is used.” We talked about the moral and ethical aspects of plastic pollution. Even though the full effects on seabirds haven’t been proven scientifically, that doesn’t mean it is okay that there is such a high plastic content in their bodies.

David told us about the large amounts of plastic that have been found in the stomachs of other marine predators such as sperm whales, tuna and dolphin. It is very troubling to realize that these ingested plastics and associated pollutants are probably moving up the food chain, leading to humans. Because the problems of ocean pollution are so vast, it is difficult to imagine a viable solution. “If we were to stop the influx of plastic in the oceans now,” David noted, “it would take 10 or 20 years before we would see any effect.”

David explained that research on the location of the Garbage Patch(es) and their effects on sea life is hampered by the high cost involved. Ships, crew, equipment... it all costs money. But he also talked enthusiastically about a research trip he made on a sailboat, from Honolulu to San Francisco. “What was the most surprising thing for you?” Wietze asked. “How thoughtfully everything on board a sailboat is used,” he replied. “Vegetables, water, fuel — everything was used to the fullest.” But during that trip he saw a lot of plastic in the water.

This brings us to a related subject: the role cruisers can play in ongoing research. We, and other cruisers, sail in places that can be relevant to scientists. As we pointed out our future track on the map, David said, “You know, we rarely think about involving sailors.” His comment seemed consistent with what we had found on the Internet. There are sailboats that participate in scientific research, but doing so requires a big commitment—drilling holes in the hull to take water samples and such. The average cruiser would not be interested in doing that. However, we read with great interest about last year’s Mega Expedition, which involved Transpac boats returning from Hawaii to the West Coast. Each boat dragged a ‘trawl’ for a few hours per day to take samples. This effort resulted in a treasure of information that is still being analyzed. We explained to David that we’ve heard of other individual initiatives also. But so far no projects that involve large groups of offshore sailors.

“Nowadays we call that Citizen Science,” said David, “as it involves non-

The extent to which seabirds are affected by ingesting plastic particles is being studied actively by various research groups.


Wietze soon found out that it’s not easy to snap useful photos of floating debris from the bouncing deck of a sailboat. Scientists in research.”

We were enthused to hear that because in a little more than a week we’d be joining a large group of sailboats that would cross from Hawaii to Alaska or Canada. “How can we make good use of this opportunity?” we asked David. He thought about it, and soon a plan came together. The aim of our crossing study would be to find out to what extent sailboat crews can make useful observations, and can work together with David’s research team.

We asked all the departing boats to log sightings of large pieces of plastic, note the position, and also take pictures. David had an extra assignment for us. “I want to know how much plastic there is in the stomachs of flying fish. This can become a source of plastic content in the stomachs of seabirds: the prey brings the plastic with it.” He gave us a research ruler and instructions for opening up the fish. Loaded with information, we said goodbye.

Soon afterward, we explained our research plan to crews from the departing boats, who reacted positively to our request for participation. In addition, David promised to connect with the Hawaii Yacht Club next year, so he can have more lead time to set up a project with the yachts that pass through next season.

On our first day at sea, we saw a large piece of plastic. We noted its lat-long position and described it, but taking a picture was difficult, as it moved past us faster than we could react. Through the daily radio net we heard similar comments from other boats. But everybody kept trying. We also looked for flying fish, but we were disappointed. Ironically, on previous crossings we would trip over dead flying fish every morning when we inspected Anna Caroline’s deck. But on this trip we found none.

In the spray that frequently came over the bow we found small squids. We put one of them beside a ruler and cut it open. But apart from a nasty black stain we found nothing to measure. What a pity.

Once the other cruisers arrived in Alaska, they sent us their information. We gathered it and sent it to David. Underway on the Inside Passage, just across the Canadian border, we met the Dutch sailing yacht Bubbles, whose owner, Leo Nagtegaal, is one of the sponsors of the widely publicized Ocean Cleanup, which was conceived by Dutch teenager Boyan Slat. As reported

"The good thing is that if we can take the plastic from the oceans, we can recycle it."
earlier in Latitude 38, this foundation is developing an installation with long ‘arms' designed to filter the plastic particles from ocean water. With great enthusiasm Leo explained, "The good thing is that if we can take the plastic from the oceans, we can recycle it. It will be a positive business case: scalable, autonomous and energy-neutral."

After a few weeks David sent us his enthusiastic thoughts about the observations: "I see possibilities for the future. The test was educational, because we know now the practical problems we need to solve. The observations confirm my suspicion that the lack of a high-pressure area last summer has caused a bigger spread of the larger pieces of plastic. The number of observations is therefore lower than it would otherwise. I can use this next year with the next group of sailboats that leave Hawaii for Alaska.

"So, where are you going next year?" he asked in an email. After we told him our plans, he asked if we would do bird observations for him. Of course!

This year’s research has taught us a lot. We are still not experts in this field, but we have become more and more aware of the world we live in and the impact we have on it.

— Janneke Kuysters & Wietze van der Laan

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FUEL DOCK IS NOW OPEN!
In the November issue of Latitude 38, we enjoyed an appetizing first-course sampler platter of one-design class championships. This second course serves up a jumble of letters often referred to as ‘alphabet soup’. The SSS (Singlehanded Sailing Society) will start us off.

**SSS Singlehanded and Doublehanded Multihull**

**Wingit, F-27**

Amy Wells, BAMA

By virtue of having won the Singlehanded Farallones Race, Amy Wells topped both the Singlehanded and Doublehanded Multihull divisions of the 2016 SSS season.

Wells grew up racing Wingit mostly doublehanded with her dad, Ray Wells, starting in 1989. Ray sold the boat to Amy in 2009.

Wingit had a chock-full racing season this year. "It’s been so wonderful to get out of spending all my weekends at home with toddlers," says Amy. "I’ve had tremendous support from their dad, Paul, and my dad, Ray, who take turns watching them while I go off racing."

Amy was surprised to see the SSS standings before the final regatta, the Vallejo 1-2 on October 22-23. "I stumbled across the season standings while compiling sailed-to data for a year-end fleetwide ratings review and immediately started bragging to my dad, who had lots of fun with the SSS back in the day and who I hope will soon retire and be able to sail more."

Reminiscing about May’s Singlehanded Farallones Race, she said, "The weather was so lovely and calm. It was my first time out the Gate by myself. The crab pot floats totally weren’t scary at all, whereas every other time I’ve been out on the ocean we are zipping along fast enough or with enough whitewater to have poor visibility." She enjoyed what she called ‘chill time’ on the ocean. She said that none of the SSS races were especially difficult in 2016.

"The SSS season provided a regular backbone for the year. I have been sailing with my regular crew, Kostadin Illov, for nearly 15 years. This year, probably just from the sheer number of hours on the boat, I’ve gotten more confident calling shots and have been trying to be a bit more assertive." Other crew were Sherry Smith in the Drake’s Bay Race and Synthia Petroka in the Vallejo 2.

"I had a lot of fun in the singlehanded races, doing girl things like changing clothes in the cockpit, playing music and dancing around the deck by myself. I rarely behave like this with witnesses onboard, and it is, well, joyous."

Wells expects Truls Myklebust’s sistership Raven to be much more competitive next year. "Raven’s rating was adjusted for weight," she said. "I’ve joked that his rating will be correct by 2018 and I’ll have to race to Hawaii just to keep up with him in the season standings (the TransPac score can’t be thrown out). Of course Wingit is more stable upside down, so I’m divided about whether to look for a more seaworthy boat. On the other hand I got really good at reefing this year and I feel much more seaworthy having survived 100+ miles of racecourse in Small Craft Advisory conditions.”

**SINGLEHANDED MULTIHULL — 1) Wingit, 6.583 points; 2) Raven, F-27, Truls Myklebust, BAMA, 7.167; 3) Tri N Fly, F-27, David Morris, HMBC, 7.77; 5 boats**


**SSS Singlehanded Monohull**

**Fugu, Wilderness 30 SX**

Chris Case, RYC

The Cases bought Fugu in November 2014. "I raced in the 2015 SSS Singlehanded Series and struggled on the steep part of the learning curve as I transitioned from sailing a 9,000-lb Dehler 34 for the last 12 years to this skinny semi-ultralight," said Chris. "It wasn’t until the end of 2015 that I started to get the hang of sailing Fugu."

As the 2016 season progressed, Case began to realize how much more he needed to know about sail trim and strategy in order to beat sailors like Scott Owens of Summertime Dream. "There is an adage that 50% of life is just showing up, which I did in the SSS ocean races, while better sailors than I stayed home. A first in the Drake’s Bay Race and a third in the Half Moon Bay Race put me in a solid position. My mom’s 85th birthday was the day before the Vallejo 1-2; she lives in Boston (where she managed three sons on a Columbia 22 for weekend vacationing). When I told her I was going to fly out on the evening of her birthday she was a little upset, but once I explained that I needed to race Fugu for the possible season championship, suddenly it was all OK!"

Case likes the weekend SSS races — Drake’s Bay, Half Moon Bay and Vallejo 1-2 — because of the camaraderie in the fleet. “Talking sailing over a beer or two with these supportive people is the stuff of life, and I am very grateful that I have the opportunity to sail with such a wonderful bunch of folks.”

"Fugu' is Japanese for pufferfish and the sushi that, if prepared wrong, can kill you. "The previous owners explained that their crew had a saying for Fugu: 'If we don’t sail her right she’ll kill us!' We liked that, so we kept the name."

Case plans to sail in the 2017 SSS Singlehanded Division, and is planning to attempt the 2018 Singlehanded TransPac.

1) Fugu, 2.188 points; 2) Ragtime, J/92, Bob Johnston, RYC, 3.178 points; 3) Iniscaw, Martin 32, Max Crittenden, SSS, 3.63. (97 boats)

**SSS Doublehanded Monohull**

**Outsider, Azzura 310**

Greg Nelsen, SSS

Greg Nelsen won the doublehanded trophy for the second year in a row. (He also won it in 2010, and won the singlehanded trophy in 1999-2002 and 2004-2005.)

Greg’s crew this year were "George Luna, Karl Crawford, Karl again, water, Steve Dowd, water." The SSS has a new rule that allows a skipper in the Doublehanded Division to carry 150 lbs of water ballast in lieu of a live person. We wondered what effect that had on Nelsen’s season. "None," he said,
Adam Mazurkiewicz resurrected Yeti with help from Rufus Sjoberg and Jason Crowson two years ago. “2015 was the first year we had Yeti in the water, and we raced the Half Moon Bay Race in September as our first OYRA race. 2016 is our first full season racing OYRA, and we had a great time doing it.”

The crew’s favorite OYRA race was the Farallones. “It was the first time around the islands for most of us. We had varying conditions on the way out with multiple headsail changes, and a heavy-wind beat to make it around. We set the chute at the islands and just blasted back. It wasn’t without incident and broken gear, which just added to the day. We set new boatspeed records and had a great time doing it.”

He cites Drake’s Bay II (the return on Sunday) as the toughest race in the season. “We had a great light-wind drift for the first few hours, set the chute, and thought we might just make it to the Gate. After a couple of hours of sailing in and out of wind, battling the flies, a moment of weakness hit the crew and we retired. We eventually had a great sail home after some motoring, but it was not without bailer’s remorse.”

Dave Jacus, Ben Guy, Ron Snetsinger, Kevin Richards, Bobby Laird and Jason Crowson crewed aboard Yeti this year. “No matter what the crew combo was we had a great time on the water,” said Mazurkiewicz.

In 2017, he plans to do the OYRA series, a few of the SSS races, and possibly the Spinnaker Cup and Coastal Cup. “We really enjoy the distance races.”

“Fugu’s mascot, a former bath toy, as seen during a summer cruise to Owl Harbor.”

"except loading and unloading the containers. The Azzura has a tall keel trunk so it’s easy to stack low and centered. The 150 lbs is lighter than most of my crew except George the Jockey." Nelsen used the water ballast only when crew wasn’t available, for the Drake’s Bay Race and the Vallejo 2.

It didn’t count for his doublehanded season, but the Singlehanded Farallones was Greg’s favorite race of the year. "It was a pleasant day in the Gulf without a beatdown, yet was a fairly fast race.”

1) Outsider, 1.929 points; 2) Arcadia, Mod. Santana 27, Gordie Nash, RYC, 2.238 points; 3) Uno, Wyliecat 30, Bren Meyer, SSS, 2.267. (289 boats — no that’s not a typo!)
SEASON CHAMPIONS, PART II —

OYRA Shorthanded
Nancy, Wyliecat 30
Pat Broderick, SSS

This year, the OYRA created a division just for singlehanders, so the ‘Shorthanded’ division was composed of doublehanders.

“I enjoyed having Richard vonEhrenkrook, Chris Zachrisson, Pat Wertz and Ross Bliven join me as doublehanded crew for this year’s OYRA Series,” said division winner Pat Broderick. “Double-handing is a team effort and each partnered with me as we sailed the ocean races.”

“The Farallones Race was high on the favorite list since it was the only successful Farallon rounding for this year and was a pleasant day out in the Gulf of the Farallones. Winning it was nice, too.

“The most frustrating race was the Lightship. We opted for the south side at Mile Rocks only to see the wind clock around to favor the boats exiting at Point Bonita, and we never caught up. The tacking angles were huge! It was not a good way to begin the OYRA season and became our toss-out race.”

Ocean racers agree that the wildlife was amazing this year. Broderick saw humpback whales, a blue whale or two, great white sharks, mola mola, harbor porpoises and “a jillion” seabirds. His most frightening sighting was a humpback that popped up about 100 feet in front of Nancy’s bow near the Lightship and just stopped there. “We avoided contact, but the smell from the blow that sprayed the boat and the up-close view of barnacles were impressive!”

Broderick hopes to concentrate more on in-Bay YRA racing and evening beer for the start of the season. Pat Broderick

OYRA Singlehanded
Ragtime, J/92
Bob Johnston, RYC

“I’ve raced singlehanded in OYRA’s SHS division several times — it was tough to do well against doublehanders,” said solo sailor Bob Johnston. “Years ago OYRA gave singlehanders an extra time allowance, but having our own division is even better.

“There had been chatter in the SSS about having more ocean races. The first step in that direction was to add the Drake’s Bay races to the SSS schedule three years ago, combining with OYRA for the most challenging start but scoring the groups separately. Creating a singlehanded division for the entire OYRA season was the next logical step. I’m hoping the division will grow and become a permanent part of OYRA, enhancing San Francisco’s reputation as the place to go for singlehanded racing.”

This was a Singlehanded TransPac year, and the early OYRA races were good practice for some of those skippers. “Later in the season, the singlehanded group settled in to three or four consistent entries, and we had a lot of fun. Greg Ashby, sailing his Wilderness 30 Nightmare, was the most consistent participant and finished second.”

Johnston’s favorite race was the Duxship. “We had a late start and some light wind, but it turned into a nice day on the ocean. The Jr. Waterhouse was also memorable, with good conditions outside followed by some very gusty wind between the Gate and the finish at RYC.”

Johnston agrees with Adam Mazurkiewicz that the Drake’s Bay II was the most difficult race of the series. “It was extremely light all day. I dropped out and started motoring, and the wind filled in about an hour later. That bad decision cost me a good weekend result and probably the SSS season championship [Drake’s Bay was also a counter for SSS]. But the raft-up in Drake’s Bay was great as always.”

After promoting singlehanded divisions in the Berkeley Midwinters, the Silver Eagle and OYRA, Johnston finds it ironic that he plans to sail doublehanded in 2017. “I’ve been racing almost exclusively singlehanded for 14 years. Over that time I’ve come to know all the other skippers I’d really like to sail with, and 2017 will be the year for that.”

1) Ragtime, 14 points; 2) Nightmare, Wilderness 30 SX, Greg Ashby, SSS, 18; 3) Fugu, Wilderness 30 SX, Chris Case, RYC, 19. (5 boats)

OYRA Multihull
Raven, F-27
Truls Myklebust, BAMA

The number of multihulls racing in OYRA doubled this year — from one to two. “It was good to see Trident join me for the series this year (and the MOD70 Orion as well for a couple of races).”

