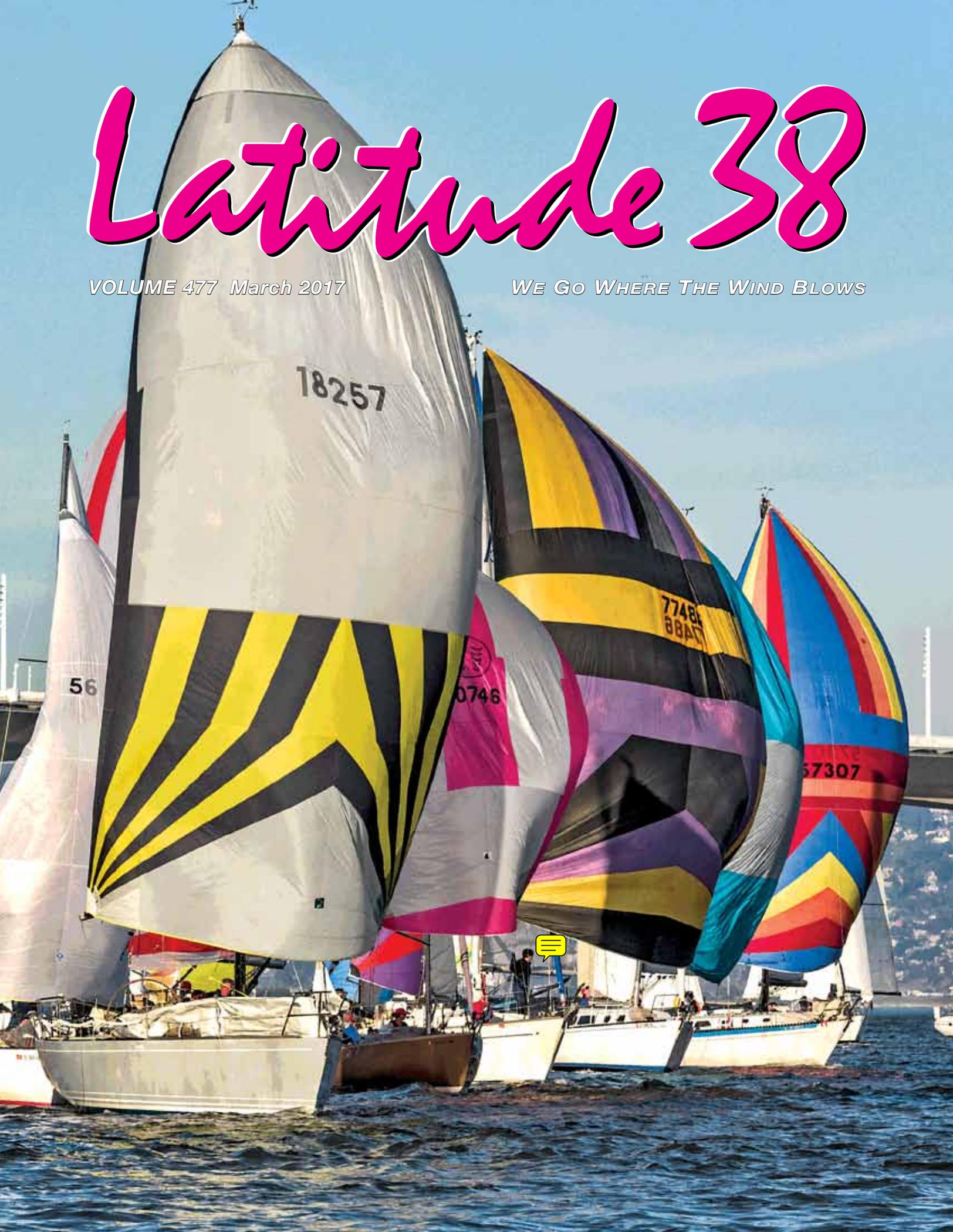


Latitude 38

VOLUME 477 March 2017

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Right Stuff for the Wrong Way Around

PHOTO BY RICK ELKINS



Every January, the Single-Handed Sailing Society hosts the 3-bridge Fiasco. Open to single- and double-handed entries, this popular event has few rules: round a mark by the Golden Gate Bridge, another by the Richmond-San Rafael Bridge and Treasure Island by the Bay Bridge, in any order and in any direction.

This year the race drew 363 participants. Most sailed the course clockwise around the Bay. But Caleb Everett, with 9-year-old son Caleb (Sonny), chose to sail his Moore 24, *Tortuga* (one of 33 Moores entered) counterclockwise (typically the wrong way to go). And won!

*Tortuga (hoping for wind in her sails)**

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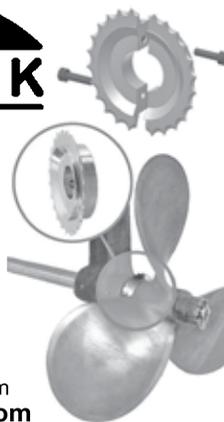
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Cover: Given that the Three Bridge Fiasco is the largest race of the year in the Bay Area — and, in fact, in the entire country — it's no wonder certain waterways got a little crowded.

Photo by Leslie Richter / www.rockskipper.com

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1977-2017 – 40TH ANNIVERSARY

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.

SELECT BROKERAGE



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BENETEAU 37, 2008

BENETEAU BROKERAGE

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BENETEAU 311, 2000.....	\$53,500
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OCEANIS 38, 2015	\$179,900
OCEANIS 38, 2014	\$229,000
OCEANIS 37, 2012	\$157,000
OCEANIS 37, 2012	\$155,000
OCEANIS 31, 2013	\$119,000
OCEANIS 31, 2008	\$84,000
FIRST 35, 2015	\$249,000
FIRST 25, 2013	\$53,500

SAIL BROKERAGE

WAUQUIEZ CENTURION 47, 1985.....	\$105,000
LAGOON 450, 2016	\$650,000
HUNTER 380, 2000.....	\$75,500
HUNTER 36, 2005.....	\$99,500
PEARSON 36, 1985	\$55,000
HUNTER 340, 2000.....	\$64,500
ISLAND PACKET 31, 1988.....	\$54,900

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OFFSHORE 58 PILOTHOUSE, 1995	\$745,000
PHANTOM 46, 2002	\$265,000
PASSAGE 450, 2001.....	\$142,900
GRAN TURISMO 44, 2015	\$448,000
ISLAND GYPSY 44 MY, 1986.....	\$97,500
SEA RAY 410 SUNDANCER, 2001.....	\$99,000
REGAL 3880 EXPRESS, '04	\$149,500
BAYLINER 3988, 2001.....	\$119,500
BARRACUDA 9, 2013	\$132,000
BARRACUDA 7, 2015	\$86,241



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MARCH EVENTS AND SEMINARS

SNEAK PEAK OPEN HOUSE & SEMINARS – Saturday, March 18

ELECTRONIC NAVIGATION ON A GPS – Introduces GPS technology from the most basic receiver to chart plotter systems for navigation on board. The process of navigating by establishing waypoints and routes, and then running the planned courses is demonstrated.

ANCHORING – SELECTING THE RIGHT ANCHOR & TECHNIQUES

Understand the basic types of anchors and the condition for their optimum performance. Gain valuable insight into anchoring techniques.

THE LAGOON EXPERIENCE – Sunday, March 19

Sign up for our Two Hulls & Tulips Spring Lagoon Sailing Experience. This is an exclusive boating sailing the Bay on the new Lagoon 450 SporTop catamaran. Discover the ease of sailing a catamaran on this 3-hour sail. Enjoy fine champagne and food served along the way. Limited to six people per outing. Sign up at our website.

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Latitude 38

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CALENDAR



Spaulding Marine Center's Speaker Series

Rowing from Japan to San Francisco with Lia Ditton

Wednesday, March 8, 7:00pm

In early 2018, Lia Ditton will depart from Tokyo to row 5,500 miles solo across the North Pacific to San Francisco. 18 people have attempted this route. Only two were successful. Both were men. Lia will speak about her training regimen, past racing experiences, why she is taking on this challenge and how she is preparing to break this record. Come see Lia and *YO!* which will be on display.



An Evening with Hank Easom

Wednesday, March 22, 7:00pm

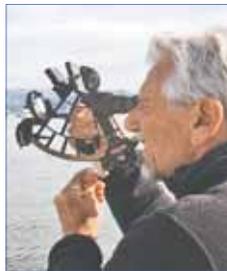
We are pleased to present an evening with Bay area sailing legend, Hank Easom. Hank, having won his first trophy at age 11, has over 70 years of experience racing on the Bay. We will be showing the feature film "Portrait of a Legend", by Oleg Haren-car. This is Hank's segment in 'Life on the Water', a film series of remarkable people whose lives are inspired by water. Hank is going to be available after the film to answer questions about racing in the Bay and his friendship with Myron Spaulding. (Photo Scott Easom)



Emergency Celestial Navigation with Bob Darr • Workshop

Saturday, March 25, 10:00am - 2:30pm

What would you do if your GPS went down or stopped working? Bob Darr of the Arques School will teach a basic celestial navigation course giving you the ability to use a sextant and tables to follow latitude to the nearest port. This workshop is intended to give a practical overview and understanding of celestial navigation as a foundation to more advanced and complete courses that participants will be invited to attend.