“There are quite a few multihulls in the Bay Area that are equipped for offshore racing now. We had eight in the Doublehanded Farallones this year and three in the Singlehanded Farallones, but just two for the OYRA Full Crew Farallones. The OYRA series is fun, many of the courses are really good for multihulls, and offshore racing is always a good challenge!”

Myklebust’s favorite OYRA race this year was the last one, on September 10. “It was my boat against Orion in a massively unequal challenge (PHRF 48 vs. -189) in very light winds offshore. Orion beat me easily in real time, of course, and I struggled to get out and around the outer mark in the light winds, but I had a really good run back in to the finish, and I squeaked out the win on corrected time by just six minutes. There were five whale sightings along the way in that race.”

The most difficult race for Raven was the OYRA Full Crew Farallones, which Myklebust sailed singlehanded. “Conditions were pretty benign until just a couple of miles before the island, but then the winds picked up very quickly, and the rounding in lumpy seas was challenging. I also had some spinnaker-handling challenges on my way back in.”

Kostadin Ilov (the same fellow who’s been sailing with Amy Wells for years) joined Raven for Drake’s Bay. “Other than that, I mostly sailed singlehanded in the OYRA series this year. I usually try to run at least doublehanded for OYRA (and sometimes with three on board), but I had some crew scheduling difficulties this year.”

Myklebust adds, “I hope to double participation again next year!”

1) Raven, 10 points; 2) Trident, Corsair 31R, Damien Campbell, BAMA, 19. (2 boats)

OYRA PHRO1
1) Blue, Swan 53, Ray Paul, 19 points; 2) Can’t Touch This, J/125, Rich Pipkin, EYC, 32; 3) Junkyard Dog, J/109, James Goldberg, YRA, 38. (20 boats)

YRA Series PHRF Division
Ahi, Santana 35
Andy Newell, BYC

The YRA Series is what’s left of the
said that class's fleet captain, Gary Panariello. "We are trying to build participation."

Gary’s wife Karen, Kristin Simmons, Blaine SooHoo, David Fink and Jeff Thorpe were the core crew aboard Courageous for the YRA Series win. "The most fun part of the YRA Series was getting to race one design. We are happy to welcome Rich Craig as a new owner to the fleet for 2017! "We are looking forward to racing in Key West this January to test ourselves against some great crews in an awesome venue."

1) Courageous, 7 points; 2) M Squared, Marc McMorris, NoYC, 19; 3) White Shadow, Jim Hopp, SSS, 20. (4 boats)

**YRA SERIES**

**EXPRESS 37 (2r, 1t)** — 1) Golden Moon, Kame Richards, EYC, 7 points; 2) Expeditious, Bartz Schneider, SFYC, 7; 3) Elan, Jack Peurach, SSS, 8. (4 boats)

**OLSON 25 (4r, 1t)** — 1) Shark on Bluegrass, Falk Meissner, BYC, 8 points; 2) Shadowfax, Mark Simpson, LTWYC, 9; 3) Synchronicity, Steve Smith, HMBYC, 10. (5 boats)

**SANTANA 22 (8r, 1t)** — 1) Meliki, Deb Fehr, IYC, 7 points; 2) Mad Max, Megan Dwyer, BYC, 14. (2 boats)

**CBRA Bear Boats — Magic**

Tim Maloney, MMBA

"Don’t tell some of those other fleets, but WBRA had plastic boats fitted out as woodies," said repeat Bear champion Tim Maloney. "I think I can speak for the Bear fleet here: We are happy to have a YRA
fleets that will work with the Bears as we try to build up participation in a class with old boats and ownership turnover. The organizers of CBRA have been dedicated to providing a well-run venue; the Bears are happy to be included. Magic’s crew is very appreciative of the all the work race committees do — especially in big floods when they have to stay late for our old slow boats to finish the course.” Indigenous to San Francisco Bay, the 23-ft Bears were designed in 1931.

Magic is a family effort. “My dad, brother Daniel, and I are partners in the boat. Our racing team has been composed of me, my brothers Daniel and Stephen, and my nephew Ethan Pawson. This year we also introduced my brother-in-law Derek Kampfe and his two sons Brian and Jeffery.”

Tim said that their season got off to a nail-biting start. “In the two CBRA races on May 7, Steve Robertson on #29 Smokey and Magic traded 1-2 finishes. In race 1, both boats were on starboard tack and I was pinching for the committee boat. Smokey was windward and took the race by less than half a boatlength squeezing in at the RC boat. Neither one of us could tell who won. The second race was almost a mirror image only at the pin. Magic was on starboard and fetching the pin. Smokey was leeward this time and trying to pinch up. Steve could not luff us — I know he was almost a mirror image only at the pin. Magic was on starboard and fetching the pin. Smokey was leeward this time and trying to pinch up. Steve could not luff us — I know he was trying — and ended up having to tack and duck, and we stood on to finish.”

1) Magic, 5 points; 2) Huck Finn, Margie Siegal, MMBA, 12; 3) Renegade, Russell & Christine Katz, MMBA, 15. (4 boats)

CBRA Bird Boat — Cuckoo Bill Claussen, RYC

“The only true woodies left are the Birds and Bears,” says Bill Claussen, who owns two of the Birds, which have their origins on San Francisco Bay in 1919. “It was nice to have additional and new classes to make up for the loss or diminishing of other classes.”

Regarding Cuckoo’s repeat success, Claussen says that the crew is the most important ingredient. “All I have to do is drive. Carl Fleming has sailed with me from the beginning of my Bird tenure. Other great crew regulars were Steve Hutchinson, John Ravizza, John Skinner and Charlie Brochard, plus Tom Alexander, Steve Ritz and David Pressley.”

The Birds also raced the Sausalito YC Invitational series, SFYC Woodies and SFYC Fall Classic. All of those were part of the championship season, but the scores shown below just reflect the CBRA Series.

1) Cuckoo, 8 points; 2) Oriole, Hugh Harris/ Jock MacLean, SFYC, 16 points; 3) Widgeon, Charles Rixford, SFYC, 19. (5 boats)

CBRA SERIES

KNARR (8r, 1t) — 1) Knarrly Boo, Jason Holloway, SFYC, 12 points; 2) Knarr 134, Eric Gray, SFYC, 14. (2 boats)
ALERION EXPRESS 28 — 1) Jewel, Ron Tostenson, RYC, 10 points; 2) Ditzy, Ralf Morgan, RYC, 18; 3) Dream, Kirk Smith, RYC, 22. (7 boats)
FOLKBOAT (8r, 1t) — 1) Freja, Tom Reed, SFYC, 12 points; 2) Polperro, Peter Jeal, BVBC, 14; 3) Nordic Star, Richard Keldsen, SFYC, 29. (10 boats)
SANTANA 22 (2r, 1t) — 1) Meliki, Uwe Gehr, IYC, 5 points; 2) Carlos, Jan Grygier, RYC, 5; 3) High and Dry, Igor Polevoy, NoYC, 6. (3 boats)
CAL 20 (6r, 1t) — 1) Baby Blue, Craig McDow, CYC, 10 points; 2) Raccoon, Jim Snow, BVBC, 11; 3) Coyote, David Gardner, SSS, 22. (3 boats)

Folkboat — Polperro Peter Jeal, BVBC

Peter Jeal of the Folkboat Polperro agrees that “CBRA is working well, and it’s great to see other one designs sailing together.” In addition to the CBRA races, the Folkboat fleet sailed in SFYC’s Resin Regatta. SYC’s Invitational, SFYC’s Woodies Regatta, and Tiburon YC’s Moseley Regatta. We wondered if the high number of races had taken a toll on Polperro, the three-peat champion.

“Both of my steady crew, Susan Parker and Dave Cresge, survived the 31-race season, but I ruptured a bicep tendon early in August so had to sail lefthanded for the last 13 races,” said Jeal. “Strange as it was, I got more first places in those races than in the early half of the season. Suze and Dave just kept me going in the right direction, finally holding off Tom Reed by a point. He was overlapped with us on the finish line of the final race — what a competitor he is!”

The boat got a new aluminum mast early in the season, and the first six races were spent tuning and cutting sails to get some forward direction.

1) Polperro, 44 points; 2) Freja, Tom Reed, SFYC, 45; 3) Faith, Brock de Lappe, 60. (11 boats)

BAMA Cup

Ma’s Rover, F-31R
Mark Eastham, BAMA

This was the fourth season in a row that Mark Eastham won the BAMA Cup. (BAMA is the acronym for the Bay Area Multihull Association). He said they “crushed it” this year.

“We had more first- and second-place finishes. We had 37 points and second place had 29, whereas in past years we held onto the title with fewer top finishes and closer to second place.”

They had to drop two races out of the 10-race schedule this season (Delta Ditch Run and Silver Eagle) to compete in June’s Race to Alaska, and then had to work hard to get repairs done from the beating the trimaran took in that grueling race. The main had multiple tears from a gale, a daggerboard was damaged when it hit a rock, various items of equipment had to be replaced after they washed overboard, and broken lines and the mast track had to be repaired to get back to race-ready condition in time for the Jazz Cup.

“Stephane Lasaffre, Keith Dunlop and Cameron Tuttle were the main backbone...
of 'Team Rover '16'. David Leach made a late-season guest appearance as well," said Eastham.

Eastham and Lesaffre sailed a "super solid Doublehanded Farallones Race on March 26 (lowest elapsed time, lowest corrected time, first in class, first multihull, first to finish) in pretty rough conditions. I was very cold and very wet for hours on end, but did not care — it was a nonstop thrill ride.

"Thanks go out to the North Sails ICU team as well and some great competition per usual from Chris Harvey's Mojo. Third-place Wingit, skippered by Amy Wells, and Damian Campbell on Trident (which was crippled by multiple breakdowns) deserve mention as the boats to watch in 2017. And, as always, thanks to Darren Dowd for being a great family guy and not racing the blazing fast Roshambo again!"


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BAMA Fast Cat Cup
SmartRecruiters, Extreme 40
Jerome Ternynck, StFYC

"The most exciting race this year was the Three Bridge Fiasco, which I completed doublehanded with Erwan Griziaux," said Jerome Ternynck, owner/driver of SmartRecruiters. "The Extreme 40 doublehanded is an interesting experience, and that day was particularly good, seeing us reef in and reef out, going from no wind to 20 knots of boatspeed, and in the end a finish line where we battled to pass all but one boat."

While hanging around StFYC during Rolex Big Boat Series, we heard a rumor that Peter Stoneberg, who sails the ProSail 40 Shadow, is acquiring an Extreme 40. "I am totally thrilled to see another Extreme 40 come to the Bay," said Ternynck. "This will make the series more exciting. There are actually six other Extreme 40s on the market for less than $100,000. We would love to get a fleet going."

Ternynck's crew this year included Chris Steinfeld, Erwan Griziaux, Gilles Combrisson, Cyril Guiraud, Emmanuel Sordoillet, Anthony Abaté, Thomas Ocampo and guests. "We just take it one race at a time and do our best to attend as many races as we can," said Combrisson.

1) SmartRecruiters, 37 points; 2) Adrenaline, D-Class cat, Bill Erkelens, RYC, 11 points; 3) Shadow, ProSail 40, Peter Stoneberg, StFYC, 9. (6 boats)

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Next month's delectable dessert course will sample many more of the region's tasty one-design classes, including those that competed in some of the races featured in this edition as part of their championship season.

— latitude/chris
Ever since October 1994, when the first Baja Ha-Ha fleet sailed out of San Diego Harbor bound for Cabo San Lucas, this two-week, 750-mile cruisers’ rally has followed the same time-honored itinerary. Nevertheless, no two Ha-Has have ever been exactly the same.

As you’ll read in this recap, the 23rd edition featured stints of both strong wind and no wind; glorious periods of “Champagne sailing,” as well as some moments of concern when several rally crews needed help. As is typical, by the time the fleet arrived at Cabo on November 10, many first-timers had grown more confident in their skills and learned valuable lessons about both offshore sailing and crew dynamics. And, although we have no scientific data to back this up, we’d be willing to bet that along the way to the Cape every fleet member forged a few new friendships — which will be renewed time and again as they cross paths in future anchorages.

As in years past, boats in the 2016 fleet were as varied — from 19 to 68 feet — as the crews who sailed them. The oldest Ha-Ha’er was veteran cruiser Dr. Jerry Morgan, 79, of the Richmond-based Hunter 44 Whimsea. The youngest was four-year-old Zoey Wada of the Long Beach-based Mariner 48 Empyrean.

The official festivities began with a skippers’ meeting followed by a spirited Costume Kickoff Party (Sunday, October 30) on the grounds of West Marine’s Shelter Island superstore. In addition to the predictable assortment of swashbuckling pirates and saucy wenches, there was a wide assortment of superheroes, mock celebrities and curious sea creatures, including a seductive trio of lusty mermaids. Yet again this year, West Marine electronics ace Ron Maggi — elaborately dressed as a Johnny Depp look-alike — shared his wit while emceeing the costume contest.

All in attendance enjoyed a ‘Mexican tune-up’ lunch complete with plenty of cool libations. And around the perimeter of the party venue at least a dozen Ha-Ha sponsors were on hand to educate first-timers about the facilities and services that await them south of the border.

At 10 a.m. the next day — Halloween morning — two local fireboats saluted the fleet with arcs of spray, as dozens of rally boats paraded out of San Diego Harbor toward the start of Leg One. Ashore, at the western tip of Shelter Island, print, TV and radio reporters captured the scene, while Mexican and American dignitaries cheered the departing sailors — many were decked out in costumes — from the deck of the sportfishing boat Dolphin.

Of the 183 registered boats, only 136
made it to the starting line on time, but the fleet would swell to 150 eventually, with the addition of several Ensenada starters and other boats that had been delayed by bad weather while sailing down the California coast.

Although the Rally Committee aboard the 63-ft cat Proligate had lodged a formal request with Mother Nature for fair winds at the start of Leg One, the breeze was so light at 11 a.m. that the rally’s Grand Poobah initiated a ‘rolling start’ whereby all boats could motor down the rhumbline at six knots without penalty.

Two hours later, however, when the fleet was just south of the Coronado Islands, the breeze filled in nicely from the northwest, inspiring smiles throughout the fleet as brightly colored spinnakers began popping open all over the course.

As predicted by the meteorological gurus at Commanders’ Weather, the breeze built into the 18-to-25-knot range, and many boats reported later that it remained that strong throughout the leg. As usual, though, the fleet soon stretched out over a 100-mile span, so some crews saw much stronger winds than others.

On the morning radio net, Cary Spencer of the Marina del Rey-based Jeanneau 49 No Ties noted, “We were surprised by how consistent the 25-knot winds were on this trip. And also by the diversity of conditions experienced by the group. We were well offshore and had 28 to 32 knots for many hours, with the highest gust at 34.”

Adding to the fun — or challenge, depending on your point of view — was the presence of tall, long-period swells that were evidently remnants of storm conditions 2,000 miles away in the Gulf of Alaska. Sailing aboard Rodrigo Cuellar Dipp’s Mexico-based Varianta 44 Nuevo Luna/Ullman Sails, Ullman loft manager Chuck Skewes claimed he saw a couple of 16-foot rollers. “The conditions were fabulous!” Skewes reported later, and most experienced offshore sailors enthusiastically agreed — especially those on catamarans. Skewes shared this anecdote as an illustration of how much fun he was having: “We ‘went down’ three times. But because we were surfing down big waves, not due to the wind. The last time we were pinned, and I had to crawl out of my bunk with a knife and cut the vang to get the boat upright again.” (He’s now vowed to do the rally every year.)

Elsewhere, 10-time Ha-Ha veteran Patsy Verhoeven, skipper of the La Paz-based Gulfstar 50 Talion, reported a rather unpleasant ‘first’: getting ‘pooped’ by a breaking swell that drenched her center cockpit. Several smaller boats reported shipping green water belowdecks also.

“Tuesday night’s weather on Leg One was the most exciting of my sailing life,” said Leslie Olson of the Sausalito-based Brown Searunner 40 tri Doggone. “But that’s an experience I don’t need to repeat!”

But not all crews reveled in the raucous conditions. By the second day out, some crews aboard smaller boats were getting so weary of the jostling, which left them unable to sleep, that about a dozen boats elected to make an unscheduled rest stop at San Quintin, as suggested by the Rally Committee. The only other time in the event’s history that conditions were extreme enough to warrant such a move was in 2009 — the rough-weather year when a J/120 collided with a whale and sank. (All crew were rescued safely.)

Needless to say, gear breakage was...
a predictable consequence of such rowdy weather. In addition to failed autopilots and torn sails, the roller-reeling mechanism on Tullion’s main refused to cooperate; the boom broke on Matt Miller’s Long Beach-based Ericson 29 Vital Spark, causing a tear in the main; aboard David Addleman’s SC50 X, which he and his German crew Sarah Seeger recently sailed back from the Philippines, a diagonal shroud failed; a spinnaker aboard the BC-based Farr 39 Anduril twisted itself into such a colossal wrap that skipper Greg Harms had to be winched up the mast three times to free it; and the liferaft on Chris Perkins’ San Diego-based Hylas 56 Manuela was swept overboard by a swell and was lost somewhere north of Cedros Island. (Yes, the Coast Guard was notified.)

But two incidents were far more serious. On the dark night of November 2, the third night out, the San Diego-based Newport 41 Summerwind was approaching Bahia Tortugas in light winds accompanied by small swells. While crewman James Algert rested belowdecks, the attention of skipper Steve Brodbeck, 58, and his son Andrew, 22, was split between trying to douse the main, which had become stuck hours earlier in the boom furler, and trying to get the autopilot to hold a steady course. Without warning, they felt the big sloop grounding onto a
A ROLLICKING RUN TO THE CAPE

rocky shore that turned out to be Punta Quebrada — roughly five miles north of the broad entrance to Bahia Tortugas.

"The boat immediately heeled hard to port, and waves rapidly flooded the cockpit and cabin," recalls Brodbeck. As detailed on page 20 of Letters, the three men were able to scramble ashore safely, and were picked up an hour and a half later by search-and-rescue volunteers from the town, who gave the shipwrecked crew "dry clothes and a meal, and arranged for a room." The boat was a total loss, but was insured.

Meanwhile, a message had been relayed from Tom Measles, 70, owner of the Ventura-based Kettenburg 50 Cut to Heal. Her mainsail had torn and the crew was trying to repair it with 5200 (caulking), while lying on a sea anchor roughly 50 miles offshore, and 180 miles north of Bahia Tortugas. The fleet later learned that Measles and crew faced other headache also: The vintage woodie’s engine had fouled with dirty fuel. The crew had been in no danger, but given the short range of their VHF, they had no way to assure the fleet. (An SSB was on board, but had not been hooked up yet.)

In contrast to such problems, aboard the tiny Santa Cruz-based Mirror 19 Bluebird, 74-year-old Tom Carr and his crew, named ‘C’, were having big fun surfing the swells and dodging spray. (They’d been given special permission to enter despite Bluebird’s measuring eight feet shorter than the rally’s published...
Every year when the Ha-Ha fleet comes to 'Turtle Bay' it's a very big deal for residents of the remote town, as it’s the only time of year when you'll find more than two or three foreign-flagged boats in the enormous natural anchorage. Folks here live a simple, no-frills lifestyle, with most incomes being linked to the local fishing industry in one way or another.

After a few days at sea aboard relatively small boats, it always feels great to go ashore and stretch your sealegs by exploring the town or walking the nearby hills.

This year, many veterans of previous Ha-Has were stunned to see the landmark fishing pier had been freshly painted — for the first time ever. Needless to say, improvements come slowly to such a remote, rustic village. But last year they actually paved the main street — we thought we were hallucinating! — then poured concrete sidewalks alongside it. Even more amazing was the previous year’s community project. In 2014, funds were somehow secured to cover the town’s dirt-and-gravel baseball field with Astroturf.

As regular readers know, the people of Bahia Tortugas are crazy about baseball, so it’s not surprising to see them come out by the dozens to watch the hilariously uncoordinated antics of Ha-Ha sailors when we borrow the field for our annual Ha-Ha Rules Baseball Game. Basically, each batter is given as many pitches as it takes to get a hit, and on every hit there’s generally at least a couple of fielding errors. As you might imagine, heroic inside-the-park home runs are commonplace. This year there seemed to be more willing participants than ever. And after the game, more than $3,000 worth of new baseball gear was given to local players by fleet members ($2,000 of which had come from an anonymous donor).

Some of the added enthusiasm for this year’s game was undoubtedly due to the rabid baseball fever that was in the air after the Chicago Cubs won the final game of the World Series the night before — breaking their 108-year championship drought with an 8-7 victory over the Cleveland Indians in extra innings.

Crews from several boats had been eager to take in the action at Maria’s, one of the town’s few real restaurants. "They brought in a small TV from home," recalls Lynn Ringseis fondly, "but it took four innings to hook it up and find the game. Because of the set’s poorly balanced color, both teams appeared to be wearing green uniforms, but it was great fun anyway. By the eighth inning we were all on the edge of our seats when suddenly the power went out in all of Turtle Bay!" So much for staying connected to mainstream events.

The first Friday of the Ha-Ha is always reserved for a big beach party on a rarely used stretch of sand about a mile east of town.

Although water in the bay was a bit too cold this year for boogie-boarding, surfing or swimming, the mild weather was ideal for hiking, picnicking and beach games. While some played volleyball or tug-of-war, or tossed frisbees, several prolific fishermen grilled their
catch on improvised barbecues and shared it with sailors eager for a sample. Several enterprising groups from town sold ice-cold beer and snacks, while danceable tunes from a portable PA system livened up the venue. But the party’s main agenda was simply to provide a laid-back forum where new and old friends could swap tales about the rowdy Leg One conditions, and compare future plans.

The next morning, Saturday, November 5, fleet members pulled their anchors early in preparation for the scheduled 9 a.m. start of Leg Two, a 240-mile run to Bahia Santa Maria. Unfortunately the wind gods had apparently slept in, so again, a rolling start was instituted. Before long, however, the breeze built into the mid-teens, producing fabulous sailing conditions under sunny skies — and without the uncomfortable swells of Leg One. Meanwhile, Cut to Heal had checked in, and was on approach to Turtle Bay for rest and repairs.

With steady wind from the northwest in the 16- to 20-knot range and moderate swells, conditions on that first day out could not have been sweeter. With an ear-to-ear grin, Profligate crewman Pat McCormick declared via VHF that these were “Champagne sailing” conditions. George Durden, aboard the Marina del Rey-based Jeanneau 45 Epiphany quickly upped the ante by announcing that his crew was enjoying “Champagne and sashimi sailing” thanks to a recent catch. Like the sea state, fishing improved dramatically during Leg Two. Although the wind held steady throughout the night, it fizzled during the early hours of the second day, but returned again late that afternoon, allowing some diehards to sail the entire leg. Others had no choice but to keep sailing due to engine or transmission problems. Both engines on David Woboril and Eileen Dirner’s Portland-based Solaris 36 cat Striker were kaput. So new friends Scott Doran and Laurie Ritchie aboard the Sidney, BC-based Lagoon 400 Muskoka offered to tow Striker in — and later towed them all the way to Cabo.

The former Coast Guardsman was helpful throughout the event, as were others, including ‘Dr. Electron’ Katz of the San Diego-based Slocum 43 Kemo Sabe, marine diesel pro Jim Drake of S.F.-based Cavalier 39 Boo’s Blues, and sail repair savior Chuck Skewes of Ullman Sails.

Because there’s almost no sign of human influence at Bahia Santa Maria other than several small bungalows up on a bluff and a cluster of rugged fishermen’s shacks upstream in the mangroves, this secluded natural harbor is typically the favorite stop of most ralliers. There was no particular agenda for the first day at BSM, so crews could catch up on their sleep; make needed repairs; do a bit of kayaking or stand-up paddling; search for natural treasures along the unspoiled, white-sand beach; or hike the craggy hillsides adjacent to the broad anchorage and take in the spectacular 360° view from the top.

After such a relaxing day, it was no wonder that so many folks turned up at the mothership, Profligate, for the dinghy raft-up party. With several musicians and an impromptu troupe of dancers
BAJA HA-HA XXIII RECAP

Doing their best to entertain from the big cat’s aft-deck ‘go-go platform’, it was great fun — and yet another opportunity to make some new friends. But some attendees later wished they’d left the fiesta before twilight faded.

Not long after the dinghies dispersed, anxious calls went out over the VHF that the Catalina 36 Spirit of Constellation’s dinghy had flipped, and at least some of her crew were in the water in need of assistance. Several fleet members immediately jumped in their dinghies to search for the wayward tender, which was actually drifting through the anchorage with one man on top of it and another swimming alongside, hanging on to the painter. Due to somewhat contradictory directions about the location of both Spirit and the dink, it took rescuers about 15 minutes to fi nd the two men.

Meanwhile, aboard the sloop, another crewman tumbled down the companionway, dislocating his shoulder in the process. At least three medical professionals quickly came to the aid of the injured sailor. After a phone consultation with an orthopedic surgeon, the shoulder was eventually reset, alleviating the crewman’s excruciating pain.

Thanks to a quick response from many savvy, big-hearted cruisers, the nerve-wracking episode had a happy ending, with valuable lessons learned by all.

One of the most fun-ﬁ lled — and surreal — activities of the rally takes place on the fi nal day at Bahia Santa Maria. Why surreal? Because here at this totally unspoiled location, with virtually no amenities of modern living, a cliff-top party seems to spontaneously spring up out of the dust, complete with a smokin’-hot rock ‘n’ roll band, a zillion ice-cold beers and enough seafood dinners to feed several hundred sailors. Amazing!

As we explain every year, the band drives 120 miles up the highway from La Paz, across the desert, over a river inlet and down the beach for the pleasure of playing for tips! But they are awesome, and the fleet always treats them well. The cooks are fishermen’s wives who live in a distant village. This year’s fiesta was as memorable as ever.

Because the fi nal leg is only about 180 miles, the start takes place at the seemingly uncivilized hour of 7 a.m. so the smaller boats won’t have to spend a second night at sea.

Although the fleet arose to a brilliant sunrise, the wind gods were in full hibernation. Not only was there no wind at the appointed start time, but barely any breeze was seen until after the fleet arrived at Cabo. So yes, no need to sugarcoat it, Leg Three was a yawner. No two ways about it. But then, there are worse ways to spend 24 hours than motoring south along the Baja coastline in swimsuit weather, and standing night watch under a canopy of brilliant, twinkling stars.

Due to the stress-free conditions, fleet members arrived unusually well-rested, with plenty of energy to face the excitement of this full-tilt tourist town. Following an offi cial Baja Ha-Ha tradition, several hundred fleet members dressed in offi cial rally logowear literally took over the notorious Squid Roe dance bar for a couple of hours, working out any kinks and sore muscles through dance therapy.

The beach party the next day was a time to chill out with friends and plan future rendezvous in less-touristy corners of sunny Mexico.

As always, our longtime partners at Cabo Marina did their best to squeeze in as many boats as possible. The Marina-sponsored Awards Ceremony, November 12, concluded the rally in light-hearted fashion, with the rally’s Grand Poobah as emcee.

One unanticipated highlight of that fi nal gathering was when Kenny Knoll of Jerky Girl got down on one knee and proposed to first mate Donna Tally — and she said ‘Yes’!

Dates for the 2017 Baja Ha-Ha have not yet been etched in stone, but more than likely they’ll be October 29 to November 11. If you’re looking for an exciting sailing adventure, as opposed to a pre-digested sailing vacation, you’ll want to be there.

— latitude/andy

Please note: Although most Ha-Ha participants could not care less about their division rankings, you can fi nd complete results at www.baja-haha.com.
BAJA HA-HA XXIII

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.)

Baja Ha-Ha Melting Pot

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.

On page 74 of this issue check out our complete Baja Ha-Ha Recap.

In the months ahead, look for updates about next year’s rally at www.latitude38.com.
CREWING FOR CRUISERS

Every year dozens of watchstanders find crew positions on the Baja Ha-Ha rally. If you weren’t lucky enough to be one of them this time, don’t give up because cruisers use our online Crew List year-round, offering rides to all sorts of exotic places. The list is constantly updated, and you can access it via www.latitude38.com. If you hope to cruise on your own boat someday, catching a ride with someone else first is a great way to prepare.

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

If you missed the chance to join Baja Ha-Ha XXIII, there’s always next year. The 2017 event will follow a timeline relatively similar to the 2016 dates below.

September 7, 4-6 p.m. – Free Mexico Cruising Seminar, Encinal YC.
September 7, 6-9 p.m. – Latitude 38’s Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC.
September 15, Midnight – Entry deadline.
October 22, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.
October 30, Skippers’ meeting & Annual Ha-Ha Halloween Costume Party and BBQ.
October 31, 10 a.m. – BHH Kick-Off Parade.
October 31, 11 a.m. – Start of Leg One to Bahia Tortugas.
November 5 – Start of Leg Two to Bahia Santa Maria.
November 9 – Start of Leg Three to Cabo.
November 11 – Cabo Beach Party.
November 12 – Awards presentations hosted by Cabo Marina.
November 24, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

December, 2016 • Latitude 38 • Page 83

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PLEASE NOTE: Correspondence relating to the event can be emailed to events@latitude38.com. Please don’t call Latitude 38 with questions. The Ha-Ha is a separate operation.

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Lee Helm hardly seems to have time to crew for me on my boat these days. Between her windsurfer and her thesis, she just doesn’t seem to have any extra time. So for the last Midwinter race, I gave up finding my own crew and decided to accept a ride on a bigger and faster boat. And, as luck would have it, Lee showed up on the same boat for the same race.

"Lee!" I confronted her. "I thought you said..."

"Chill, Max. My midterm got moved, so it turns out, like, I was free this weekend after all."

But the truth was that this boat is bigger and faster and newer than my boat, and probably serves better sandwiches too. After all, I had made essentially the same choice as Lee. She was given the trimmer’s job, and I was assigned to forward ’pit.

The race was going well, but with a new sea breeze filling in from a new direction, our first downwind leg had turned into a hot reach. Lee was trimming, so I always have an uncomfortable feeling when Lee tells me I’m wrong about something. But there was no time for more debate, something I had always held to be true. Once we were cleaned up from the douse and mark rounding, I found myself liking when Lee tells me I’m wrong about something.

"Wrong," she stated flatly. "Derive the formula and see what you get."

I always have an uncomfortable feeling when Lee tells me I’m wrong about something I had always held to be true. But there was no time for more debate, the leeward mark was coming up fast.

"Time for our math lesson," Lee challenged.

"Area is pi times diameter times height of the drum," I replied. "More area equals more holding power. Right? Right?"

"Not true," she yelled back, without looking down from the sail. "Holding power is equal to E-to-the mu theta, where mu is the friction coefficient and theta is the angle of contact. The diameter, like, doesn’t even...Grind! ...appear in the formula."

"I think the big winch does hold better," I said, agreeing with the skipper. "More bearing area."

"Do the math," Lee challenged.

"Area is pi times diameter times height of the drum," I replied. "More area equals more holding power. Right? Right?"

"No extra time. So for the last Midwinter race, I gave up finding my own crew and decided to accept a ride on a bigger and faster boat. And, as luck would have it, Lee showed up on the same boat for the same race.

Next she drew figure two, showing only a small part of the sheet, in contact with the winch drum through only a small contact angle.

"The angle of contact is delta-theta. The force on the right side is T, acting downward on the diagram at an angle of theta over two. The force on the left side — remembering that we have a clockwise winch, is T plus delta-T, also acting down at an angle of theta over two. There’s a friction force F, acting tangentially away from the sheet load, and there’s a normal force N, pushing up."

"For sure. We have:"

(T + △T) Cos(△θ/2) = F + T Cos(△θ/2)

"The angle from horizontal is delta-theta over two, the horizontal component is the cosine of that angle. We have T plus delta-T on one side, and the frictional force plus T on the other side."