We are requesting a \$50 donation for this Workshop. There will be a coffee bar and lunch included with your donation.

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or visit the events page at www.spauldingcenter.org

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Mar. 1-29 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Mar. 1-29 — 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.

Mar. 1-Apr. 18 — The tall ships *Hawaiian Chieftain* and *Lady Washington* will be in Oakland on 3/1-16 and 3/29-4/18; and in Redwood City on 3/16-29. Info and tickets, (800) 200-5239 or www.historicalseaport.org.

Mar. 2 — The 2016 Baja Ha-Ha Cruiser Experience with Rich Morse & Mel Ellison, Club Nautique, Alameda, 6:30 p.m. Free/members; \$20/non-members. RSVP to (510) 865-4700.

Mar. 2 — The Corinthian Speaker Series presents Korean War vet Jim Staley, author of *Come In, Swanee Leader*. CYC, Tiburon. Free and open to the public, but RSVP to (415) 435-4771. Info, www.cyc.org/club/speaker.

Mar. 2-5 — Central Oregon Sportsmen's and Boat/RV Show, Deschutes County Fair & Expo Center, Redmond. Info, (503) 246-8291 or www.thesportshows.com.

Mar. 4 — Sail a Small Boat Day, 10:30 a.m.-3:30 p.m. Free boat rides & hot dogs. Richmond YC, www.richmondyc.org.

Mar. 4 — A Rose by Any Other Name: Rose Kissinger & the *Pacific Queen*, aboard *Balclutha*, Hyde Street Pier, S.F., 1-2 p.m. \$10 ship admission. Info, www.nps.gov/safr.

Mar. 4-5 — US Sailing two-day Safety at Sea with Hands-on Training, Long Beach YC. \$200/first day only; \$240/both days. Robert, (562) 430-8471 or www.lbyc.org.

Mar. 4-25 — 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.

Mar. 5 — Mariners' Sunday, St. Luke's Presbyterian Church, San Rafael, 10 a.m. An interfaith service dedicated to mariners, featuring nautical hymns by the Sons of the Sea Men's Choir. Info, www.stlukepres.org. For brunch and/or docking at Loch Lomond YC, RSVP to Yvonne, (415) 706-0924 or yhawkee@sbcglobal.net.

Mar. 5-26 — 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.

Mar. 6, 9, 11 — Pacific Puddle Jump Sendoff Parties, 3/6 at Vallarta YC, Mexico, 4-6 p.m.; 3/9 at Balboa YC, Panama, 10 a.m.-2 p.m.; and 3/11 at Shelter Bay Marina, Panama, 9 a.m.-4 p.m. Info, www.pacificpuddlejumps.com.

Mar. 8 — *Latitude 38's* Spring Crew List Party at Golden Gate YC in S.F., 6-9 p.m. Snacks, name tags, demonstrations, a slide show, door-prize drawings and more. No-host bar. \$7 cash only; \$5 for ages 25 & under. Info, (415) 383-8200 ext. 0 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Mar. 8 — Lia Ditton: Rowing from Japan to San Francisco, Spaulding Marine Center, Sausalito, 7 p.m. RSVP advised, (415) 332-3179. Info, www.spauldingcenter.org.

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

Mar. 9-12 — Ocean Film Festival, Cowell Theater, Fort Mason, San Francisco. Info, www.oceanfilmfest.org.

Mar. 9-12 — Sacramento Boat Show, Cal Expo. \$12/general admission. Info, www.sacramentoboatshow.com.

Mar. 11 — US Sailing One Day Race Management Seminar, Encinal YC, Alameda, 8 a.m.-5 p.m. \$40. Info, commadore@encinal.org or www.ussailing.org.

Mar. 11 — Women and the Sea: a Singers Circle, 1-2 p.m.

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Pre-Owned Catalina Yachts

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31' Ranger 31 Command Bridge, 2017.....	279,937
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29' Ranger 29 Sedan, 2017.....	209,937

27' Ranger 27, 2017.....	159,937
25' Ranger 25SC Tug, 2017.....	129,937
23' Ranger 23 Tug, 2017.....	NEW MODEL 94,937
21' Ranger 21EC Tug, 2017.....	49,937

Pre-Owned Ranger Tugs

31' Ranger Tug, 2014, at our docks.....	Inquire
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CALENDAR

and Until Death Do Us Part: Women Seafarers in the Victorian Age, 3:30-4 p.m. Aboard *Balclutha*, Hyde Street Pier, San Francisco, \$10 ship admission. Info, www.nps.gov/safr.

Mar. 12 — Spring forward for Daylight Saving Time.

Mar. 12 — US Sailing One Day Race Management Seminar, Dana Point YC, 8 a.m.-5 p.m. \$35 includes lunch. Register online by 3/6. Info, www.ussailing.org.

Mar. 12 — Sail under the full moon on a Sunday.

Mar. 13, 22, 23, Apr. 12 — Dockwalker Training for volunteers. 3/13: Stockton YC; 3/22: Owl Harbor Marina, Isleton; 3/23: Lake County Office, Lakeport; 4/12: Oakland YC, Alameda. Free. Info, www.boatingcleanandgreen.com.

Mar. 15, 1977 — From an Editorial column in the first issue of *Latitude 38*, *The Northern California Sailing Sheet*: Who needs another yachting publication?

We think the northern California sailor needs one. We have the crazy idea that the more we're informed about sailing in our magnificent waters, the more we'll enjoy the sailboats we own.

We can't promise you the greatest sailing publication because we are neither the greatest sailors nor the greatest publishers. We can promise you we'll try to make *Latitude 38* interesting, different, and sometimes funny.

We hope you enjoy reading *Latitude 38* as much as we enjoy putting it together.

Mar. 15 — Tides, The Science and Spirit of the Ocean, presented by marine conservationist Jonathan White, San Francisco Bar Pilots, Pier 9, The Embarcadero. Reception at 5:30 p.m.; program at 6:30. \$10 includes light food and one drink. Info, www.thebayinstitute.org.

Mar. 15 — Aquatic Invasive Species Workshop, Discovery Bay YC, 8:45 a.m.-2:45 p.m. Free, but register by 3/13. Vivian, (415) 904-6905 or www.boatingcleanandgreen.com.

Mar. 17-18 — St. Patrick's Day Potterfest Weekend for small trailer-sailers, Peninsula YC, Redwood City. Helen, (831) 566-1300 or Edward, (650) 771-1945.

Mar. 19 — US Sailing One Day Race Management Seminar, Navy YC San Diego, 8 a.m.-5 p.m. \$35 includes lunch. Register online by 3/13. Info, www.ussailing.org.

Mar. 20 — Go sailing on the first day of spring.

Mar. 22 — An Evening with Hank Easom, Spaulding Marine Center, Sausalito, 7 p.m. RSVP advised, (415) 332-3179. Info, www.spauldingcenter.org.

Mar. 25 — Onshore Winds and Offshore Accounts, San Francisco Maritime Museum, 1 p.m., with artists Lauren Hartman and Martin Machado. Free. Info, www.nps.gov/safr.

Mar. 25 — Fiddle Music of Ireland, aboard *Balclutha*, Hyde Street Pier, San Francisco, 3-4 p.m. \$10 ship admission. Info, (415) 447-5000 or www.nps.gov/safr.

Mar. 25 — Emergency Celestial Navigation with Bob Darr, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 donation requested includes coffee bar and lunch. RSVP advised, (415) 332-3179. Info, www.spauldingcenter.org/events.

Mar. 26 — A Star She Steers By, 1 p.m., aboard *Balclutha*; Women in the World War II Home Front, 2-3:15 p.m., Visitor Center Theater; and Fannie Farmer and the Sailing Ships That Brought the World to Her Kitchen, 3:30-4:30 p.m., Visitor Center to *Balclutha*. \$10 to board *Balclutha*, otherwise free. Hyde Street Pier, San Francisco. Info, www.nps.gov/safr.

Mar. 26 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Mar. 29, Apr. 5 — Kame Richards' Tides/Currents Talks, Bay Model, Sausalito, 7 p.m. \$15 cash at the door. RSVP required to Jim, jimtantillo@comcast.net or (707) 759-2045.

Mar. 30 — Remembering Croatia 2016, Don & Judy Du-

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CALENDAR

rant, Club Nautique, Alameda, 6:30 p.m. Free/members; \$20/non-members. RSVP to (510) 865-4700.

Mar. 30 — Oil Response Workshop for Marina and Yacht Club Operators, Dockweiler Youth Center, Playa del Rey, 9:30 a.m.-12:30 p.m. Free. Register by 3/27. Vivian, (415) 904-6905 or www.dbw.parks.ca.gov/?page_id=29197.

Apr. 1-2 — Rig Your Boat Workshop with Brion Toss, Port Townsend, WA, 9 a.m.-5 p.m. \$550; tools & materials provided. Info, www.briontoss.com/catalog/workshops.html.

Apr. 2 — The Corinthian Speaker Series presents Taylor Allen, owner of Rockport Marine in Maine. CYC, Tiburon. Free and open to the public, but RSVP to (415) 435-4771. Info, www.cyc.org/club/speaker.

Apr. 6-9 — Pacific Sail & Power Boat Show, Craneway Pavilion and Marina Bay Yacht Harbor, Richmond. Discount tickets through 3/31 at www.pacificboatshow.com.

Apr. 7-8 or Apr. 9-10 — Safety at Sea with Hands-on Training, SFYC, Belvedere. Meets World Sailing (ISAF) standards. \$240. Info, www.sfyf.org.

Apr. 8 — Opening Day on the Delta Parade and Blessing of the Fleet, 11 a.m. Pittsburg YC, www.pittsburgyc.com.

Apr. 8-9 — Fisherman's Festival, Westside Park, Bodega Bay, 10 a.m.-5 p.m. \$10-\$12; kids 11 & under free; free parking. Info, www.bhfishfest.org.

Apr. 9 — Swap Meet. Berkeley YC, www.berkeleyyc.org.

Apr. 16 — Easter.

Apr. 23 — 100th Opening Day on the Bay. Theme: Cruising the Century. PICYA, www.picya.org/od100.

Racing

Mar. 4 — John Pitcher Memorial. CPYC, www.cpyc.com.

Mar. 4, 18 — Spring Series on Folsom Lake. FLYC, www.flyc.org.

Mar. 4, Apr. 1 — Singlehanded/Doublehanded Races. SeqYC, www.sequoiayc.org.

Mar. 4, Apr. 1 — Long Distance Races #1 & #2. SSC, www.stocktonsc.org.

Mar. 4, Apr. 8 — NorCal Series for Mercurys at EYC. Info, www.mercury-sail.com or www.encinal.org.

Mar. 4-5 — Spring One Design. StFYC, www.stfyf.com.

Mar. 4-5 — BAYS Winter Opti Regatta, hosted by PYSF in Redwood City. Info, www.bayarea-youthsailing.com.

Mar. 5 — Sadie Hawkins Race for women skippers on the Estuary. IYC, www.iyc.org.

Mar. 5, 26, Apr. 9 — Spring Series #1-3. SSC, www.stocktonsc.org.

Mar. 10-12 — Harbor Cup Intercollegiate Regatta, hosted by Cal Maritime at Los Angeles YC. Info, www.layc.org.

Mar. 11 — Rites of Spring. Singlehanded, doublehanded and full crew divisions. OYC, www.oaklandyachtclub.net.

Mar. 11, Apr. 8 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Mar. 11-12 — Big Daddy Regatta, with buoy racing Saturday and a pursuit race Sunday. RYC, www.richmondyc.org.

Mar. 11-12 — California Dreamin' Series match-racing stop #3, sailing in J/22s in S.F. StFYC, www.stfyf.com.

Mar. 17-19 — Helly Hansen San Diego NOOD Regatta. Info, www.sailingworld.com/nood-regattas/san-diego.

Mar. 18 — Doublehanded Farallones Race. Shorter courses too. Skippers' meeting 3/15. OYC. BAMA, www.sfbama.org.

Mar. 18 — Small Boat Races #1. EYC, www.encinal.org.

Mar. 18 — Doublehanded Long Distance Race. SSC, www.stocktonsc.org.

Mar. 18-19 — Spring Dinghy. StFYC, www.stfyf.com.

Mar. 18-19 — California Laser Masters at Mission Bay YC,

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San Diego. Info, www.mbyc.org.

Mar. 19, Apr. 15 — Baxter-Judson Series #1 & #2. PresYC, www.presidioryachtclub.org.

Mar. 24-26 — Ficker Cup, Grade 2 match racing in Catalina 37s. LBYC, www.lbyc.org.

Mar. 24-26 — Laser Midwinters West at California YC, Marina del Rey. Info, www.calyachtclub.com.

Mar. 24-26 — 29er Midwinters West at Coronado YC, San Diego. Info, www.skiffssquad.com.

Mar. 25 — Corinthian Race. Skippers meeting at IYC/ deadline to enter, 3/22. SSS, www.sfbaysss.org.

Mar. 25 — Jaws Pursuit Race, starting and finishing off the SYC dock. SYC, www.sausalitoyachtclub.org.

Mar. 25-26 — Little Daddy Regatta for the high school set, aka NorCal #5 & #6. RYC, www.richmondyc.org.

Mar. 25-26 — San Francisco Cup. SFYC, www.sfyyc.org.

Mar. 28 — Catalina Regatta. SCYC, www.scyc.org.

Mar. 28-Apr. 2 — Congressional Cup, World Match Racing Tour, in Catalina 37s. LBYC, www.lbyc.org.

Apr. 1 — Champion of Champions. SCYC, www.scyc.org.

Apr. 1 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 1 — Horsfall-Vincent Regatta. CYC, www.cyc.org.

Apr. 1 — Andy Byrd Memorial Pursuit Race. CPYC, www.cpyc.com.

Apr. 1 — America's Schooner Cup on San Diego Bay. Silver Gate YC, www.americasschoonercup.com.

Apr. 1-2 — J/Fest. StFYC, www.stfyyc.com.

Apr. 1-2 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 1-2 — Camellia Cup Regatta on Folsom Lake. FLYC, www.flyc.org.

Apr. 1-2 — NorCal Divisional #3 high school regatta at TI. TISC/SFYC, www.bayarea-youthsailing.com.

Apr. 8 — CBRA #1, hosted by SYC. YRA, www.yra.org.

Apr. 8 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 8 — South Bay Interclub #1, run by TIYC. Info, www.jibeset.net.

Apr. 8 — Commodore's Cup. BVBC, www.bvbc.org.

Apr. 8 — Clear Lake Buoy Series. KBSC, www.kbsail.org.

Apr. 8-9 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 8-9 — Mayor's Cup for female skippers in Catalina 37s. LBYC, www.lbyc.org.

Apr. 8-9 — BAYS Winter Opti Regatta, hosted by SFYC. Info, www.bayarea-youthsailing.com.

Apr. 8-9 — Interconference collegiate regatta. StFYC, www.stfyyc.com.

Apr. 15 — Round the Rocks. SSS, www.sfbaysss.org.

Apr. 15 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 15 — Trans-Folsom Challenge. FLYC, www.flyc.org.

Apr. 15-16 — Rainier Cup collegiate regatta in the Columbia River Gorge, OR. CGRA, www.cgra.org.

Midwinter Series

BAY VIEW BOAT CLUB — Midwinter Madness: 3/11. Info, www.bvbc.org.

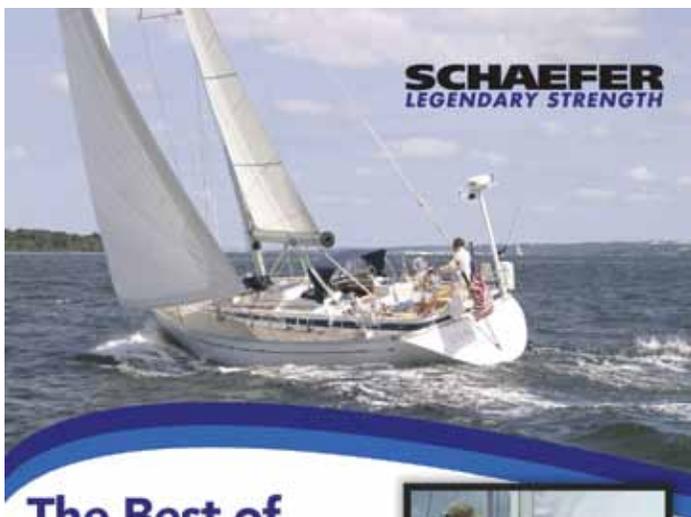
BENICIA YACHT CLUB — Frostbite Series: 3/4. Dan, (707) 319-5706 or race@beniciayachtclub.com.

BERKELEY YC — Chowder Races: Sundays through March. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

COYOTE POINT YC — Winter Buoy Races: 3/12, 3/26. Info, www.cpyc.com.

ELKHORN YC — Frostbite Series: 3/4, 3/18. 4/1. Info, (831) 724-3875 or www.elkhornyc.org/racing.



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ENCINAL YC — Jack Frost Series: 3/18. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 3/4. Info, (510) 926-2441 or www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 3/12. John, (510) 521-2980 or www.iyc.org.

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

LAKE MERRITT SAILING CENTER — Robinson Midwinters: 3/12. Peggy, (510) 836-1805.

OAKLAND YC — Sunday Brunch Series: 3/19, 3/26. Debby, (510) 390-1620 or www.oaklandyachtclub.net.

RICHMOND YC — Small Boat Midwinters (Sundays): 3/5. Optis & El Toro Green Fleet (Saturdays): 3/4. Info, www.richmondyc.org.

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

SANTA CRUZ YC — Midwinters: 3/18. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 3/19, 4/9. Info, www.santarosasailingclub.org.

SAUSALITO YC — Chili Midwinters: 3/5. Info, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Redwood Cup pursuit race series: 3/11. Winter Series: 3/18 (St. Patrick's Day Race). Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 3/18. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 3/4. Info, race@tyc.org or www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 3/18. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Feb. 28-Mar. 4 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, www.banderasbayregatta.com.

Mar. 1-5 — Rolex Swan Cup Caribbean in Virgin Gorda. Costa Smeralda YC, www.yccs.it.