"Fair enough. Now you do the vertical forces?"

"For sure. We have:"

(T + △T) Sin(△θ/2) + T Cos(△θ/2) = N

"Where N is the normal force acting up on the line. It has to be equal to the downward components of T and T plus delta-T, both times the sine of one-half theta."

"I’m still with you," I said.

"Now make the theta angle small, but
"Take the limit as the deltas approach zero, to change to the differential."
\[ \frac{dT}{d\theta} = \mu T \]

"and then solve this differential equation by separation of variables."
\[ \frac{dT}{T} = d\theta \mu \]

"Integrate both sides from the beginning of the contact angle to the end, so \( T \) is integrated from the tailing force to the sheet force, and angle is integrated from the first contact angle to the last contact angle."

\[
\int_{T_{tail}}^{T_{sheet}} \frac{dT}{T} = \int_{\theta_{begin}}^{\theta_{end}} d\theta \mu
\]

"Wait a minute!" protested the foredeck crew. "Can you do that, integrating both sides of an equation between different limits? Seems a little hokey to me."

"No prob," said Lee. "Physically, I'm integrating over the same limits," Lee tried to explain. "The tailing load increases to the sheet load over the same range of angles that's in contact with the winch drum. So it's the same integration, but just in different variables."

The foredeck crew was skeptical, but Lee kept on going.

"Integrate one over \( T \) with respect to \( T \), and you get natural log of \( T \). Integrate \( d\theta \), and you get \( \theta \). Plug in the limits of the definite integral, and now we have:"

\[
\ln(T_{tail}) - \ln(T_{sheet}) = \mu \theta
\]

"Subtracting two natural logs is the same as the log of the quotient. And we can also simplify the subtraction of the start and end angles over the definite integral to just be the angle of contact. Now we have:"

\[
\ln(T_{tail}) - \ln(T_{sheet}) = \mu \theta
\]

A quick way to estimate friction coefficient between sheet and steel, without moving from the windward rail: Wrap a sheet a half turn around a stanchion, pull at right angles to the stanchion, then angle slightly up or down. The tangent of the angle at which the bight of rope starts to slip is the friction coefficient.

still finite. Cosines go to approximately one and sines become approximately equal to the angles, that is, like, as long as angles are expressed in radians, which they are. So we get:"

\[
(T + \Delta T) \cdot \frac{\Delta \theta}{2} + T \cdot \frac{\Delta \theta}{2} = N
\]

"Distribute and simplify, and it becomes:"

\[
T \cdot \Delta \theta + (\Delta T) \cdot \frac{\Delta \theta}{2} = N
\]

"And there's a tricky part here: We can ignore the \( (\Delta T) \cdot \frac{\Delta \theta}{2} \) term because it's the product of two small quantities, so tension is friction coefficient times the normal force."

"Okay, " I said after giving this some more thought. That's also kind of reasonable. It just says that the change in
ln (T-tail/T-sheet) = μ θ

"And finally, remembering the definition of the natural log, exponentiate both sides. That is, take e to the power of both sides. That wipes out the natural log on the right side and puts the exponential on the right side. And voilà!"

(T tail)/(T sheet) = e^μθ

"Except that the tail load is always less than the sheet load. If the exponent is positive, the ratio will always be greater than one."

"Okay, Max, good catch. I lost a minus sign somewhere. Sheesh. It's really:"

T sheet / T tail = e^μθ

Lee was right again. Winch drum diameter has nothing to do with holding power. It’s just the number of wraps.

"Okay, what does this mean in real-world terms?" I asked. "What's a typical friction coefficient for line on a steel winch drum?"

"Not hard to get an approximate answer," Lee said as she took a bight of spinnaker spectra afterguy and wrapped it around a steel stanchion. "Apply some normal force, apply some tangential force, and estimate the angle that causes the rope to slip. The tangent of that angle is the friction coefficient."

We didn’t have a protractor handy, but consensus from those of us on the windward rail was that the rope slipped up or down the untapered part of the steel stanchion when pulled at about a 20° angle.

"For the friction of jibsheet on aluminum you can do the same test around the spinnaker pole," Lee suggested.

"For 20° I get a friction coefficient of 0.364," said the foredeck crew, who knew how to use his waterproof phone as a scientific calculator. "That means that for one 360° wrap, or two pi radians, the ratio of sheet load to tail load is... let me see, there and e-to-the-X function in here somewhere... 9.85."

"That means that each wrap," I ventured to predict, "reduces load by a factor of about ten. With a 4,000 pound sheet load, one wrap brings it down to 400, two wraps to 40, three wraps to four pounds. I can believe that, but I think our winch drums have more friction than the shiny steel lifeline stanchions."

"It's exponential, so it makes a big difference," Lee pointed out.

"If the coefficient of friction is more like 0.5," added the guy with the calculator, "then each wrap reduces the tailing load by a factor of 23. After three wraps that 4,000 pound sheet load is down to less than a third of a pound needed to hold the tail."

"Ready about!" came the call from the helm. "We'll want the reacher on the next leg. Bear-away set!"

That ended the physics lesson. But for the next leg, Lee had the spinnaker sheet back on the big winch.

"Don't want to overload the bearings," she said.

— max ebb

---

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Winter is almost upon us, but before we turn the Racing Sheet spotlight on various Midwinter Series, we have a few fall classics to wrap up: the SSS Vallejo 1-2, SFYC’s 6-Meter North Americans, SFYC’s Leukemia Cup and RYC’s Great Pumpkin Regatta. A couple of choice Race Notes follow, plus a smattering of Box Scores.

A-One an’ a-Two

We don’t know of any other regattas quite like the Vallejo 1-2. The Singlehanded Sailing Society presents racers with a series of challenges: 1) Sail the 20-mile course from the northern rim of the Berkeley Circle to the Vallejo Yacht Club solo — even if you’re normally a doublehander. 2) Singlehandedly raft up with your fellows in the harbor. 3) figure out the logistics to get your crew to Vallejo on Saturday night or Sunday morning so that you can: 4) Race back to Richmond YC doublehanded.

Among the challenges on October 22 was the wind — or, rather, the lack thereof. A tasty little breeze tantalized the racers at the start, so it was easy to get going. Less ebb was evident than expected an ebb current at the appointed point. In Race 2, an aggressive start resulted in a multi-boat collision, a general ebb in San Pablo Bay and worked it to the right direction. The racers found the light flood instead. The breeze was just 1-2 on their Moore 24 ‘Legs’. (Les and Legs)

The wind was not as light as on Saturday, and it was predicted to build to 15 knots in the middle of the afternoon. But the wind that came in around 2:30 p.m. was a lot more than 15, and it came up so suddenly that kids in Lasers and Optis were flipping right and left in the Richmond Harbor, directly in front of the big-boat finish line. The junior program crash-boat crews got the youngsters rounded up — and then scooted off to aid a Vallejo 1-2 racer who had run aground while trying to take his sails down in the gnarly conditions.

— latitude/chris

and VYC members welcomed the visitors with their usual friendly hospitality and easy-going manner.

On Sunday morning, the sailors expected an ebb current at the appointed starting hour of 10 a.m., but found a light flood instead. The breeze was just barely adequate to keep them moving in the right direction. The racers found the ebb in San Pablo Bay and worked it to their advantage for the beat to the finish off the RYC race platform.

Competition was tight, especially because racing allowed for three throwouts. Going into Saturday, Day 3, with six races down, sailors were ready to fight to attain scores that would allow for a throwout of an earlier race. The day’s first race was a long twice-around course that stretched to Blackaller Buoy off Port Point. In Race 2, an aggressive start resulted in a multi-boat collision, a general
day with 2-2-3. Knowing she had three throwouts to go, she went into Day 3 on the hunt and finished with 2-1-3, leaving her with a total low-point score of 12.

“For a crew that had never sailed together, we did pretty well,” said Richartz. “I love sailing against Russ because he constantly pushes me. I’m a girl; I’m half his age; I didn’t grow up here, and I haven’t mounted Olympic and America’s Cup campaigns like him. Still, I like to think we give him a run for his money!”

Says Silvestri, “Eliza has a great spirit. She’s spunky and always willing to fight.”

In addition to placing second in the Pacific Coast Championships and North Americans, Richartz was awarded the Lucie Bedford Cunningham Warren North American Trophy for the top-performing boat with a woman helmsperson or crew. She also won the President’s Trophy for the top-performing boat with a youth helmsperson or crew.

For more photos, take a look at www.stfyc.pixieset.com/6metrenorthamericanchampionship.

— meredith latos

**Leukemia Cup**

How time flies! This October marked the 11th annual Greater Bay Area edition of the Leukemia Cup, hosted by San Francisco YC in Belvedere. As of mid-November, the Leukemia & Lymphoma Society had tallied more than $690,000 raised by the regatta to help find a cure for blood cancers and improve the quality of life for patients and their families.

Matt Cromar, the co-chair of the regatta, recalled and, eventually, Arunga retiring. Race 3 was a nail-biter, and, in the end, two of the top three finishers were able to shake up the standings by discarding last-place finishes. Third-place Arunga threw out her final two retired races while second-place Scoundrel threw out her first two DNF scores.

One of the most interesting sub-plots of this regatta was the competition between Silvestri and Richartz, two StFYC sailors who have been competing enthusiastically aboard 6-Meters all year. Silvestri finished second in the Europeans and first at the Queen Christina Nations Cup in Vancouver; Richartz finished sixth in the Europeans. "I first started racing 6-Meters this summer because Russ found me in the bar and asked if I would be interested," said Richartz. "Now, I’m obsessed. Scoundrel is such a beautiful boat. I think she is the prettiest boat out there, and I love racing her."

Though Silvestri finished with a decisive first place — six bullets after throwouts that were only 3-3-2 — Richartz was hot on his heels and getting hotter. The entire series was an upward battle for Richartz. Her team had a tough first day and finished with a DNF and a DNC due to a mechanical mistake. She went into Day 2 with a new Bowman, Keith ‘Panda’ Love, and finished that
The Perkins Challenge, SFYC, 10/22 (3rd, 0th)

J/22 — 1) Kilroy Realty, 5 points; 2) Accel Partners, 7; 3) Capital Pacific, 9. (7 boats)

The Leukemia Cup, SFYC, 10/23

PHRF 0-45 — 1) Blue, Swan 53, Ray Paul; 2) Double Digit, J/111, Gorkem Ozcelebi; 3) Peregrine, J/120, David Halliwill. (8 boats)

PHRF 48-78 — 1) CentoMiglia, Flying Tiger 10, Mark Kennedy; 2) Miramar, Frers 41, Jeff Brucia; 3) Black Shadow, Martin 243, Zhenya Kirupeshkin-Stepanoff. (6 boats)

PHRF 81-132 — 1) Yucca, 8-Meter, Hank Easom; 2) Azure, Cal 40, Rodney Pimentel; 3) Abba-ZaBa, Tartan Ten, Greg Arkus. (1 boat)

PHRF >135 — 1) Orca, Moore 24, Will Baylis; 2) Leda, L-36, David James; 3) Fjaer,IOD, Richard & Mark Pearce. (9 boats)

CLASSIC — 1) Copperhead, Rhodes 47 yawl, Jim Rumer; 2) Royono, Alden 71 yawl, James Rumer; 3) Yankee, Stone 53 gaff schooner, John McNeil. (3 boats)

The Lure of the Great Pumpkin

"Do you have any sunscreen?" "I should have brought a T-shirt." "I forgot my sunglasses." "All I’ve got is fleece beanies; I didn’t think I’d need a hat with a brim." These were some of the minor complaints among crewmembers on October 29 in Richmond YC’s Great Pumpkin Regatta. Other than the above, there wasn’t much to complain about. The forecast rain cleared out in time for racing, the sun came out (unexpectedly), the wind was just about perfect, and three races on three courses were checked off in an efficient manner.

Sunday’s pursuit race was another matter entirely. Maybe it’s just us, but doesn’t it seem as if this October was a particularly stormy one, not living up to its reputation as the nicest month of the year?
A strong storm was forecast to blow in overnight. It held off throughout Saturday night’s Halloween party at the Richmond YC clubhouse, but at just about 8 o’clock sharp on Sunday morning, big wind shook sailors awake who were still asleep on their boats. Discussions ensued about whether to race. Phone calls were made to crews. At 9 a.m. a heavy, steady rain began to fall.

In the end, 82 of the 139 skippers registered made the decision to go for it. And, at 11 a.m. — wouldn’t you know it — the rain stopped, the sun came out, and the wind settled into a range that would imply a fast and fun — but not scary — race around Alcatraz and Angel Island. Mother Nature must have been chuckling, “Suckers!” to herself.

“It lured us out there,” said Tim Cordrey, who skippered the Melges 32 Leenabarca.

“We have a saying on Diane — we make our decision to race or not on the pier,” said Steve Katzman of the Express 27 Abigail Morgan. “As we enjoyed a dry and warm breakfast in the new clubhouse we watched the pouring rain and driving wind and agreed to meet at the boat tied up in front of the club at 11:15. At 11:15 we were all dressed and, seeing blue sky over the race course, we rigged up and headed out.”

“By the time of the start it was sunny with good breeze,” said Cordrey, “and then from the startline it just ramped right up. But everything was OK. We had good crew, so the boat was handled appropriately.” Leenabarca chose a counterclockwise rounding of the islands. “We figured there’d be more planing from Alcatraz back to Richmond.” With a crew of Dave Rasmussen, Kelsi Schenrock, Hilary Walecka, Scott Doyle, Matt Vecchione, John Pytlak, Chris Deaver and “Ian, a last minute addition at RYC,” Leenabarca beat all the other monohulls around the course.

“We were at the starting line before the race committee and it was very still,” reports Ron Kell of the Express 27 Abigail Morgan. “We changed to our #3 jib with six minutes to go before our start.” The sail change put them 20 seconds behind their start time. Since the early morning, Kell had wanted to go counterclockwise. “We stayed as close as we could to Angel Island for relief. Most everyone sagged off into the flood. It was very windy, made worse by the tremendous variability of the wind velocity and direction. The guys who went clockwise might have had a lot of difficulty dealing with the shifty nature of the wind in Raccoon Strait, and that might have accounted for the difference in the two courses,” Kell speculated.

“It must have hailed a little going through the Strait, because the rain really hurt,” he continued. “We had excellent boathandling and, other than being overpowered going to weather, did not have any issues.” Abigail Morgan was the second monohull to finish.

“We headed to Raccoon figuring we’d have the longest spinnaker run going counterclockwise,” said Katzman. “Raccoon had the strongest winds, snotty waves, killer gusts. We sheeted outboard and toughed it out. One of the most memorable parts was the pelting rain as we got around the west end of Angel. The chop was knocked down by rain, and the water was a glassy blue/green/gray as we close-reached to Alcatraz. We
bore away, set on starboard, went about a half mile east of Alcatraz, and made a jibe onto port. Our only real scare was a knockdown when the aftergyot got unclipped a few minutes after that jibe. We were down for what felt like five minutes but probably was about 20 seconds. We got up and continued surfing and planing to finish, seconds behind Abigail Morgan—the best finish for Dianne ever in RYC’s classic pursuit race."

Finishing ahead of all the monohulls was Mark Zimmer’s bright-orange F-25c trimaran Khinaira, which also sailed a counterclockwise course. "We changed our strategy due to the angle of the southerly wind and how Raccoon Strait was filled in, combined with the ebb,” explained Zimmer.

Khinaira had no troubles with the high wind. "We had an epic day. The boat loves the higher wind.” They did reef the mainsail near the spreaders, "just a half minute shy of one hour. The trimaran’s crew were Mark’s wife Kim, Mark Lewis and Randy Smyth.

The swapped Wabbit was not the only casualty of the day. Three boats suffered broken rigs. Among the Ultimate 20s, “Udecide did race and when they raised their spinnaker at Raccoon Strait, the mast broke at the spreaders,” reports U20 fleet captain Mike Josselyn. “They sailed back with the main only partway hoisted. All were safe and unhurt. It was the original aluminum mast but strengthened near the boom, which is the usual breaking point. Only carbon masts are being made now for the class.”