Mar. 2-5 — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 6-7 — 50th Anniversary Regatta BVI in Virgin Gorda. Costa Smeralda YC, www.yccs.it.

Mar. 10-13 — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 10-16 — Newport Beach to Cabo San Lucas International Yacht Race. NHYC, www.nhyccaborace.com.

Mar. 13-April 7 — Cruisers Rally to El Salvador. A spring rendezvous in Bahia del Sol. Info, www.elsalvadorrally.com.

Mar. 14-18 — Miami to Havana Race. Info, (386) 437-9400 or www.havanarace.org.

Mar. 16-19 — St. Barths Bucket Regatta. St. Barth YC, www.bucketregattas.com/stbarths.

Mar. 23 — Round the Rocks Race in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 24-26 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 27-Apr. 2 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Mar. 29-Apr. 2 — La Paz Bay Fest for cruisers, Sea of Cortez. Club Cruceros de La Paz, www.clubcruceros.net.

Apr. 10-15 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

Apr. 13-17 — Bequia Easter Regatta, Windward Islands.

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Bequia Sailing Club, www.bequiaregatta.com.

Apr. 19-25 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 28-30 — Newport to Ensenada Race. NOSA, www.newporttoensenada.com.

Apr. 29-May 5 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 23-27 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

May 26-29 — Foxy's Wooden Boat Regatta, Jost Van Dyke. Info, www.foxysbar.com/woodenboatregatta.

June 10-12 — Puerto Rico Heineken International Regatta. Puerto del Rey, www.heinekenregattapr.com.

June 23-25 — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, www.tahiti-moorea-sailing-rdv.com.

July 3-21 — Los Angeles-Honolulu Transpacific Yacht Race. Info, www.transpacyc.com.

September 23 — California Offshore Race. New 445-mile race from Richmond YC to Marina Coral, Ensenada, timed to attract SoCal racers in town for Rolex Big Boat Series. Del. (510) 237-2821 or www.richmondyc.org.

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

March Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
3/04Sat	0328/5.8	1004/0.4	1702/4.1	2152/2.3
3/05Sun	0426/5.8	1121/0.3	1833/4.2	2311/2.6
3/11Sat	0417/1.4	1027/5.9	1643/-0.3	2331/5.5
3/12Sun	0600/1.2	1213/5.7	1819/0.0	
3/18Sat	0342/5.1	1022/0.9	1719/3.8	2212/2.6
3/19Sun	0426/4.9	1124/0.9	1844/3.8	2324/2.9
3/25Sat	0412/1.8	1016/5.4	1633/-0.1	2322/5.1
3/26Sun	0451/1.3	1105/5.6	1710/-0.1	2353/5.4

March Weekend Currents

date/day	slack	max	slack	max
3/04Sat	1118 2318	0200/3.0F 1448/2.7F	0436 1806	0718/2.3E 2042/1.1E
3/05Sun	1230	0254/2.7F 1554/2.6F	0536 1924	0818/2.1E 2200/1.0E
3/11Sat	1200	0248/2.0E 1506/2.0E	0618 1842	0900/3.3F 2130/3.7F
3/12Sun	0036 1354	0436/2.1E 1654/2.0E	0806 2024	1048/3.4F 2312/3.7F
3/18Sat	1206 2336	0230/2.2F 1542/2.0F	0512 1924	0754/1.5E 2142/0.8E
3/19Sun	1242	0318/1.8F 1636/1.9F	0554 2036	0836/1.3E 2236/0.7E
3/25Sat	0000 1142	0236/1.6E 1436/1.7E	0536 1812	0848/2.4F 2124/3.1F
3/26Sun	0030 1230	0312/1.9E 1518/1.8E	0624 1848	0936/2.8F 2206/3.4F



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2011 25' ZODIAC Pro RIB	89k
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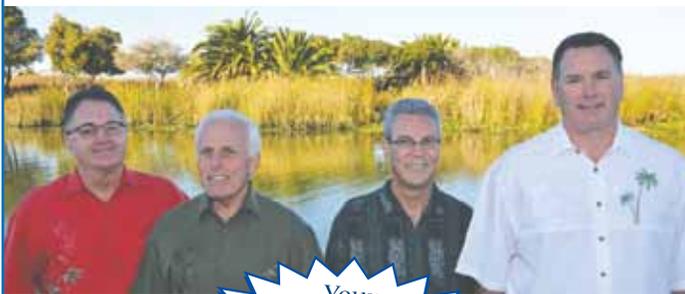
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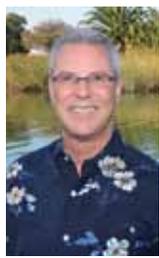
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LETTERS

⇕ MIXING PLEASURE WITH BUSINESS

Latitude has always done a good job of mixing fun and sailing. However, for most of us the Crew List is very serious business, as a bad crew can not only ruin a trip, they could sink a boat or worse. Yet *Latitude* combines a 'Crew List' and 'Party'.

I recommend that the Crew List be a totally separate heading. Yes, it's possible that you can meet a good crew at a *Latitude 38* party. But I think we should keep the serious and non-party business of finding a crew in as serious a heading as Weather and Navigation.

I'm a citizen of the world; on February 5 I will have taken the morning ebb out the Gate on my way to Micronesia and beyond, via either or both San Diego and Hawaii.

Timothy R. Lutz, DDS
Ali Baba, Baba 35
San Francisco Bay

Timothy — Sorry, but we have to disagree with you. The Crew List Party is a 'meet and greet', such as is typical before all kinds of important business meetings and other serious events. It's long been recognized that face-to-face encounters in casual environments grease the skids for future 'business' relationships. And the last thing we would want is to provide a solemn or grim environment, as sailing is about fun. Responsible fun, but fun nonetheless.

Based on the many successes in previous crew list parties, we think *Latitude's* Spring Crew List Party, on March 8 this year, is the ideal opportunity for sailors to have fun meeting other sailors, and for boatowners and prospective crew to perhaps connect. There is no guarantee of anything, of course, but we think it's the best networking opportunity for sailors in

Northern California. And no, *Latitude* will not be held responsible for any resulting nuptials that have resulted or will result.



LATTITUDE / RICHARD

Laura Davis, an enthusiastic Crew List user.

And don't sell the Crew List short. We were walking the dock in La Cruz last month when Laura Davis, who formerly lived aboard our old *Bounty II* in Santa Barbara, came up to enthusiastically thank us for the Crew List. She told us that after she and her husband split up, she put her name on the Crew List, and last winter enjoyed cruising from the Bahamas all the way down to Grenada. And just then she was about to join the *Westsail 42 Danika* — after another connection through the Crew List — for the Pacific Puddle Jump.

The Crew List is like *Life*: Countless opportunities but no guarantees.

⇕ NO WARNING ABOUT THE SANTA CRUZ SANDBAR

How about an update on the conditions at the entrance to the Santa Cruz Yacht Harbor? While on our way back to Sausalito from the Baja Ha-Ha, we ran aground there on the night of January 28, with substantial damage to my boat.

Here are the details from the loss statement I sent to my insurance company:

"On January 28, 2017, at approximately 8:50 p.m., the *Ebenezer III* struck an unmarked sandbar in the entrance to Santa Cruz Harbor. Almost immediately a set of swells drove my vessel higher onto the bank, where she lay in the breakers. Three adult crew members — Dr. Richard Lambertson, mate; Dennis Hammer, first mate; and Richard Schaper, master and



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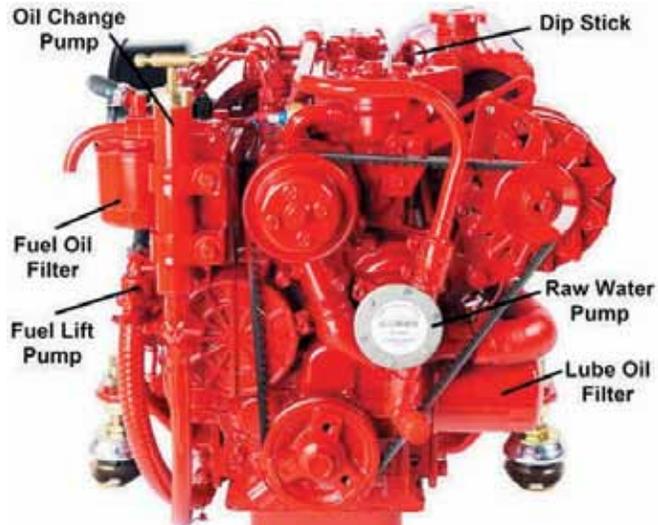
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LETTERS

skipper — were aboard. As was customary, all were wearing their PFDs.

"A mayday was issued. There was response from the Santa Cruz Harbor Patrol and from the BoatUS towboat, both of which were inside the harbor. The Santa Cruz Fire Department deployed two swimmers from the BoatUS towboat. The swimmers from the towboat attached a towline to a bridle around the foot of the mast of my boat.

"The bow was then pivoted in toward the harbor, which meant that large swells then broke directly into the cockpit, where crew and rescue swimmers crouched and held on. The vessel was repeatedly lifted by waves, then pounded back down onto the hard sand bottom. My boat draws 4-ft 6-in, while the depthsounder was showing 3-ft 1-in.