As for the traditional pumpkin hunt, we understand that it was too rough out for the club volunteers to drop the squash along the racecourse as usual, so the pumpkins were disseminated back at the club.

— latitude/chris
gan, 4 points; 2) Prime Number, J/70, Mark Thomas, 5; 3) For Pete’s Sake, Ultimate 24, Peter Cook, 11. (9 boats)

PHRF T — 1) Ah! Santana 35, Andy Newell, 4 points; 2) Sea Star, Cal 39, Bob Walden, 8; 3) Seascape, Ericson 32-3, Michael Bender, 9. (5 boats)

PHRF V — 1) Ypsol, Cal 2-27, Tim Stapleton, 3 points; 2) Strange Magic, Islander Bahama 30, Mark Werder, 6; 3) The Mighty Windsong, Mariemont Folkboat, Paul Harris, 12. (4 boats)

PHRF Q — 1) Uno, Wylecat 30, Steve Woner, 3 points; 2) Arcadia, Mod. Santana 27, Gordie Nash, 8; 3) Shadowfax, Olson 25, Mark Simpson, 12. (7 boats)

SF 30 — 1) Tartanic, Tarten Ten, Robert Lanzafarne, 5 points; 2) Heart of Gold, Olson 911S, Joan Byrne, 7; 3) Wind Speed, J/30, Tony Casuccio, 9. (5 boats)

EXPRESS 27 — 1) Motorcycle Irene, Will Paxton, 4 points; 2) Peaches, John Rivlin, 13; 3) Fired Up!, John Morrison, 16. (15 boats)

MOORE 24 — 1) Moorigami, John Siegel, 3 points; 2) Oxymoron, Tom Southern, 6; 3) Color Blind, Terry True, 9. (3 boats)

J/24 — 1) Shut Up and Drive, Val Lulevich, 4 points; 2) Downtown Uproar, Darren Cumming, 6; 3) Flight, Randall Rasicot, 10. (5 boats)

WYLIE WABBIT — 1) Weckless, Tim Russell, 4 points; 2) Mr. McGregor, Kim Desenberg, 5; 3) Kwazy, Colin Moore, 9. (4 boats)

SANTANA 22 — 1) Kitten, Kristy Lugert, 6 points; 2) Zingaro, Jennifer McKenna, 6; 3) Alabare, Mike Quinn, 9. (10 boats)

ULTIMATE 20 — 1) U Decide, Phil Kaneberg, 5 points; 2) Uagain, David Woodside, 6; 3) Wasaabib2, Daniel Irwin, 9. (4 boats)

CAL 20 — 1) Raccoon, Jim Snow, 4 points; 2) JustEm, Ted Goldbeck, 5; 3) Green Dragon, Marcus Choy, 9. (5 boats)

Jack and Jill + 1 Spinnaker Division winners Jeff and Brent Draney and Rebecca Hinden of the Express 27 ‘Bombora’ at Island YC on a light-air Sunday, November 6.

GREAT PUMPKIN PURSUIT RACE, RYC, 10/30

MULTIHULL — 1) Khimaira, F-25c, Mark Zimmer; 2) Ma’s Rover, F-31R, Mark Eastham; 3) Wingit, F-27, Amy Wells. (5 boats)

TRIVIA CONTEST — 1) Javelin.

Full results at www.richmondyc.org

Race Notes

Just when you thought you had those confusing mark-rounding rules all figured out, it’s time for the new — theoretically improved — 2017-2020 Racing Rules of Sailing to come out. To help ease the strain on our little brains, World Sailing has developed an app for that. In addition to the rules, the app will include extra documents when they become available, such as the World Sailing Case Book, World Sailing Q&As, Team Racing Call Book, Match Racing Call Book and Offshore Special Regulations. The app is available for free at https://appsto.re/gb/3LVReb.i

US Sailing members receive a free paper copy, and anyone can buy the book from www.store.ussailing.org. The rules page at www.ussailing.org also offers explanations of the changes. Max Ebb and Lee Helm had their own tête-à-tête about the revised mark-rounding rules in the October issue of Latitude 38.

On October 31, the Cruising Yacht Club of Australia announced that registration for the 72nd Rolex Sydney Hobart closed with an even 100 entries. The race record holder Wild Oats XI, owned by the Oatley family and skippered by Mark Richards, will lead the charge. The Reichel Pugh 100 has never missed the race since launching in 2005.

‘It’s exciting to see a highly competitive fleet of 100 entries,” CYCA’s commodore, John Markos, commented. “While many are returning, the level of interest has increased, with 12 internationals campaigning boats from China, UK, Sweden, Korea, Germany, Hong Kong, Japan, New Zealand and the USA.”

American entries are Colin Rath’s Hanse 545 Perservere and Joseph Mete’s Swan 44 Triple Lindy, both from NYC.

The race sails from Sydney Harbour upwind to a finish in the Derwent River, Tasmania. The tricky 628-mile passage is often fraught with danger. The warning

The race record holder

Reichel Pugh 100 has never missed the

race since launching in 2005.

On October 31, the Cruising Yacht

Club of Australia announced that regis-

tration for the 72nd Rolex Sydney Hob-

tart — latitude/chris
Ready for a Different Sort of Vacay? Why Not Try Adventure Sailing

Because most Latitude readers are active, hands-on sailors, more often than not the focus of World of Chartering is on bareboat vacation opportunities around the world — a segment of the international sailing industry that is constantly expanding. This month, though, we’ll touch on a related yet different entrée on the menu of international sailing vacation getaways: so-called “adventure charters.”

A wide range of programs fall within this category of travel, but as the title implies, the common thread among them is that participants are seeking active involvement in an out-of-the-ordinary sailing situation, rather than simply a slow float from one anchorage to the next, trying to achieve the perfect tan.

Not only can adventure charters take you to out-of-the-way places, but many are focused on building new skills or refining the talents you already possess.

As an example, the first so-called adventure charter that this author was lucky enough to join, was a tall ship race across the Atlantic aboard the 140-ft brigantine Søren Larson. Although I considered myself to be a competent sailor when I stepped aboard, as soon as I walked the decks of this square-rigged tall ship and surveyed the unlabeled spaghetti of lines descending from her yardarms, I realized I was completely out of my element, and would be starting my tall ship education at square one, with the rest of the crew — who, by the way, ranged in age from 18 to 80. To this day, that 29-day Atlantic crossing — where we navigated primarily by sextant — remains one of the highlights of my sailing career.

Many adventure-sailing programs have educational components to them; typically either so participants can develop competent skills for future cruising on their own, or to enhance their academic knowledge of subjects such as marine biology or cultural history.

Some focus on selected demographics, such as female-only offshore training sessions where accomplished female instructors demonstrate in a ‘nurturing manner’ how even petite women can accomplish common sailing chores such as linehandling by using finesse and teamwork, rather than the brute-strength approach often taken by their male counterparts.

Adventure-sailing trips can last less than a week, or extend for many months. Perhaps the best example of the latter is participation in the semi-annual Clipper Round the World Race, where non-professional sailors — some completely inexperienced, in fact — go through a rigorous training program to prepare them for participation in one or more legs of actual, hardcore offshore racing, often in very rough conditions. For details see: http://clipperroundtheworld.com/

Another long-term example is sailing to far-flung destinations such as Antarctica, South Georgia and Tristan da Cunha islands aboard the steel bark Europa, which accepts passengers of all ages. Most are eager to participate in the sailing chores, but doing so is not nearly as rigorous as crewing on the Clipper Race. This April, she’ll leave Cape Town, South Africa, sailing up the Atlantic to Boston — a bucket-list route if ever there was one — arriving in mid-June, just in time for the summer’s calendar of tall ship races. See: www.barkeuropa.com.

Although the majority of the world’s largest (Class A) tall ships are dedicated to naval or merchant-marine cadet training, many smaller traditionally rigged vessels offer hands-on training for would-be salts of all ages. A good place to start your research is at the Tall Ships America site: www.sailtraining.org.

Before she recently returned to her European routes, the Swan 65 Alaska Eagle was the most famous adult sail training boat on the West Coast, aboard which countless sailors upgraded their offshore skills in preparation for cruising. Nevertheless, there are a variety of other highly acclaimed adventure programs that invite you to hone your skills on the open ocean, and at exotic landfalls.

A prime example would be the ambitious offerings of Mahina Expeditions,
run by Washington-based offshore experts John and Amanda Neal, who have about a zillion ocean miles under their belts, and never seem to tire of sharing their knowledge — and their sturdy Hallberg-Rassy 46 Mahina Tiare III — with ‘student’ sailors of all stripes. Beginning in May, their 2017 schedule of two-week-or-longer voyage legs begins in the Shetland Islands, with the big sloop arriving at Panama by year’s end.

That’s a relatively tame schedule for this pair of intrepid voyagers, though. They are also intimately familiar with rugged high-latitude sailing, as well as island-hopping through the South Pacific. See their comprehensive site for details: www.mahina.com.

Speaking of high latitudes, one rugged sailor who can’t seem to get enough of glaciers, penguins and truly remote sailing is world-renowned adventurer and four-time Whitbread Round the World veteran Skip Novak. But he graciously welcomes mere mortals to join him aboard either of his purpose-built, high-latitude expedition vessels, Pelagic and her larger cousin Pelagic Australis. This year’s calendar finds them in the familiar waters of Antarctica, the Falklands and South Georgia. Other recent expeditions have taken Skip’s clients to the South Sandwich Islands, Norway, Spitsbergen, Iceland, Greenland, Labrador and Arctic Canada. Learn more at Skip’s website: www.pelagic.co.uk.

Another purveyor of adventure-sailing opportunities whom you may recall reading about in Latitude is tireless globetrotter Mike Johnson, who most recently sailed his schooner Gitana east to west through the Northwest Passage, then south through the Bering Sea. He only takes two paying crew at a time, though, so contact him well in advance. Email him at cfays@earthlink.net.

Lest you assume that all adventure travel occurs in high latitudes, let us assure you that many such programs are scheduled in temperate and tropical waters. Not all adventure charters take place in high latitudes. The big sloop ‘Isbjorn’ can often be found racing in the tropics.
climes. This winter, for example, the San Francisco Bay-based schooner Seaward will make one of her annual sail-training cruises to Mexico and back. These trips offer a balance of fun in the sun and traditional marlinspike seamanship instruction. Some legs are already booked, but the offshore romp from Cabo back to the Bay still has berths for able-bodied crew of all ages.

A quick Google search will put you in touch with a variety of other well-established adventure-sailing outfits. One intriguing example is www.59-north.com where you’ll learn about expedition-style trips of American skipper Andy Schell and his Swedish partner Mia Karlsson, who sail their 48-ft sloop Isbjorn (with paying crew aboard) in a wide range of latitudes — including racing in the Caribbean 1500 and the RORC 600. This summer, they’ll make yet another Atlantic crossing from Bermuda to the Azores, then head north to the Baltic Sea.

We’ve only scratched the tip of the iceberg here, in terms of the worldwide adventure-sailing opportunities that exist. The options mentioned here come highly recommended, but we urge you to do your own research — including asking for references from past clients — so you’ll be sure you understand what you’re getting into. After all, most trips that involve high adventure carry a substantial price tag and require you to fly far from home.

Of course, it’s important to have some assurance that the vessel you’ll be sailing on is safe and sound, and that the operators are competent and personable. But it’s probably even more important that you have realistic expectations about what the ‘expedition’ or adventure will entail — including the possibility that weather may not permit making certain landfalls — as well as what duties you’ll be expected to perform, and what out-of-pocket expenses you might incur.

That said, if you do sign on to an adventure-sailing trip, we’d love to hear all about it and see a few pix.

— andy
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Jack van Ommen
ATW in Less Than 80 Years
(Gig Harbor, Washington)

It had been more than 6½ years since the Wanderer had last seen Jack van Ommen, one of Latitude’s sailing heroes. Why a hero? Because after being a reasonably affluent guy, van Ommen and his timber business went bankrupt when he was in his early 60s. When it was over, all he had to his name was a 30-ft kit boat on a trailer that he’d sailed in the Singlehanded TransPac many years before, in his original Fleetwood, during a winter storm in the Balearic Islands of Spain. Although his boat would be smashed into thousands of pieces in a nautical cul de sac, van Ommen was able to step off the transom onto dry land with his computer and passport. No wonder he’s a deeply religious man.

We caught up with always-cheerful Jack in San Diego just before the start of the Baja Ha-Ha, an event he would be sailing in the wake of because he is singlehanding. For a guy who will turn 80 in February, Jack appeared to be in excellent health, with unusual strength and flexibility for a man his age. Based on the fact that his twin brother looks much older and isn’t in very good health, Jack believes that cruising is good for you.

For the last 16 years, Jack’s goal has been to sail ‘Around the World In Less than 80 Years’. He has until February 28 to cross an imaginary line between Trinidad and Miami to accomplish that goal. With time of the essence, we hope he chooses to head to Miami, as opposed to Trinidad, after passing through the Panama Canal. We don’t wish a goal. With time of the essence, we hope he chooses to head to Miami, as opposed to Trinidad, after passing through the Panama Canal. We don’t wish a December-January passage across the boisterous Caribbean Sea on anyone.

Once Jack completes his ‘Around the World In 80 Years’, he plans to sail to Cartagena, which will be his base for land travels in South America. Having cruised 50,000+ miles on a 30-ft boat that’s been his only home for 11 years, we wondered if he’d ever dreamed about having a larger boat. We could tell he hadn’t given it much thought, but eventually he allowed that having a trimaran might be nice.

“A trimaran would be faster, which would make it more fun to sail, and it would allow me to see more territory,” Jack said. He also wouldn’t object to having a boat with refrigeration “and a few more comforts” — although he no longer sees the need for them as he won’t be crossing any more oceans.

“It’s true that Romania is my second most favorite of all the places I’ve visited,” says van Ommen. “I can’t really describe it, but as I wrote in my book Soloman, Romania has a very unusual beauty. I loved it. Like everyone, I was warned about the gypsies, and there are gypsies there. Oddly enough, I found Romanians to be the most honest people I met.”

With Romania a surprising number two, what country/place has been Jack’s favorite?

“The Marquesas have been my absolute number one favorite,” he says. “For a long time I thought it might have been my favorite place because it was my first landfall and I was a new and impressionable cruiser. But nothing in all my travels has challenged the Marquesas. It’s so beautiful and peaceful there, and there are no high-rise hotels, no big cruise ships, and no powerboats. It’s wonderful.”

— latitude/rs 11/05/2016

Michael — Hallberg-Rassy 42
Michael and Amy Bradford Family
Heading Home After Europe
(Portland, Oregon)

The current plan for our family —
That said, we weren’t so reckless that we stayed in any one place for the full 90 days.

We also checked into and out of Gibraltar and Morocco, which are not Schengen Area countries, several times. But we never stayed out the full 90 days as required. Immigration officials could have calculated that we hadn’t been compliant, but with so many in-and-out stamps, it would have been very time-consuming and difficult to do.

Anyway, after almost three months in Sanlúcar on the Guadiana River, we took our tearful kids out of the local school and away from what could have been their lifelong friends. We needed to make some progress across the Atlantic before the hurricane season kept us in Europe for another six months.

Exiting the Guadiana River, we crossed to Morocco, where we did some inland travel. The medinas — meaning the old city centers — of Tangier, Marrakesh, Fez and Rabat were impressive. The medinas are a medieval labyrinth of passageways, some just large enough to walk through by turning sideways. Merchants lay out their wares in the passageways for shoppers to peruse.

Donkeys, bikers and moped riders seemed to move seamlessly in some pre-orchestrated flow. Why there aren’t more accidents amazes me. We wandered and often got lost. We sampled fantastic street food and experienced Morocco in the best way possible — by watching people go about their business in much the same way they have for a thousand years. The aromatic odor of spices and different herbs permeated the air, as did the smell of meat grilling and leather being tanned.