"After approximately 50 minutes of pulling on the towline, my vessel made it over the bar and inside the harbor. She had no steering, so she was taken to the fuel dock. An inspection of the bilge revealed that a steady stream of seawater was coming in from the stern. The regular and high-water bilge pumps were able, however, to keep up with the ingress.

The next morning the vessel was hauled out at Santa Cruz Boat Yard and placed on the hard."

Both BoatUS towboat captain Monte Ash and Santa Cruz Fire Department rescue swimmers displayed outstanding courage, professionalism and skill in effecting our rescue. Both followed up with visits the next day, offering any additional assistance we might need.

There is a prominent warning sign at the launch ramp inside the harbor that states: "DANGER; HARBOR ENTRANCE IS SHOALED, BREAKING SURF FREQUENTLY OCCURS." Why was there no such sign on the outside of the breakwater warning that extreme shoaling conditions existed? Nor was there any Coast Guard security notice to this effect, although the Coast Guard had been broadcasting such a warning

about the entrance to the Morro Bay Harbor. And they'd been broadcasting it every 30 minutes for the previous 48 hours.

In addition, the normal navigation buoys inside the Santa Cruz Harbor had been removed by the dredging company. But I ran aground mid-channel on a rising tide. Thus on January 28, 2017, the entrance to Santa



This graphic of the Santa Cruz harbor entrance was made from soundings on February 19 and appears on the harbor website, www.santacruzharbor.org.

Cruz Harbor was a death trap for a vessel such as my *Ebenezer III*.

Damage to my boat is estimated to be about \$35,000.

Richard L. Schaper, skipper
Ebenezer III, Hunter 39
Sausalito

Readers — Given the long history of winter shoaling at Santa Cruz, there is no way we would have entered that harbor, particularly at night, without getting the latest condition report from the Coast Guard or Harbor Patrol. And we can't imagine there is a pilot or cruising guide that doesn't mention the possibility of winter shoaling.

On the other hand, it seems that the Coast Guard or Harbor Patrol should have been advising boats that the channel mark-



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LETTERS

ers were missing and dangerous conditions existed, either by periodic notices over the radio or, as you suggest, with a sign posted on the end of the breakwater.

↑↓ THE CRANES OF ALAMEDA MARINA

There has been some gross misinformation circulating about the status of a 3-ton crane located on the East Lot of Alameda Marina. As the harbormaster, I want to clear up any confusion and provide an accurate current assessment of the situation.

Alameda Marina has a near-perfect safety record with its cranes. The safety of our tenants, boaters, and the community is our primary goal. This led to the decommissioning of our 2-ton crane late last year, and why we will not attempt a 'quick-fix' for the 3-ton crane. Let me explain.

At one time Alameda Marina operated three cranes. The first, known as the '1-ton hoist', was decommissioned many years ago as it interfered with other operations and because it was seldom used because of its limited capacity.

The second crane, the '2-ton crane', was decommissioned last summer due to movement of the ground behind the seawall that undermined its safety. Alameda Marina hired Anchor QEA, a maritime engineering firm, to do a Level One examination of the situation. Anchor QEA declined to certify the crane as safe for public use, so it was decommissioned.

Trained Alameda Marina personnel continue to use the 2-ton hoist as needed, but only to lift work materials, not boats. It would be a liability to the marina and the City to allow the public to use a hoist with known issues.

The remaining operational crane on the property was the '3-ton crane' in the East Lot. On January 10 a crane operator reported a problem regarding the vertical lifting hoist on the end of the crane arm. We immediately contacted KoneCrane, an industry leader that originally installed the hoist. On January 11 a notice was placed on the crane alerting users that it was out of service.

KoneCrane evaluated the crane on January 13, and provided us with a report on January 17, at which time alternatives were reviewed.

During this time, we also received queries about the cranes from a number of tenants, so we sent a mass email advising them that the hoist was then out of service. It was then that we learned that a significant number of our tenants planned to compete in the Three Bridge Fiasco race on January 28, and needed a crane to launch and retrieve their boats.

After conferring with race coordinators and our tenants, we



ALAMEDA MARINA

The mobile crane that was provided so tenants could do the Fiasco.

finalized a schedule to provide a mobile crane and operator, as well as free overnight docking, to accommodate tenants who intended to participate in the race. We informed our tenants and the city of Alameda of this plan in another mass emailing and received positive response.

We worked closely with KoneCrane, and were able to get the hoist completely repaired by February 3, one week ahead of our original schedule. We have informed our boaters with a new mass email and the crane was in use over the February 4 weekend.

We at Alameda Marina are pleased that we were able to

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LETTERS

work with our boating community to find a swift solution to the possible problem with tenants being able to do the Three Bridge Fiasco. The suggestion that the decommissioning of cranes for any purpose other than the safety of our tenants is patently false — and provocative.

Latitude readers should also know that Pacific Shops, Inc., the owner of the property, has an important fiduciary responsibility to the City of Alameda. Under its Tidelands Lease Agreement, PSI is required to have spent at least \$500,000 for capital replacement and rehabilitation work to the property and facilities by the end of each five-year period. Since 2012, PSI has spent over \$2.1 million pursuant to the agreement, far exceeding its lease obligation in maintaining a safe and functional marina.

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Paul Houtz
Harbormaster
Alameda Marina

↑↓ TO BE OR NOT TO BE, INLAND

Not to be pedantic, but the Wanderer was quoting Inland Rules in his article about horn signals. That is fine for San Francisco Bay, but not needed in, say, Half Moon Bay.

The other use for a prolonged blast is one we recreational



No matter if you call it Pillar Point or Half Moon Bay, Inland Rules of the Road apply.

folks might find useful — to warn other vessels that you're coming around a blind curve. I keep my boat in Ballena Bay in Alameda. We have a long and high — maybe 10 feet at low tide — breakwater followed by a sharp 90° turn into the marina. It's a blind turn. Wise skippers blow a warning signal no matter which way they're going as they approach the turn.

It's similar when exiting a number of marinas in the Oakland Estuary. I've heard slipholders complain that many recreational boats tend to hug the Alameda side of the Estuary, making exiting any of the marinas or yacht clubs into the Estuary a dicey proposition.

P.S. I'm a happy *Latitude* reader for over two decades of Bay sailing.

Lu Abel
Half Moon Bay

Lu — The boats berthed at Half Moon Bay, aka Pillar Point, are actually in Inland Waters. To quote the Coast Guard, "A line drawn from Pillar Point Harbor Light 6 to Pillar Point Harbor Entrance Light" delineates the demarcation line between where COLREGS apply and where the Inland Rules apply.

If skippers of boats do hug the Alameda — or Oakland — side of the Estuary, we can see how it makes it difficult for skippers existing marinas to see them. Why do skippers sometimes hug the edges of the Estuary? To either take advantage or reduce the effects of currents. We used to love doing it all



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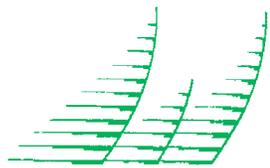
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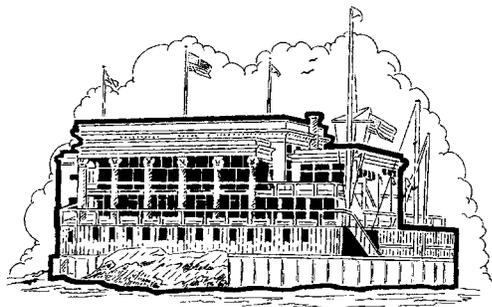
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LETTERS

the time with our Olson 30 La Gamelle. Thus the importance of sounding a horn when leaving a marina.

↑↓ NO RULE 34(g)

I suggest *Latitude* learn the difference between the American (only) Navigation Center (of Excellence) of the United States Department of Homeland Security rules, which only apply in the United States, and the International COLREGS.

I say again, the COLREGS 1972, which is the International code, does *not* have a Rule 34 (g). And it has not been superseded yet.

David S. Wheatley
Been at Sea Off and On since 1956

David — No, COLREGs doesn't have a 34(g). But the Inland Water Rules does, and it reads as follows: "When a power-driven vessel is leaving a dock or berth, she shall sound one prolonged blast."

At almost every bay and harbor along the California coast there is a dividing line between where COLREGS apply and where the Inland Rules apply. These bays and harbors are Mission Bay, Oceanside Harbor, Dana Point Harbor, Newport Beach, San Pedro-Anaheim Bay, Redondo Harbor, Marina del Rey, Port Hueneme, Channel Islands Harbor, Ventura Marina,



Santa Barbara Harbor, San Luis Obispo Bay, Estero-Morro Bay, Monterey Harbor, Moss Landing Harbor, Santa Cruz Harbor, Pillar Point Harbor, San Francisco Harbor, Bodega and Tomales Bays, Albion River, Noyo River, Arcata-Humboldt Bay, and Crescent City.

Channel Islands Harbor in Oxnard? Yep, Inland Rules apply.

We submit that almost every recreational boat in California lives on the Inland Rules side of the demarcation line, and thus the Inland Rules are in effect. So yes, you are supposed to sound your horn when leaving a berth.

↑↓ A CLOSE SECOND

I think the rule broken most often is that a boat's VHF radio isn't on with volume high enough so it can be heard on deck.

Carlos F. Valencia
Planet Earth

Carlos — We would agree that that rule is broken very frequently, but not quite as frequently as the one requiring that skippers sound a horn when leaving a berth.

↑↓ TWO MODELS OF THE GARMIN INREACH

When reading the *Letters* section of the February *Latitude*, I noticed an editor's response that stated Garmin InReach two-way satellite communication devices can be purchased for as low as \$230.

Where can you get one for that price? I checked on Amazon, and, depending on the model, the price range was \$400-\$500. Nonetheless, it sounds like a great device to have on a boat.

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LETTERS

Myron and Marina — There are two models of the Garmin InReach: the InReach SE and the InReach Explorer. The only difference is that the SE doesn't have the navigation capability that the Explorer version does. While it would be nice to have the navigation capability built in, if you're like most cruisers, you probably have numerous GPSs and iPads with navigation capability already, so it probably isn't necessary.

When we checked on February 4, the SE version was selling on Amazon for \$242, while the Explorer version was available for \$314. In the big scheme of a cruising boat budget, \$70 is

chump change, so Latitude would recommend the Explorer. Naturally there are all kinds of accessories for both models that can kick up the price.

For the first time in the 24-year history of the Baja Ha-Ha, the Grand Poobah is going to require that every entry be equipped with one of the following: an

operational SSB, an InReach, an Iridium Go! or a Spot Messenger. This is for the safety of the captain and crew on each boat, to prevent the Coast Guard from wasting their resources, and so the Grand Poobah can get more sleep.

LOOKING FOR THE WANDERER'S CHARTER ADVICE

We're writing for the Wanderer's guidance and opinions on bareboat chartering in the Eastern Caribbean.

We recently sold our Banshee 35 catamaran after a couple of years of not using her. We decided that we would rather charter once a year than dump money into a boat that we weren't using. I was talking to a friend of mine, well-known singlehanded sailor Peter Hogg, and he suggested I email you with some questions I had since you have done extensive sailing in the Caribbean.

First, a bit about our sailing experience. My wife and I started our cruise with our Valiant 32 *Algeria* on the 1999 Ha-Ha. After Cabo, we spent a while going down the Mexico coast, then Costa Rica and Panama. We transited the Canal, enjoyed the San Blas Islands, and ended up in Roatan to wait out the 1998 hurricane season.

We worked in Roatan for a few years, and ended up selling the Valiant to some friends down there. We moved back to the States in 2003. We bought the Banshee in Seattle that year and sailed her down to the Bay Area in May. We lived aboard for a year and daysailed until work got in the way of our sailing.

Our kids are now 16 and 17. While they have dinghy experience, they don't have any open-water experience. We want our first charter experience with them to be fun rather than overwhelming. We're unfamiliar with the Eastern Caribbean and are hoping you can give us some guidance as to December conditions and ease of cruising.

Everybody recommends the British Virgins, but we also hear that: 1) It's extremely crowded, 2) You mostly moor rather than use anchors, and 3) It's quick one-hour sails between destinations.

We've also been reading about St. Vincent and the Grenadines. We understand that they are a lot less crowded, which sounds good to us; you anchor more, which also sounds good to us; but that it's more open ocean sailing and thus might



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LETTERS

not be so good for the kids. As we said, we don't want them to be overwhelmed.

Any thoughts or opinions?

Pat and Laura Melendy
Formerly of Banshee 35 Crazy Horse
Formerly of Valiant 32 Algeria

Pat and Laura — If you're going to charter during the Christmas-New Year's school holiday, it's going to be as crowded as it ever gets no matter where you go. If, on the other hand, you can charter the week before or after the school holidays, it will be surprisingly quiet because it will be the 'low high-season'.

The other December issue is the 'Christmas Winds', which are created when the Azores/Bermuda High forms, usually between mid-December and mid-February. The normal winter trades in the Caribbean are of the 12-18 knot variety, except in the channels between the big islands where it can blow the dogs off chains. But when the Christmas Winds blow, you can add five or even 10 knots to the normal wind strength.

While Christmas Trades don't appear or last long every year, they sometimes blow day and night for weeks. Some experts, such as cruising-guide author Chris Doyle, claim that the Christmas Trades only blow in the Leewards, meaning north of Dominica, and not the Windwards, which are south of Dominica. That said, we once had 50 knots for a few hours one December on our way from Bequia to Union Island — both part of St. Vincent and the Grenadines — with our kid. "Should I be worried?" asked our six-year-old.



LATTITUDE/RICHARD

The schooner 'Altair' battles Christmas Winds in the Caribbean.

We've had boats in the Caribbean for nearly 30 winters, and know it can blow long and hard in December and January, with the associated seas you'd expect. This is why we now sail in the Caribbean from mid-February through May, when the conditions are generally less boisterous and often ideal. If you can do a charter

with your kids during Spring Break as opposed to Christmas/New Year's, we would recommend it.

The British Virgins are the most popular place to charter because in many ways they are the ideal venue. There are lots of little islands to visit, some less than a mile apart, and you mostly sail in the flat waters of the Sir Francis Drake Channel. There is also great diving and lots of restaurants and support facilities. You're experienced cruisers, so if you're a little creative, you can find plenty of places to anchor, although they won't be the most convenient. Despite the negatives you cited, in our opinion the BVIs are your safest option.

If you're looking for fewer crowds and more anchoring, you might consider the so-called 'Spanish Virgins', made up of the sparsely populated islands of Culebra, Culebrita and Vieques just to the east of Puerto Rico. These are mostly protected waters with lots of great beaches. It's not crowded, but there isn't much in the way of restaurants and services. You can Google reports on chartering there, but be aware that not all charter companies permit their boats to go there.

If you want to charter 'Down Island', we recommend a one-way charter — southbound only! — from St. Lucia to Grenada. You'll be sailing off the wind and there are a variety of islands on the way, including nine inhabited ones that are part of St.

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LETTERS

Vincent and the Grenadines. But the farther south you get, the more primitive things tend to be. Don't, for example, expect a gourmet meal or excellent food selection on St. Vincent or Union Island.

Antigua is another good charter option, and has flat water once you get up to the spectacular Green Island area or in the lee of the island. It's also home to historic English Harbor, lots



of megayachts, and 365 beaches. If you go, don't miss the food, music and ganja up at Shirley Heights — which overlooks English and Falmouth Harbors — on Sunday nights.

If you can make your trip during Spring Break rather than Christmas, when conditions are likely to be more mellow, the St. Martin/St. Barth/Anguilla area is terrific, although there is a lot of open-water sailing involved.

Green Islands and other flat-water areas of Antigua are also great for family charters.

As far as we're concerned, it's hard not to have a great time chartering in the Caribbean. Just make sure you don't bite off more than you can chew in terms of the distance you want to cover, and don't fight whatever weather conditions you find.

As far as we're concerned, it's hard not to have a great time chartering in the Caribbean. Just make sure you don't bite off more than you can chew in terms of the distance you want to cover, and don't fight whatever weather conditions you find.

↑↓ LEAD IS DEAD!

We love our Jeanneau 45.2. The only thing we'd add to our wish list about her is more waterline. Her large cockpit was a huge asset, as was her ability to make 150-180 miles a day.

The single best modification I made prior to our cruise was replacing my golf cart batteries with lithium (LiFePo4) cells. My do-it-yourself bank of 400 amp-hours weighs 125 lbs., and works flawlessly! We almost never charged our batteries from our engine, using solar at anchor and the hydro-gen on passages for 99% of our 140 amp-hour-per-day demand. Believe me, lead is dead! Lithium is the future for cruising sailboats.

Essentials: A strong bimini, adequate solar panels, rain/fly hatch covers, new batteries, a Rogue Wave Wi-Fi extender antenna, a robust autopilot and spares, strong telescoping whisker poles, a spare outboard motor prop, extra fishing lures, an Iridium Go!, and the *Joy of Cooking*.

Nice to Have: Watermaker, super-efficient and fast-charging lithium batteries, and a hydro generator for power while making a passage.

Not Needed: Kayaks, SUPs, dinghy wheels, a wind generator, a diesel generator, windvane self-steering, and a machete.

Stuff We Added on the Way: A nylon screacher that furls and two terabyte hard drives.

Gerry Gilbert
Huzzah, Jeanneau 45.2
Gig Harbor, WA

Gerry — Cruisers certainly have different opinions. Probably the single most raved-about bit of gear has been windvanes. But you classify yours as 'Not Needed'. Interesting.

↑↓ BAJA HA-HA DISCOUNTS

I want to thank my participation in the Baja Ha-Ha for getting me discounted slip fees at Grand Bay Marina in Barra Navidad, Paradise Marina in Nuevo Vallarta, El Cid in Mazatlan, and Costa Baja Marina in La Paz.

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LETTERS

After several Ha-Ha's, I'm now looking forward to our Pacific Puddle Jump.

Paul Hofer
Scarlet Fever, Jeanneau Sun Odyssey 509
 Wilmington, DE

Paul — De nada. As we've pointed out for years, Ha-Ha discounts can easily exceed the cost of entry. Registration for this fall's event will start in early May.

↑↓ ONE OF THE MOST INTERESTING PROFILES

On the behalf of Fleet One, J/105 San Francisco, thanks to *Latitude 38* for a well-written article on our much-loved J/105s. The history, personal quotes and comments made for one of the most interesting profiles I've read.