Traveling with our children opened

spread, then clockwise: The ‘medinas’ of Morocco aren’t like the shopping malls of Portland. The smells and colors of a tannery infuse the city. ‘Whole Foods’ at Fez. Kids on boats, what are you going to do? Porter, posing at a communal drinking fountain. Tossing the message in the bottle.

which includes our children Zander, 13; Porter, 11; and Anakena, 6 — veterans of the 2014 Baja Ha-Ha, is to head back home to Portland. We have yet to decide if we will get home via the Marquesas and Tahiti, or by sailing/motororing up the Pacific Coast from Panama.

What we do know is that it’s been an eventful two years, what with our passage down the coast of Central America, across the Atlantic to Ireland, down parts of Western Europe to North Africa, across the Atlantic to South America, and up to the Caribbean.

But I’m getting ahead of myself. When we last reported in to Latitude, it was last year and we were in Sanlúcar de Guadiana, Spain, where we had enrolled our kids in the local Spanish school. That was so many miles ago!

If you are an American and take your boat to a Schengen Area country — which is most of the European Union — you have to deal with the fact that you can’t legally stay for more than 90 days in any 180-day period. We did what a lot of cruisers do, which is take the less law-abiding route by ignoring the 90-days-out-of-180 days limit.

We have heard of cruisers who were handed a fine on the 91st day of their stay in Schengen Area waters, but that’s the exception.

We spent most of our time in countries that are not noted for their strict adherence to laws, namely Portugal and Spain. So we felt fairly confident that we were safe.

There are other countries where we would not have been so cavalier in ignoring the law — such as Germany and France.
many doors for us. The Moroccans love children, so we always felt safe. As soccer lovers, our children were always clad in different soccer jerseys, and we found that soccer is a natural ice-breaker. It is amazing how a soccer jersey can bridge gaps in language and culture. (Word of warning to the Barcelona diehards: most of Morocco prefers the Madrid team.)

All in all, we found Muslim Morocco to be safe for Americans to visit. The only threat we perceived to our lives was dodging the speeding mopeds driven by old ladies whose burkas left them with limited peripheral vision.

From Rabat, Morocco, we continued on to the Canary Islands and Cape Verde before heading across the Atlantic in early May. During the Atlantic crossing we fished, were fascinated by the bioluminescence, gazed at the stars, and read and watched movies to pass the time. We had a successful 13-day crossing in which nothing broke, nobody got sick, and we even managed a little homeschooling.

We made landfall at Devil's Island in French Guiana. If you have seen the movie Papillon you know that French Guiana was a notorious colonial prison colony.

After anchoring, we went ashore to explore Les îles du Salut, a group of three islands. We had a somber walk through the past, as we wandered around the crumbling remnants of prison buildings that in a previous century housed the worst of French society. The prison closed in the 1950s and the jungle has reclaimed the site. Vines, large trees and spiders the size of my fist have now taken residence in the ruins. It’s an interesting place now, but the horrors that occurred on the island were not lost on us.

‘Green Hell’ is the name that was given to the colony by the inmates and guards because it rains hard each day and nothing ever dries. Mosquito-borne illnesses were rampant while it was operating as a penal colony, and 40% of the prisoners didn’t survive the first two years of their sentences. Despite the dark history of these islands, we enjoyed a pristine palm-fringed white-sand beach and seeing numerous jungle animals — monkeys, macaws, agoutis, iguanas and colorful birds — that inhabit the island.

More next month.

— amy 10/15/2016

Editor’s Note: It’s interesting that the Bradford’s say their ‘roughest leg’ to date was “running in a northerly blow in the Sea of Cortez.” They also mention that the steep, short-period waves they saw in the Sea of Cortez were “more terrifying than anything they saw in the North Atlantic.

Points Beyond — Shannon 38
The Mullins Family
The Outboard Whisperer
(Newport Beach/Key West)

We were sailing from Bocas del Toro, Panama, eastward toward the San Blas Islands/Kuna Yala in order to meet up with some friends for a few weeks of buddyboating. On the way we stopped at the Rio Chagres, a magical place surrounded by jungle and terminating at the Gatun Dam, where the Panama Canal is located. You can actually walk to the canal and then over the bridge to the other side.

While in the Chagres, we pulled our sons around on an old boogie board with a nine-ft Boston Whaler. The dinghy was powered by our trusty 15-year-old Yamaha 15 two-stroke outboard. At some point the outboard lost power and basically quit. We suspected a blown head gasket, but didn’t have the time to work on it before leaving for the San Blas Islands the next day.

On arriving in the picturesque island group that is home to the Kuna indians, we pulled the motor off the dinghy. We then took it to shore, hung it from a palm tree, and delved deep into its inners. Despite reading and re-reading the outboard manuals and tea leaves, and replacing the head gasket, we were unable to fix it.

A few days later we were discussing our outboard woes with other sailors when we learned that the ‘Outboard Whisperer’ was anchored only a few hundred yards away. We called him on the VHF and set up an appointment for the next day. It turns out that the Outboard Whisperer is a retired nuclear engineer from South Africa who is cruising on the sailboat Gilana.

The next morning we took the dinghy and chugged over to check out the mysterious Outboard Whisperer. We watched this new shaman with curiosity as he unscrewed the spark plugs, put his finger over the holes, and pulled the flywheel...
He then took out a screwdriver and placed it on the motor. He turned his head and placed his ear on the handle end of the screwdriver, and listened as he pulled the starting cord a few more times. He was sort of like a nautical version of a doctor with a stethoscope.

When the outboard oracle finally spoke, he informed us that the rings and wrist bearing on the top cylinder were worn out, that the top bearing on the crankshaft was shot, and possibly the lower bearing, too.

It quickly became clear to us that on the competence scale of fixing boat stuff, the Outboard Whisperer was several rungs above and up in the clouds with the other boat deities. Despite a thorough review of the Yamaha manuals, we found nothing pertaining to listening to the motor with a screwdriver! Yet a later disassembly of the motor proved the Outboard Whisperer had been correct.

On the advice of the Outboard Whisperer, we parted out the motor instead of fixing it, then bought a new Yamaha 15 with the name 'Enduro' written on the cover. Our new outboard is thus named Endura.

[Editor’s note: The Enduro is the ‘commercial’ as opposed to ‘leisure’ version of the Yamaha 15. The former costs about 10% more. Some think the ‘leisure’ is actually the better engine.]

We are now in search of the elusive Perkins Whisperer, no doubt to be found playing cards somewhere with the Yanmar Whisperer.

We have since returned to our boat’s Key West home base, where we discovered a less expensive ‘outboard’ at ACE Hardware. They have a variety of models, both gas and electric, although the electric models require that you be plugged into an electrical outlet, something not practical unless you have an unusually long extension cord.

Yes, some cruisers/anchor-outs actually use Weed Whackers as outboards. They don’t have much thrust and they’re not very fast, but cruisers in the Conch Republic go their own way.

— devon 10/15/2016

Morpheus — Schumacher 50
Deborah and Jim Gregory
Medical Adventure in Greece
(Point Richmond)

Our friends the Tyes arrived here in Lefkas, Greece, at about 3 p.m., so we went for a walk in town to get lunch and so I could find a medical clinic or pharmacy for help with what I thought was an allergic reaction to a scratch on my knee. My leg wasn’t looking too good and I wanted to be safe rather than sorry.

The day before was a religious holiday in Greece, which for some reason is why all the businesses — including pharmacies and medical clinics — were closed today. The guy at the taverna said we should go to the police station to find out what was open. The policeman, who spoke good English, said only one

The Gregorys’ Carl Schumacher-designed 50-ft ‘Morpheus’. When it comes to racer/cruisers, she’s clearly on the performance end.
Hospitals in Greece often have orthopedists in the emergency room because of all the moped accidents. Passengers get it the worst.

 avanzas de seguridad.

pharmacy was open, but that even those that were closed would have a signs indicating which alternative pharmacy was open.

We soon discovered which pharmacy was open, but the policeman who accompanied us to the closed pharmacy with the sign didn’t know how to get to the open one. He asked directions at a coffee shop next door, and suddenly there were lots of Greek men talking and waving hands. That’s when we were adopted by Gustov. He claimed to be 51, but looked like a 60-year-old bowling ball.

“Me dentist,” he said. Then he looked at my knee and said, “Hospital, I drive.”

We piled into his tiny car, at which point he told us he has two akitas. Based on the amount of dog hair in the car, they must be bald by now. The policeman waved goodbye as we drove away in a cloud of dog hair.

Five blocks later, Gustov waved at the guards while driving into the ambulance entrance for the hospital. He left his car right in front. “Follow me,” he said. We were busting up laughing, but we followed.

Gustov sat us down in the waiting room of this sketchy hospital, and started to charm all the nurses and lady doctors in the room. Every time I looked confused, he waved his hands in a conciliatory fashion, tapped his teeth, and said, “Me dentist, shhhhh.”

In about five minutes Gustov and I got seen by a very nice young female doctor. “Nope,” she said, “it isn’t an allergic reaction, it’s an infection.”

Two minutes later blood was being drawn. When I looked down at my arm after — because I close my eyes when I get blood drawn — I saw that the doctor has installed an IV port in my arm! WTF!

“Me dentist, shhhhh,” said Gustov.

Another doctor, an orthopedist (bone doctor), came in. He was in the ER because every other patient in the ER had wiped out on his or her moped. By the way. I learned that it’s always the girl on the back who eats it the worst. The doctor was worried about the infections in my knee, but was eventually convinced it wasn’t too big a problem.

Gustov looked at me, and between his 20 words of English, his Italian (he went to dental school in Italy), and my brain finally starting to be able to understand some of the Greek (it’s most like Latin and therefore Spanish), he told me to watch his keys. Gustov had a lot of keys because he owns 10 apartments by the sea. He wanted me to hold his keys because he had to drive my blood to the lab to get the tests done. Wave, wave. “Me dentist, shhhhh,” he said.

Since I didn’t know my future, I told friends Mike and Paula to go get lunch. After they left, Gustov came back and let me know that the blood tests would be done in an hour. He figured out that Mike and Paula were at a taverna, so we left the hospital. “Come!” he said. I still had the IV port in my arm.

He and I piled into his Mario Brothers car and drove around looking for the taverna. Mike and Paula were at. We Mario Car drove past his office. We Mario Car drove past his friend at the car rental place, who checked the Internet for directions to the cafe. We Mario Car drove past another friend who knew where this cafe was. We finally ended up at the cafe.

Gustov did all this while yelling past me and through the open passenger-side car window and into the streetfront shops of friends. Gustov dropped me at the plaza with Mike and Paula, and told me to meet him at 6 p.m. at the end of the road at the “poste”. He’d then drive me three blocks back to the hospital. I had no clue what a poste is, but I agreed.

Mike, Paula and I had a beer and couldn’t stop laughing about it all. Half an hour later I went to meet Gustov at what I guessed was either a pastry shop or a post office. Turns out it was the port. But I couldn’t find Gustov. So I turned around, met Mike and Paula, and we all walked three blocks back to the hospital.

Once inside, I tried to tell the nurse I was back, but she copped a total attitude and told me to wait. Suddenly Gustov appeared behind me, scolded me for not being at the poste, and ran off to collect my lab results. Five minutes later I was back in a room with Gustov, the lab results, the nice lady doctor, and the Chief of Staff.

Yes, I had an infection. I could either spend the night at the hospital on IV antibiotics or I could take oral antibiotics and come back in two days if my knee didn’t look better. I took the pill option, got the IV port pulled out, and gave them my name and phone number for billing.

Gustov piled all of us back into his tiny car and drove us to the one-and-only open pharmacy — where the pharmacist was the daughter of a girl he used to go to school with — to get my antibiotics. Then we went to the butcher where they make really good salami, because by this time Gustov had figured out that Mike makes sausages for a living. (Try having that conversation in GreekItalianenglishSpanish. Thank God for Google Translate.)

Gustov drove us back to the boat.
IN LATITUDES

In latitudes a mile away from the shipping channel. Jim got up and went kiting for about five minutes, at which time the Coast Guard boat swooped down on him with sirens wailing and two very pissed-off Coasties telling Jim to let go of the kite and get into their boat.

Jim was right behind Morpheus when this all took place. Jim talked them into letting him hook the kite to the boat, and grab his papers and shoes before getting into the Coast Guard boat. But suddenly he was gone!

Now what? I’m alone, anchored off on the boat, and they have taken Jim to God-knows-where. I watched the Coastie boat to make sure I knew which marina they were taking my husband to. Then I cleaned up all the lines and kite gear, grabbed the phones, wallets, and a book, and took off in the dinghy to try to find Jim. I figured it could take all night.

As I was tying up the dinghy to the docks, I looked down the pier and saw Jim headed toward me. He’d already gotten himself out of jail. The Coast Guard said they had received at least 10 calls from boats in the anchorage about Jim kiting. Apparently you are not allowed to kiteboard in the anchorage or in the shipping lane. Jim explained that he wasn’t in the anchorage, and he didn’t cross into the shipping lane. It made no difference.

As it turned out, the Coasties were very nice. When Jim walked into the office all wet, the guys in the office just laughed. They explained that there was no kiting allowed anywhere in the area. and let him go.

The anchorage will be a lot emptier once we figure out who made those calls. We’ve recently been sailing among several of the Ionian Islands. They are

It’s to Deborah and Jim’s credit that they are so ‘in the moment’ when cruising that they hardly have any photos of their years in the Med or even of Jim kiteboarding. So we had to dig into the ‘Latitude 38’ wayback machine to come up with this photo of them in St. Barth in March 2013.

where I gave him a boat tour and we had cocktails, Fanta, and the salami. We talked in Greek italianoenglishlatin-spanish for about an hour, then he left us — after making me promise to come to his office when it was time to take the bandage off.

So with Gustov’s help, we managed to negotiate the Greek health-care system in maybe three hours total, including an hour at the taverna and finding the open pharmacy. Without his help I’m sure it would have taken all day. It was 22 euros — about $25 — for the antibiotics, which I figure would have been $100 in the U.S. I’ll go back later and settle up my bill at the hospital.

Did I mention that Gustov drives like one of the Mario brothers? I just can’t make all this up.

Bottom line: I’m fine, the boat is great, and always have good friends with you when you’re on an adventure.

Oh yeah, not long after that Jim ended up in jail.

We were hunkered down in northernmost Greece, waiting for some weather to blow through. What does Jim do when there’s 20 knots of wind in the bay? Jim goes kiting off the back of the boat.

The next thing we knew, Jim was in jail. Morpheus had been anchored way in the back of the mooring field. No boat behind us. Yet we were still a

Why would Jim and Debbie head to the Ionian Sea before continuing on to Barcelona and across the Atlantic? This photo says it all.
beautiful, and seem to have too many anchorages to count. It’s really difficult to believe that we will be leaving them in just about a week. We’ve loved Greece.

We have been enjoying our reunion with Paul and Amanda Mitchell, whom we first met in Fiji in 2002. They live in New Zealand, and we’ve spent time with them there as well as here in Greece last year. We always have a great time together. This cruising world is a small one!

This piece is a little dated, and we’ve been to Barcelona and are now headed to the Canary Islands. Jim helped sail a Swan 66 from the East Coast to the Caribbean. We’ll cross the Atlantic this winter and expect to spend several more winters in the Caribbean.

—we deborah 9/15/2016

Cruise Notes:

It doesn’t matter if California sailors are on the West Coast or the East Coast, when November rolls around many of them want to be getting their bottoms down to the warmth of the tropics. We know of three California-based crews who sailed from the Virginia area to the British Virgins in early November as part of the Salty Dawg Rally.

“We made the passage from Norfolk to Virgin Gorda in the British Virgins in nine days, which is what we expected,” report Jim Fair and Linda Powers of the Berkeley-based Outbound 46 Chesapeake. “We didn’t have any really bad weather, but boy, does the East Coast and the Atlantic have weather! Those of us from California and/or who are familiar with tradewind sailing are sure spoiled because we pretty much know what we’re going to get. Along the East Coast and in the Atlantic, you get everything. But we’re now sitting at the Bitter End YC at Virgin Gorda in the British Virgins, where the water and scenery are

Annie Gardner and husband Eric Witte, on the right, and Virginia-to-Caribbean crew, Simon Garland and Gloria Borrego.

beautiful.”