For even more information for 38 readers, visit our Facebook page at www.facebook.com/J105-Fleet-1-San-Francisco-336137006413181, which now includes the J/105s on the cover.

Donald Wieneke
 Fleet Captain, J/105 Fleet One

Donald — We're glad you liked it.

↑↓ WHEN I GET FILTHY RICH

I read the February 3 *Latitude* piece about Tom Siebel's having launched *Svea*, the largest J Class yacht ever built.

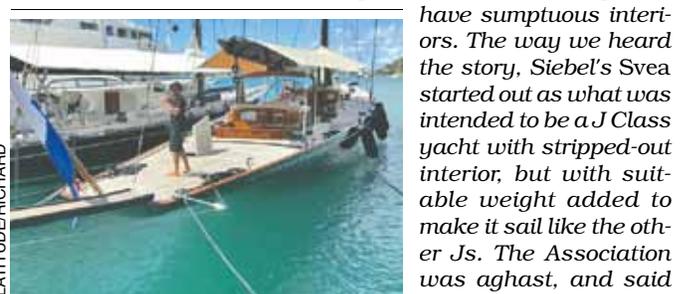
Although I'm still young, I'm planning on becoming fabulously wealthy, and would like to know how much money I'll need to set aside to have a similar yacht built.

Do J Class yachts have interiors the likes of which my future girlfriends will find to their liking?

Fredrick 'The Great' Fuchel
 Silicon Valley

Frederick — In today's dollars you'll want to set aside something like \$12-\$15 million. If you plan on racing her, you'll need to set aside 15%-20% of that each year for sails, crew, transportation, champagne and such. You'll probably also want a shadow yacht to carry all the equipment.

J Class Association rules require that all J Class yachts



LATITUDE/RICHARD

have sumptuous interiors. The way we heard the story, Siebel's *Svea* started out as what was intended to be a J Class yacht with stripped-out interior, but with suitable weight added to make it sail like the other Js. The Association was aghast, and said the boat would never qualify for membership. And thus the scene was set for the hull's original owner to sell to Siebel.

↑↓ 'SHUT UP AND THROW THAT PLASTIC OVERBOARD!'

A few years ago I heard that Scripps Institute of Oceanography (SIO) was under contract to send one of their vessels out to investigate plastic in the Pacific Gyre. This struck me as ironic, given that I had firsthand knowledge that at least one SIO vessel had thrown many thousands of full-sized plastic garbage bags overboard in every ocean it had worked in. It

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LETTERS

was company policy to do so in order to avoid having to pay for garbage removal services in ports.

I am now 55 years old, and have been chewing on this information ever since I was a young man of 28 in late 1989-1990. It was then I worked as Ordinary Seaman aboard the *R.V. Melville* for SIO for a six-month stint. I met the ship in Punta Arenas, Chile, and sailed to Cape Town, South Africa, then back across the Atlantic to Montevideo, Uruguay, up to Barbados, then up through the Caribbean to Miami.

Ordinary Seaman is the lowest rung on a ship, and generally my duties consisted of cleaning one area of the ship every morning before heading out to chip rust, prime and repaint those areas. Also among my duties was to keep the hundreds of full-sized plastic bags of trash and garbage sequestered in an area on deck. These were full-size bags that were produced by a ship with approximately 50 people during each 35- to 45-day leg of our voyages.

Among the trash were countless empty three-gallon jugs that had once contained the cooking oil that the cooks used, plus the thousands of pieces of plastic created by the 50 people onboard. This is not quite as much as we each probably use at home, but enough all told to add up to approximately 100 to 200 large plastic bags full during each leg of the voyage.

While I was on the *Melville*, every single one of these bags was tossed overboard on the last day of each of the three legs! If anyone says differently, a little research to find corroborating stories from others who have worked aboard the Scripps' vessels over the years would confirm my story. Throwing plastic overboard was done in plain sight of the entire crew, be they the ship's crew or the scientific crew.

Several crew told me that the Scripps policy was followed by every other ship at sea. Some of the ex-Navy crew said that the US Navy had the same policy. But as I have never been in the service, I'm not able to say if this is true or not. All I know for sure is that I was told that this policy had been followed by SIO for as long as anyone could remember, and that what they did was legal.

We were allowed one can of beer per person per day while at sea. The beer had a taste that was incredibly foul, even for Rainier. I poured one into a glass and saw that it was full of particles of corroding can liner.

It was Christmas, and without much to do I wandered about the ship, during which time I ran into the captain and a few of his cronies in the mess. I told him about the floaters in the beer. He replied that my claim was bullshit. I got them to pour one of the beers into a clear glass so that he could see for himself that I was right. He was surprised.

It turns out the ship had been in Seattle for a stint a few years before and had loaded up on cheap beer. The beer was kept in the belly of the ship through several seasons in the warm waters of the South Pacific and back and forth to the cold waters of San Diego. That had been the undoing of these 250 or so cases of beer.

The next day the captain ordered the deck crew, which included me, to throw every one of these hundreds of cases of beer overboard! When I protested that we at least needed to remove the plastic rings from the four six-packs in each case, I was told to shut up and keep throwing the cases overboard. This was in the Caribbean Sea two days out of Miami.

The captain and the bosun were to blame for this particularly asinine act. The bosun had the authority to let us remove the plastic rings from the six-packs before we threw them overboard. I felt sick watching those hundreds of six-packs floating away, knowing that they would end up on every shore, and maybe around the necks of sea birds and mammals.

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LETTERS

Some will fault me for having not refused these orders, but at just 28 I still had enough respect for authority to do as I was told. Today I would tell them what to do with their orders.

I have wanted to tell this story in a public forum for all these years, and should have done so many years ago. For this I am at fault.

I have no idea how many years SIO had been following this policy before my six months with them, or for how many years after 1990 they continued this policy. I only know what they did then, and have ever since been disgusted by the actions taken by them. It is possible that throwing all trash overboard, plastic included, was legal at the time, as I was told it was. I don't know if it's still legal today.

I would be interested to get a response from the folks at Scripps Institute to have them attempt to explain these actions. I would love to know how long they kept this practice up, and if and when they stopped it. It would be interesting to know if the thousands of ships plying the world's oceans are still at it, too.

One would expect a bit more from Scripps Institute of Oceanography. I hope they have risen above this by now. Have they?

William Harrison
Santa Rosa

William — A fascinating and disturbing report. As shameful as the plastic-disposal policy of Scripps might have been, there was a time when it wasn't illegal. That changed when MARPOL Annex V came into effect in December 1988, instituting a complete ban on the dumping of plastic into the oceans.

While not exonerating the culprits, it's important to remember the context of the times. For example, when the Wanderer first started publishing Latitude in the late 1970s, and for years afterwards, it was common practice for sailors to smash beer bottles and toss them overboard.

↑↓ PROFLIGATE NEEDS NUCLEAR WEAPONS

The Grand Poobah's saying that his catamaran *Profligate* is like his "own little country" a few months back reminded me of Frank Zappa's list of 'minimum requirements' for being a country. I couldn't remember them at the time, but I finally managed to find them.



LATITUDE/RICHARD

According to Zappa, you can't be a real country unless you have "a beer and an airline." He went on to say that "it helps if you have some kind of football team or some nuclear weapons, but at the very least you need a beer."

Kurt Langford
Ha-Ha Crew on *Profligate*
Farm Country, Tennessee

Kurt — The fact that the Wanderer was never a big Frank Zappa fan has no effect on the reality that Zappa was a little off the mark. After all, look at some of the insignificant places that are considered to be countries: St. Helena with 3,900 people; the Falkland Islands with 3,000 people; and Tokelau with only 1,276 souls. None of them has its own beer, airline, football team or nuclear weapons, but they are accepted as



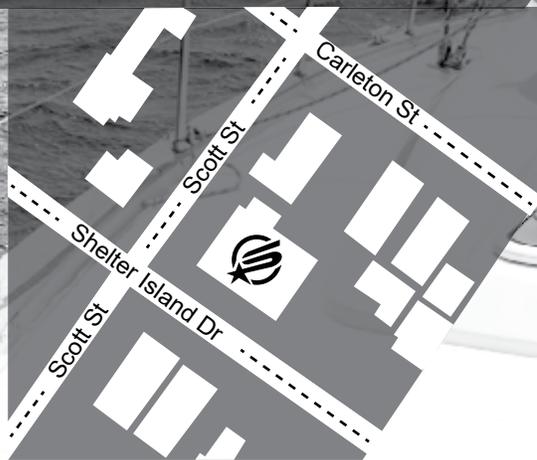
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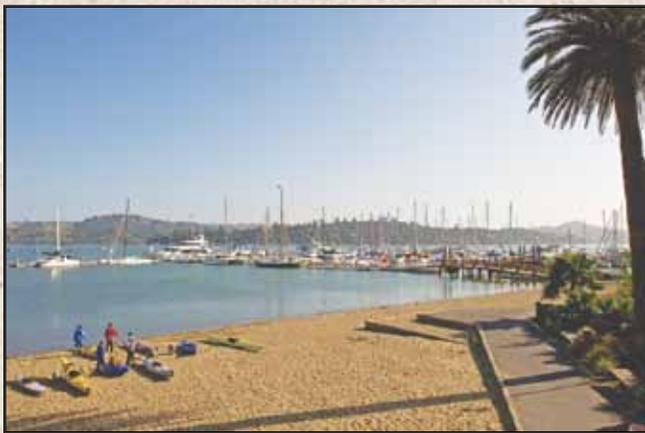
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LETTERS

among the 233 legitimate countries in the world.