Mind you, Jim and Linda are not whiny cruisers, as they’ve sailed most of the way around the world in the last eight or so years.

Another West Coast couple who sailed from Virginia to the BVIs are Eric Witte and Annie Gardner of the San Diego-based Catana 47 El Gato.

“We and our two crew had to use the iron genny for the first three days, but we then sailed for five more days before landing in the British Virgins,” reports Annie. In the weeks prior to taking off, Annie and Eric had a number of improvements made to their cat — new freezer, oven, props, awnings, outside cushions and more — in anticipation of welcoming charter guests in the Caribbean this winter. Anyone who wants to sail with the navigator of a winning America’s Cup boat — that would be Annie — should make a charter reservation with the fun-loving couple.

Last but not least, there is Bill Lilly of the Newport Beach-based Lagoon 47 Moontide, who sailed with an all-women crew.

“I take women crew to try to make up for all the years that women were unjustly denied crew opportunities because of their gender,” explains Bill. “Light wind meant Bill and his female crew had to motor a lot in the beginning of what would be an eight-day, one-hour trip to the tropics, after which time they had three great days of sailing. Meredith Sullivan set a Moontide record by sending the cat down a steep wave at 18 knots.

Can you name the three things that make a passage from the East Coast of the United States to the tropics so much more difficult than from California to tropical Mexico? 1) It’s twice as long, 1,500 miles versus 750 miles. 2) As Jim Fair notes, you can get any kind of weather on the way to the Caribbean, including winter storms and hurricanes. From San Diego to Cabo, you know the wind is going to be from the northwest. 3) There are lots of places to hide out from the weather on the Pacific Coast of Baja, while there are none — other than Bermuda — between the East Coast and the Caribbean. Yes, we cruisers on the West Coast have it easy when it comes to getting to the tropics.

For most sailors a 17- to 20-day passage is a long one. But not if you’re Jeff Hartjoy of the Longbranch, Washington-based Baba 40 Sailors Run. You’ll remember that last year the 70-year-old Jeff and his boat, both veterans of several Ha-Ha’s, completed a spectacular 167-day nonstop solo circumnavigation. Jim’s current adventure is somewhat less ambitious. It’s to sail from Bahia, Ecuador — where he started his solo circumnavigation — to Barra de Navidad, Mexico. To spice things up, Jeff will be racing against David, last name unknown, aboard his Bristol 40 Eva Marie.

Don’t let the seasons fool you. A lot of participants in the Ha-Ha were struck by the unique beauty of Bahia Santa Maria, the second stop on the way to Cabo. The combination of the mountains, the mangroves, the endless beach, the sand dunes, and Mag Bay in the distance are a terrific combination. Particularly since
IN LATITUDES

In latitudes
Vallarta, there's one who is a huge favor-
ite with cruisers. At least, male cruisers.
"She's absolutely gorgeous," said one
changer who can't be named without
possible damage to his marital status.
"When she says 'strip', I can't get my
pants off fast enough," he jokes. "And as
I get older, I'm finding more things than
ever for her to examine."

Tomorrow, we set sail for New
Caledonia after 48 hours of rain and
descending volcanic ash," report Mark
and Deanna Roozendaal of the Vancou-
ver, B.C.-based Manta 42 catamaran
Speakeasy. "But our frustrations are
insignificant. For ashore, more than
100 villagers live in homes made entirely
of woven palm fronds. Almost none of
them have electricity or running water.
Ash and insects cover almost every sur-
face. Oddly enough, there is beauty and
happiness here. Dirt yards are raked,
papayas and mangos drip from trees,
vivid flowers bloom, smiling children
play, and large families spend time to-
gether. They welcomed us and served us
a meal. I reciprocated with food, clothes
and toiletries. And now I'm wondering,
am I the one who has ... or has not?"

Fishing tips for cruisers.
"Check out the accompanying photo
of one of the fish we got while sailing
down the coast of Baja last fall," sug-
gest Dan Chua and Kristy Finstad of
the Ventura-based Maxim 38-ft cat
Te Poerava. "It's a 50-lb yellowtail jack
we speared while free-diving at the San
Benitos Islands near Cedros. We also got
a big wahoo near Asuncion and a nice
wahoo outside Mag Bay.

"Our fishing tips for cruisers? 1) Use
Skabenga lures. The minions
and blackbeard
lures catch lots
of fish. 2) Use
cable for lead-
ers if there are
lots of wahoo
around. Wa-
hoo have sharp
teeth that cut
line. 3) Add
teasers to at-
tract fish. 4) Use
trolling reels to
make sure you
land the fish. 5)
The more lures
you put out,
the more fish
you'll catch. 6)
Sail over the top
of seamounts,
high spots and
dropoffs. 7)"

It's a common mistake for mariners to visit a place at one time of year and expect that it will be the
same at another time of year. That doesn't work in San Francisco Bay, Southern California, the Med,
Croatia or the South Pacific. And no, it doesn't work at Bahia Santa Maria either.

there are no businesses and only a few
fishermen who live there.

Alas, it's not always like that. As
beautiful as BSM is right after the end
of hurricane season in early November,
the beautiful weather just doesn't last.
By mid-December the water temperature
drops significantly, and stays cooler
until the following summer. Even worse,
come February through May, when most
cruisers are Bashing back to California,
the very light winds of November are fre-
quently replaced by cold, howling winds.
Yes, BSM is still a great place to duck in
cruising the weather is nasty in the spring,
but it's not the same gentle venue it is in
November. You've been warned.

"It's really tough." That's how Barry
Stompe describes what it's like to be home
after cruising Mexico, French Polyne-
sia and the Pacific Northwest for two
years with his wife Sylvia aboard their
Sausalito-based Hughes 48 ketch Iolani.

"Seeing family and friends is great, of
course, but everything else is is difficult.
Getting various licenses and kinds of
insurance — health, workman's comp,
and all the other stuff — is particularly
hard. For example, we couldn't find any
doctors to take the kind of insurance that
we're eligible for. And our old doctor now
charges a base fee of $1,800/year just
to be one of his patients. That means it
would be cheaper for me to fly to Puerto
Vallarta, see a dermatologist, and fly
home, than to see a dermatologist here
in the Bay Area."

Speaking of dermatologists in Puerto
Free-diving is a great way to catch more fish. We’re headed down Baja right now, surfing our brains out in the great swell. When the swell drops, we fish and dive!”

Kristy Finstad is the daughter of Bill Finstad, who was one of the first scuba instructors back in 1972, and who had a dive shop and an adventure-travel dive business right next to O’Neill’s in the harbor in Santa Cruz. While Bill has retired, members of the Finstad and Chua families continue to run the local and worldwide dive charter business.

If the Skabenga name sounds familiar, it’s the name of the St. Francis 44 that Bruce Harbour of Montana sailed in the 2013 Baja Ha-Ha. He makes the Skabenga lures, and has been in the South Pacific killing fish for the last several years.

“We departed Savusavu, Fiji at 5:20 a.m. in rain and SSE winds of 20 to 25 knots,” report Scott Stolnitz and Nikki Woodrow of the Marina del Rey-based Switch 51 Beach House. “The first few hours weren’t much fun, but after that we re-entered the large reef system at Nasonisoni Pass on the south side of Vanua Levu, where we had nice winds in lovely flat water. We later exited the system and crossed the channel to the reef entrance at Viti Levu, the largest and main island of Fiji, and where five years ago Beach House’s port daggerboard hit an uncharted part of the reef. The chart said it was 120 feet deep. I think they meant 120 centimeters!

“Speaking of hitting reefs,” continues Stolnitz, “we met a young Canadian couple yesterday who hit the corner of the reef at Laucala Island with their Leopard 45 catamaran, separating both ‘keels’ from the hull. This cracked the fiberglass and created leaks in both hulls. They have two small children aboard, so it was lucky that they hit the reef at low tide and were able to float off at high tide. For some reason the insurance company decided to declare their cat a total loss. Someone is going to get a very good deal, as in my view the boat can be repaired pretty inexpensively. There is no panic about hauling the boat out either.”

(Editors note: Leopard catamarans are primarily built for the charter trade in the British Virgin Islands, where incompetent charterers frequently drive them over reefs. As such, the Leopards are designed to have breakaway keels. During a haulout of the Wanderer’s Leopard 45 ‘ti Profligate at Soper’s Hole in the British Virgin two years ago, the yard
owner told him that they replace Leopard catamaran keels without even taking the boat out of the water!

"Today's voyage was through a great deal of reef systems," Stolnitz said wrapping up his report, "and we crossed the infamous 'Bligh Water', where Captain Bligh kept going, not allowing his men ashore after the famous Bounty Mutiny. Bligh was terrified of cannibalism — the consumption of 'long pig' — which was common at the time. The last Fijian cannibal died after World War II."

Not all Americans are thrilled that Donald J. Trump is the President Elect, but their American dollars have been buoyant. The Mexican peso tumbled to as low as 20.7 to the dollar, which is great for cruisers. But it brings us no joy to see how the drop is making it ever more difficult for the average Mexican to afford even the basics of life. If you've ever spent time in Mexico, you know how very much harder the average Mexican has to work to get by than does the average American. No wonder so many Mexicans want to come to the States. Trump's victory has also hit the euro hard, as it dropped nearly 3% in the days following his surprising triumph. It didn't even take a week. "The report from the November 7 Chubasco Net is that the waves and rocks have destroyed the remains of the San Diego-based Newport 41 Summerwind that went aground a few miles north of Turtle Bay during the recently completed Ha-Ha," report Don and Anne Taber of the Santa Cruz-based Marbles 44 trimaran Redwood Coast II. "According to the report, you can no longer even find any remains of the boat."

(The owner of Summerwind has a letter in this month's Latitude describing what happened to the Ha-Ha entry, only the second boat out of more than 2,500 entries that has been lost in a Ha-Ha.)

The Mexican peso — and the middle class and poor of Mexico — have been taking a beating since Trump's election. The dollar is king. The other was a J/120 that sank after being hit by a whale. No sailors were hurt in either loss.)

In the last couple of issues, Latitude has had complimentary things to say about cruising trimarans, and the Tabers' boat is one of the reasons. "We are the longtime owners/builders of Redwood Coast II, and some Latitude readers may remember us from an ar-

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Changes

Tanner, sailing both legs of this year’s Baja Ha-Ha. Building any boat over 20 feet is a monumental task for one person, and it took Brian more than six years. But Epic is a good-looking and good-sailing boat, which increases the odds that his and Sheri’s deciding to sell their house, cars — everything! — was a good idea.

It’s a royal flush! A year ago the Wanderer bought two Raritan electric heads for Profligate. As things happen, the second one was only installed the morning of the start of last year’s Ha-Ha. And ever since, it’s only been able to flush No. 1, not No. 2. The other head has been fine.

Because there are three other heads on Profligate, no serious attempt was made to repair the faulty one until just before this year’s Ha-Ha. A Raritan tech decided the problem had to be one of three things: 1) A 24-volt pump had been mistakenly put into the head instead of a 12-volt pump. 2) A full 12 volts wasn’t getting to the pump. Or 3) Something was clogging the toilet.

It turned out to be none of them. It was discovered that the exhaust hose was crushed, looking as if somebody had sucked on it like a straw. This made no sense, because stuff gets pumped out, not sucked out. But it was crushed. The Wanderer squeezed the hose back into the authorized shape, and voilà!
it’s worked perfectly ever since. We have become big fans of electric heads. Of the 148 skippers in this year’s Baja Ha-Ha, Dennis Thompson of the Seattle-based Pearson 40 Dream Catcher was one of the few who sailed all three legs — even though the third leg sailing was canceled because of a lack of wind. Thompson was also unusual in that he has one of the more distant ultimate destinations — Norway. We thought only John Neal and Amanda Swan Neal of the Friday Harbor-based Hallberg-Rassy 46 Mahina Tiare III wanted to sail to ‘the land of the midnight sun’. But Thompson, a delivery skipper, wants to sail to Norway because he has family there.

Thompson actually didn’t want to sail all three legs, but he had to because of problems with his fuel system. Indeed, his boat had been bedeviled by fuel problems ever since he left Seattle. Didn’t we just mention something about fuel problems?

"Can you publish Cabo ship agent Victor Barreda’s contact information again?" asks Michael Balfany. "The boat I recently purchased had a TIP (Temporary Import Permit) obtained by Victor, and I need to get it canceled. I know, I know, please don’t lecture me as I should have known better, thanks to the advice in fantastic Latitude. than to have bought a boat that already has a TIP! But my new-to-me boat is hobbled until I can get the TIP cancelled."

Michael and everyone else who needs TIP help can look up Victor Barreda, ship’s agent, Cabo San Lucas, on Google. He can be reached by email at: agebarr@prodigy.net.mx. The Wanderer saw Victor not an hour before he wrote this item, and Barreda said that he’d checked about 90 of the 148 Ha-Ha boats into Mexico this year.

Just to keep things confusing, Neil Shroyer of Marina de La Paz wrote Latitude to say there is actually nothing in Mexican law that says a boat can’t have two TIPs. Shroyer is one of the few people in Mexico who has the patience to actually read Mexican law. We haven’t asked him, but we’re pretty sure Neil would tell you that no matter what the law says, it’s best to do what officials and most marinas demand — which is that there only be one TIP per boat, and that it be in the name of the current owner.

While a lot of Ha-Ha entrants had no trouble getting a new TIP online, others had difficulty. Which makes it so exas-
CHANGES

operating that there was no mention in the Mexican government’s Boater’s Welcome to Mexico Guide that all anyone had to do to get a TIP was go to the Banjercito just across the border from Otay Mesa, a half hour from San Diego. One Ha-Ha entrant did this the Friday before the start of the Ha-Ha and said he was in and out in 15 minutes.

Saving perhaps the best for last, we can announce that ‘Home is the Sailor’. Warwick ‘Commodore’ Tompkins of Mill Valley made an October doublehanded passage, with his old friend and protégé Robert Flowerman, from Hawaii to San Francisco with his Wylie 39+ Flashgirl. Two other expected crew for the late season trip weren’t able to make it. Readers may remember that Flashgirl was struck by lightning while on a mooring off Kaneohe this summer, and still suffers greatly from electrical and mechanical problems.

Did we mention that Commodore will turn 85 on February 26?

The passage took 21.5 days, the second slowest of Commodore’s 20+ trips from Hawaii to California. The big problem was the unusual wind direction and fluctuations in the wind. It was part of the same chaotic North Pacific weather situation that turned back Jeanne Socrates when she attempted to start her most recent solo around-the-world trip with Nereida, and the same weather that brought endless southerly winds to Ha-Ha boats trying to make it down the coast to San Diego from the Pacific Northwest.

Normally Commodore goes up to 40 or even 42N to get over the top of the Pacific High, but this time he never got farther north than 38. And in so doing, he and Robert had lots of ‘strange winds’.

“We had lots of sailing in 25 to 30 knots, which meant a triple-reefed main or even a staysail, and at times just the staysail,” says Commodore. “Pretty dull sailing with so little sail up. We did have to heave to one night when it was blowing 30 knots and waves were crashing on the deck. I was surprised at how well such a light and narrow boat as Flashgirl hove to. Robert and I slept like babies.”

Commodore says it wasn’t the worst weather he’s had coming back from Hawaii, but it was unusual weather for the passage. For example, they had 36 hours of complete calm in ‘gale alley’ just off the coast of California. And when they finally made landfall at Pt. Reyes, they had to beat upwind to get south to San Francisco.

The one aspect of the trip that made Commodore particularly happy is his new set of sails. They were made in New Zealand, but using US-made Contender hybrid cloth. “They were excellent, which was important as we had no engine.

“The sailing part of the trip was easy,” contends Commodore. “All the sailing parts of the boat worked just fine. It was the other stuff — the engine, the autopilot, the refrigeration, the electrical — that caused us such grief.”

So what’s next on the plate for the soon-to-be 85-year-old Commodore? “I need work,” he says. “You know of anybody who needs professional sailing services?”

Good ol’ Commodore. They smashed the mold for him into a million pieces.

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12-FT ZODIAC YACHTLINE 380, 2014. San Francisco. $19,999. Like-new Zodiac Yachtlite 380. Used only 29 hrs. 50hp Mercury 4-stroke makes this boat super fast. Have clocked it at 38 kts SOG. EZ Loader trailer included. Mercury 60hp inline 4-cylinder, 60.8 CID driving a three-blade aluminum prop. Acceleration (mph/sec): 0-20/4.7; 0-25/7.4. Top speed: (rpm/ mph): 6,000 / 38.7. Cruising speed: (rpm/ mph): 4,000 / 23; 4,500/28; 5,000/29.4. Save a bundle on this dream of a boat: new cost was $32,625, yours for only $19,999. More at http://tinyurl.com/zpn5udp. Contact (415) 250-3719 or drexel@bradshawassociates.com.

11-FT PT-11 NESTING DINGHY, 2016. Marina Bay Yacht Harbor, Richmond. $7,000/obo. Nesting dinghy built by owner from kit by PT Watercraft. Includes 2 piece hull (~95 lb., nested size 50” x 72”), oars, full sailing rig. See more at www.ptwatercraft.com for full specs, videos, etc. And http://goo.gl/photos/tML4BtDcUd2cHDQ96. Contact (530) 574-2329 or peter@rodmanguitars.com.


24 FEET & UNDER


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‘Trying to Locate’ Ads are for those searching for lost boats/people – not shopping – and cost $10 for 20 words max

FREE Online Ads are for a private party selling a boat for less than $1,000 – or gear totalling under $1,000. (One person; must list prices in ad.)

All ads will be set to fit Latitude 38 standard • Re-Run Ads: Same price, same deadline

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25 TO 28 FEET

25-FT CATALINA 250 K. 2000. Vacaville. $12,000/obo. Wing keel, good condition, wheel steering, 135% roller furling genoa, Haytheon Tridata, Newport bulkhead heater, cockpit cushions, extras. 2000 Honda outboard, low hrs, recent full service. 2000 Traill-Hite trailer, dual-axle, surge brakes, tongue extension, spare. A well respected, solid boat. I lived on her once for four months and sailed her from San Juans to Glacier Bay and back. Photos available. (916) 712-9306 or tlapalomaisailor@yahoo.com.


26-FT NIMBLE KODIAK, 1993. Alameda. $12,000/obo. Pilothouse motorsailer. Low hrs, 9hp Yamaha, Hi-thrust outboard w/ generator, hydraulic steering, autopilot, radio/AIS, EPIRB, many mods for ocean sailing. Reduced, priced to sell, double bogy trailer included. (831) 359-9551 or crandond70@gmail.com.


27-FT CAL 2-27, 1975. Berkeley Marina. $7,000/obo. Mai. 2 spinnakers, 95, 120, and 135 jibs, roller furling, all in good condition. NYM 1GM10 diesel, new Z10 transmission. Dual backstay tensioner, all lines led to cockpit. Yanmar low hrs w/fresh water flush, folding prop. House and steering station w/center cockpit. Head w/holding tank. Alcohol stove (condition unknown), pump sink.


29 TO 31 FEET


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

30-FT YANKEE, 1972. Moss Landing, CA. $13,500/obo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel; 500 hrs, VHF radio, new batteries. All lines led to cockpit. Easy sail up. Contact Bruce, (831) 768-8482 or barbandbruce@att.net.

For more information, email richard@oceanraider.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.svhelloworld.com. Contact andersen.jason@gmail.com or (206) 595-9531.


44-FT F&G. 1979. Morro Bay, CA. $85,000/obo. Price slashed, must sell! Will consider payments with a note secured with real estate or trade all or part for real estate or note. One of the most gorgeous sailing yachts ever built, designed and built by German Frers, sistership to the late Roy Disney’s famous Shamrock, possibly the only example of this fast and beautiful, go-anywhere, bluewater cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Interior finished in South American hardwoods, 2 struts, 2 heads, sleeps 6. Only a few hrs on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. (805) 235-4046 or tackorjibe@gmail.com.

45-FT CUSTOM KETCH. 2013. Long Beach. $54,000. New (almost) 45-ft full keel fiberglass ketch. Built on a bare GT-41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr-old owner singlehanded California to Acapulco for shake-down. (780) 482-8172 or bobobrien09@yahoo.com.

51 FEET & OVER

56-FT JOHN ALDEN. Pilothouse cutter. 1984. Vancouver, BC. $159,000 CDN. Built as a charter boat by Camper & Nicholsons, GRP. Bluewater-proven, sleeps 8. Blow thruster, dive compressor, watermaker, lots more. (604) 338-8968 or (604) 354-5090 or westbynorth@gmail.com.

CLASSIC BOATS


47-FT GAFF CUTTER. 1933. Los Angeles. $140,000. Captain O.M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (618) 853-7101 or cudaprod@earthlink.net.

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32-FT TRAVELLER, 1977. Oakland. $27,500. One of 26 Phil Rhodes-designed Traveler 32’s, Ta Ching-built, cutter rigged, cruising sailboat, US documented, 37’5” LOA, 19,000 Ib disp. Tiller, 26hp diesel. Massively built fiberglass hull, teak decks, teak interior, single-handable, dodger/bimini, power windlass. Asymmetrical, storm jib, radar and detector, GPS, VHF, Autopilot, depth finder, EPIRB. Monitor steering vane. Safety equipped, many extras. For photos and specs contact me (need to go to the dark side). (530) 913-9198 or robertwalker903@gmail.com.

MULTIHULLS


40-FT PROSAIL RACING CATAMARAN. 1987. Tiburon. $120,000. Shadow is a fast, twin 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 pstoneberg@gmail.com or (415) 640-3363.

POWER & HOUSEBOATS

45-FT CAPRICORN CAT. 1988. Brisbane Marina, in SF Bay. $299,000. One-off Kurt Hughes design. She is a fast, agile, light-weight, customized cruising catamaran. High bridgedeck and daggerboards = great windward work, beautiful galley-up, big fridge, big freezer, with new compressors. B&G, Ham/SSB w/upgraded Factor motor, 2x44hp turbo Volvos, with Flexofolds, Fairled bottom, genset, 24gph watermaker, 4 solar panels, 10’6” dinghy w/15hp Yamaha. We have enthusiastically sailed and upgraded so she runs like a top. 3x So. Pac. Ex-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? Ha-Ha 2017 anyone? (831) 332-8448 or you hear Mexico, the whole world calling? (need to go to the dark side). (530) 913-9198 or robertwalker903@gmail.com.

42-FT ATLANTIC, 2006. Hawaii. $295,000. Well-found Atlantic 42. Newer sails. Mexico, Central America, Caribbean, South Pacific vet. Volvosaidrives. Fast, very seaworthy, good weather work with daggerboards. Watermaker, SSB/ Ham, dinghy, etc... lite plans changed. Email 2006atlantic42@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 stwins with 5 full-sized beds, enclosed pilothouse, mainsail and 3 headsails. 50 hp marinized Volkswagen Habbit 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/223qjxy. Contact for more info. (831) 419-7145 or (831) 498-1932 or darrisheal@gmail.com.

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

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NOT USING YOUR BOAT? Ready for Mexico? Have a 30’ to 45’ glass sailboat that is collecting barnacles and slip fee receipts? Ready to trade expenses for income and have some fun in Mexico? I’m experienced with boats and sailboat, and have a vehicle for operating a charter boat business. Sail the Sea of Cortez on vacation while you make a profit from your boat... let’s kick it around. Contact David at writer david2010@yahoo.com or (916) 584-1162.

PALMER P-60 MARINE GAS ENGINE. Berkeley Marina. $2,000. 4-cyl inline, runs great, new heat exchanger, fresh-water cooled, rebuilt Zenith carb, rebuilt water pump. Reliable strong motor. See it run at the Berkeley Marina! (510) 366-4434.

MISCELLANEOUS

2006 TRUCK CAMPER. Car-Carrier/ Pulls Boat 20,911 Miles. Morro Bay, CA. $40,000. Original, F-350, dually, V8 diesel super-duty. 4WD, lariat, trailer pkg, AirLift 5000 springs, 3 hoists: front is 12,000 lbs, temperature, pyrometer, voltmeters, 1-owner, maintained, clear title. Camper: stove, sink, refrigerator, microwave, hot water unit, air conditioner, fireplace, awning, safe, sleeps 4. Hamps for loading car mounted on sides, stove and sink rise to ceiling, double bed over car. Estate sale - 95% completed. (805) 459-0206 or kathrynegan1@yahoo.com.


HOME AND MOORING BUSINESS. For sale. Taboga Island, Panama. $395,000. Beautiful 3 bedroom, 3 bath home and thriving mooring business. 2400 sq. ft. Spectacular ocean views. Eight years in business. See http://tabogahome.cabycourys.com. For more info contact (507) 649-4576 or (507) 6442-5712 or tabogasilandmoorings@gmail.com.

DOCK AND HOME FOR SAIL! Brickyard Cove. $1,100,000. Great home with beautiful new Bay bridge view and Brickyard Cove lagoon in Point Richmond. 38-ft. dock with power and water, three bedrooms, two and a half baths, two decks, 2300 square feet. Lots of decking, patio, fireplace and two-car garage. San Francisco ferry service planned in 2018. Contact Jononwater@yahoo.com or (831) 596-3874.

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50-FT SLIP PIER 39, SLIP J6. Best of both worlds - PEACEFUL, SILENT mooring at the heart of San Francisco Bay. Great view of Gate Bridge and Coit Tower. Discounted parking at Pier 39 parking garage. No liveaboards. Will consider 1/2 ownership. Please contact for more info. (650) 520-4627 or jvandyke100@yahoo.com.

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PART-TIME CREW. For 60-ft Motorvacht. Alameda, CA. Part-time crew opportunity for a 60-ft, 59 gross ton motorvacht based in Alameda. Looking for help with routine maintenance, cleaning, provisioning and helping out on Bay cruises with owners and guests. Some long-distance cruising possible. Good opportunity to get sea time on the Bay. Expect 30-40 hrs a month. Please email resume to paragomotorvacht@gmail.com, Attn: David. Salary is to be based on experience. (415) 251-5680.


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LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for Vessel Assist on the San Francisco Bay and Delta. Prefer if you live on SF waterfront area or Bethel Island. See www.veeselasistsasfunchannel.com. Contact Phlipdelaino@gmail.com or (925) 382-4422.

JOIN OUR TEAM OF INSTRUCTORS! Redwood City Marina. Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. More information at www.spinnakersailing.com. Please contact Rich or Bob by phone or email. (650) 363-1390 or office@spinnakersailing.com.

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1985 GB Alaskan 55............$149,000
1995 Grand Banks 42 Classic....$269,000
2002 Grand Banks 42 MY........$389,000
1999 Sea Ray Sundancer 380.....$85,000
1991 Grand Banks 36 Europa.....$219,000

Power
1971 GB Alaskan 55............$149,000
1995 Grand Banks 42 Classic....$269,000
2002 Grand Banks 42 MY........$389,000
1999 Sea Ray Sundancer 380.....$85,000
1991 Grand Banks 36 Europa.....$219,000

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December, 2016 • Latitude 38 • Page 119
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<table>
<thead>
<tr>
<th>Advertiser</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marina Vallarta</td>
<td>[Contact Information]</td>
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<tr>
<td>Mariners General Insurance</td>
<td>[Contact Information]</td>
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<td>Maritime Institute</td>
<td>[Contact Information]</td>
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<tr>
<td>Marotta Yachts</td>
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<tr>
<td>McDermott Costa Insurance</td>
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<td>Minney’s Yacht Surplus</td>
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<td>Modern Sailing School &amp; Club</td>
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<td>Mystic Stainless &amp; Aluminum, LLC</td>
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<td>Napa Valley Marina</td>
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<td>New Era Yachts</td>
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<td>North Sails</td>
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<td>Outboard Motor Shop</td>
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<td>Pacific Crest Canvas</td>
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<tr>
<td>Pacific Offshore Rigging</td>
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<td>Pacific Yacht Imports</td>
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<td>Passage Nautical</td>
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<td>Pineapple Sails</td>
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<tr>
<td>Punta Mita Beachfront Condos</td>
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<td>Raiatea Carenage Services</td>
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<td>Richardson Bay Marina</td>
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<td>Rubicon Yachts</td>
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<td>Sail California</td>
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<td>Sail Warehouse, The</td>
<td>[Contact Information]</td>
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<tr>
<td>Sail’s Inflatable Services</td>
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<td>San Francisco Boat Works</td>
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<td>Scanmar International</td>
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<td>Schaefer Marine</td>
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<td>South Beach Harbor</td>
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<td>Spaulding Wooden Boat Center</td>
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<td>Spectra Watermakers</td>
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<td>Starbuck Canvas</td>
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<td>Stem to Stern</td>
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<tr>
<td>Suncoast Yachts</td>
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<tr>
<td>Svendsen’s Boat Works</td>
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<tr>
<td>Swedish Marine</td>
<td>[Contact Information]</td>
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<tr>
<td>TMM Yacht Charters</td>
<td>[Contact Information]</td>
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<tr>
<td>ThunderStruck Motors</td>
<td>[Contact Information]</td>
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<tr>
<td>Trident Funding</td>
<td>[Contact Information]</td>
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<tr>
<td>Twin Rivers Marine Insurance</td>
<td>[Contact Information]</td>
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<td>Vallejo Marina</td>
<td>[Contact Information]</td>
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<tr>
<td>Ventura Harbor Boatyard</td>
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<td>Weatherguy.com</td>
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<td>Westwind Precision Details</td>
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<tr>
<td>Whale Point Marine Supply</td>
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<td>Whiting &amp; Wedlock Marine Surveyors</td>
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<tr>
<td>Yachtsfinders/Windseakers</td>
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Happy Holidays from our crew to yours!
Operating under the marquee of Nautor’s Swan USA West, KKMI is one of most successful agents for Nautor Swan. For nearly 50 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.

Stocking Stuffer?!

Swan 441 (1979) Race Passage is a Classic Swan new to the market. She is very well maintained and in great condition. The boat is laying in Sausalito and ready to go sailing! Asking US $139,000.

For the person who has everything?!

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.

For more information on these listings, please contact Ken Keefe at KKMI.

(415) 332-5564 • ken@kkmi.com
35’ HINCKLEY PILOT 35, 1975 Hull #125; the LAST Pilot 35 to be built & has been TOTALLY restored (incl. new Yanmar dsl) & shows Bristol. Possibly transferable Sausalito YH slip. $95,000

41’ C&C, 1987 More than $125k spent since ’07, incl. being Awlgripped. Real clean example of one of the most popular racer/cruisers ever built. Potentially transferable Sausalito YH slip. $85,000

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

32’ GRAND BANKS, 1977 Fiberglass GB 32 just detailed and exterior in particular looks GREAT! $49,000

30’ NONSUCH, 1981 Professionally maintained example shows Bristol inside and out. WAY newer than actual age. Potentially transferable Sausalito YH slip. $43,000

37’ TAYANA, 1977 One of the most competitively priced Tayana 37’s on the market and lying transferable Sausalito YH slip. $42,900

35’ MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. $39,000

20’ PACIFIC SEACRAFT FLICKA, 1980 Well equipped and kept in fresh water until seven years ago, low time on Yanmar diesel, hauled and bottom painted last year. $29,000

33’ TARTAN 10, 1980 Sparkman & Stephens-designed daysailer that has been extensively updated, including repower in 2012 and a TON of new sails. $24,500

33’ ERICSON MkII, 1980 Owned by same family for over 20 years. Lying in potentially transferable Sausalito YH slip and very well priced at $12,000
WELCOME ABOARD!
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or glenn@norpacyachts.com

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