But it turns out that Profligate has more area than does at least one of the 233 countries. That's because the Holy See, despite having 801 residents, has no land at all. We're not going to get into the niceties of why the Holy See is an independent sovereign entity and not part of Vatican City, but they are separate, and the Holy See occupies a smaller area — nothing at all — than does Profligate.

The Wanderer is thus sticking with his claim that Profligate is her own country, number 168 between Portugal and Puerto Rico. On second thought, given the state of the 'family of nations', Profligate will remain unaligned with everyone else. A sovereign of the universe, Profligate's foreign and immigration policies are being refined as we speak.

↕ LATITUDE 38 RESTAURANT

I started my sailing career in the early 1960s. I sailed with George Olson aboard *Grendel* in the 1965 and 1966 Midget Ocean Racing Association (MORA) races out of San Francisco. *Grendel* was berthed in Sausalito.

After the races and before starting home for Santa Cruz, I would occasionally stop at a restaurant in Sausalito called Latitude 38. No, I'm not dreaming.

It had a kind of low-key Chart House atmosphere. It was located on the inland side of Bridgeway a block or so south of the main part of town. You could probably verify that with some real old timers.

Don Snyder

Pacific High, SOB 30 (for Snyder, Olson & Bassano)
PPYC, that's Pleasure Point YC
SCYC, that's Santa Cruz YC
BGYC, Bitchin' Guys YC

Don — *The Wanderer* can verify that there was indeed a restaurant called *Latitude 38* in Sausalito in the 1960s. He knows, because that's where he got the name for the magazine. He's so glad you wrote in about it, because over the years he'd forgotten where the name had come from.

For readers who may not be familiar with Northern California sailing history, George Olson, Don Snyder and Dennis Bassano were part of the delivery crew that brought the *Lee 67 Merlin* back to California after she crushed the *Transpac* elapsed-time record in 1977. During the delivery back, the trio came up with the basic design of what would become the Olson

30. George Olson would eventually build nearly 300 of them, although only the first had teak decks.

As some *Latitude* readers know, the *Wanderer* has owned and loved three Olson 30s over the years, and sailed them in Northern California, the Sea of Cortez, and from Martinique to St. Barth in the



LATTITUDE/RICHARD

Caribbean. In fact, as this issue hits the streets, the *Wanderer* should be adding to his total of 15 singlehanded circumnavigations of St. Barth with *La Gamelle*.

↕ ALCOHOL TESTING FOR POTENTIAL CREW

When I cruised the South Pacific with my family for five years aboard our *Marquesas 56 Rhapsodie*, we had a number



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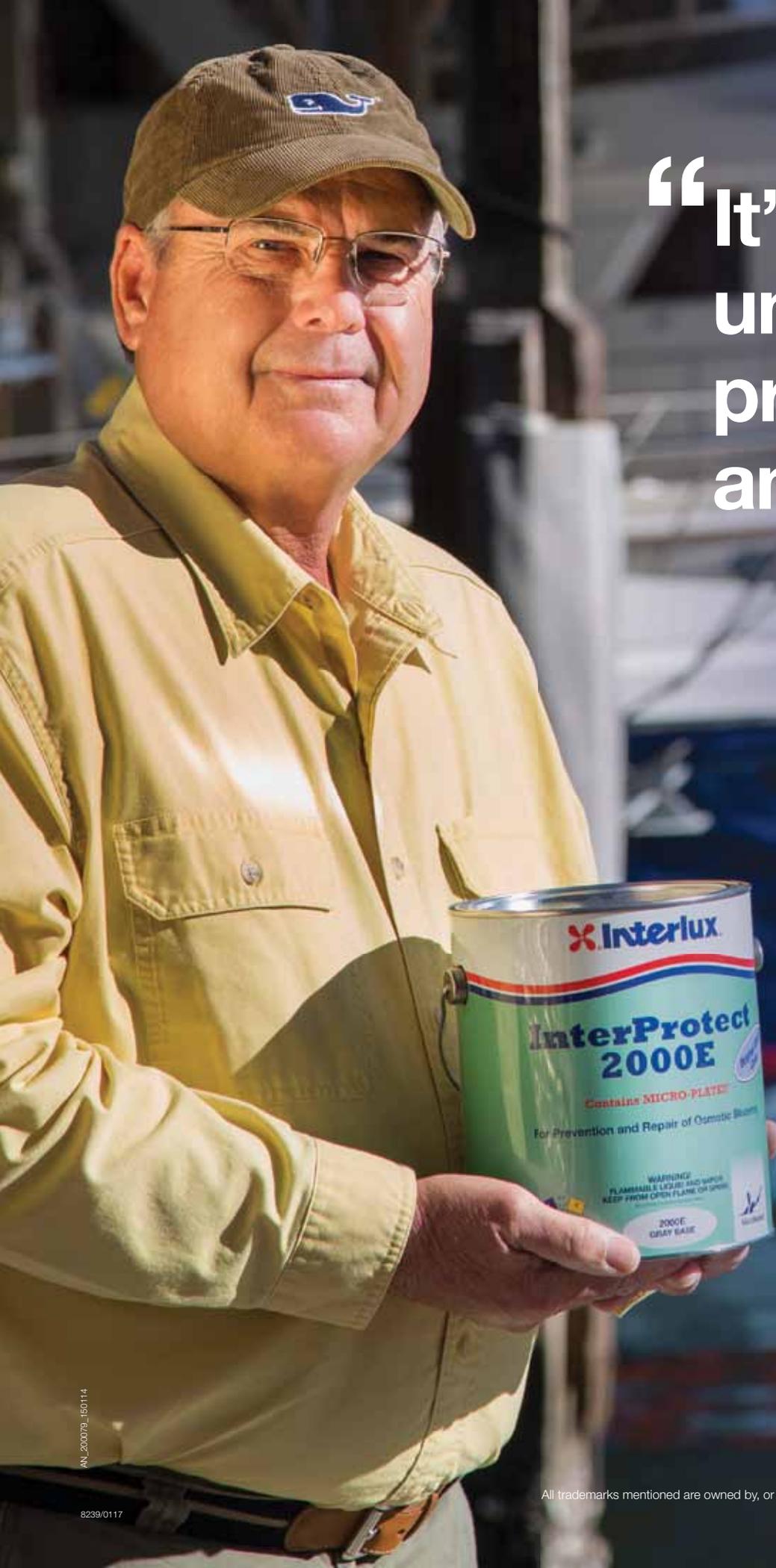
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LETTERS

of bad experiences with crew who had hidden alcohol problems.

Excessive drinking can be a serious problem for many reasons. People who drink can be a terrible risk to themselves, as they are prone to tripping, falling overboard, and otherwise hurting themselves.

Irresponsible drinkers can also be a danger to the crew. They let lines go at the wrong time, fall asleep on watch, and do other dangerous stuff.

Irresponsible drinkers can also be dangerous to the boat, causing accidents and broken gear. They can also be harmful to the reputation of the boat if they make an ass out of themselves in public or with officials.

I'm no prude and enjoy a cocktail on a semi-regular basis. But trust me, having a crew with an alcohol problem can be an absolute nightmare for the owner of a boat. Sometimes it's impossible to get such people off the boat promptly, such as if you're in the middle of the ocean or on some remote island in the Pacific. And it can cost you a lot of money if, as often is the case, you have to repatriate them.

Now that I'm on the verge of buying another catamaran for cruising, I will soon be ramping up my screening process for potential crew with alcohol problems — unfortunately you can't rely on potential crew to tell the truth about their drinking habits. And for some people a 'light drinker' means a glass of wine a night, while for others it's someone who limits him- or herself to a bottle of hard liquor a night.

Based on my experience, some people outright lie about their consumption. Such as the guy who says he doesn't drink, but is found to have half-empty vodka bottles stashed in various cubbyholes.

And don't think that drinking problems are limited to men. We had a very educated woman crew from Australia who would get smashed all the time. One night she fell into the water trying to get into the dinghy. When we woke her in the morning, she was still wearing her sopping wet clothes and had made a terrible mess out of the bunk.

So how do you screen? After my bad experiences, I would

ask potential crew to meet me in a bar. In advance, I would tell the bartender to serve me water even though I ordered vodka. When the potential crew showed up, I would ask them if they wanted a drink. If they did, I'd buy it. And when they finished it, I'd casually ask them if they wanted another. And another after they finished the second one. And on and on. A true alcoholic cannot turn down another drink.

This is not going to eliminate those who have lesser alcohol problems, but I've found that it eliminated some

Is it water or is it vodka?

crew I was very glad not to be stuck with.

If anybody has any other strategies on how to screen for crew with alcohol problems, I'd like to hear about them.

Caren Edwards
ex-Rhapsodie, Marquesas 56
Silicon Valley

Readers — Although the Wanderer has lost much of his in-

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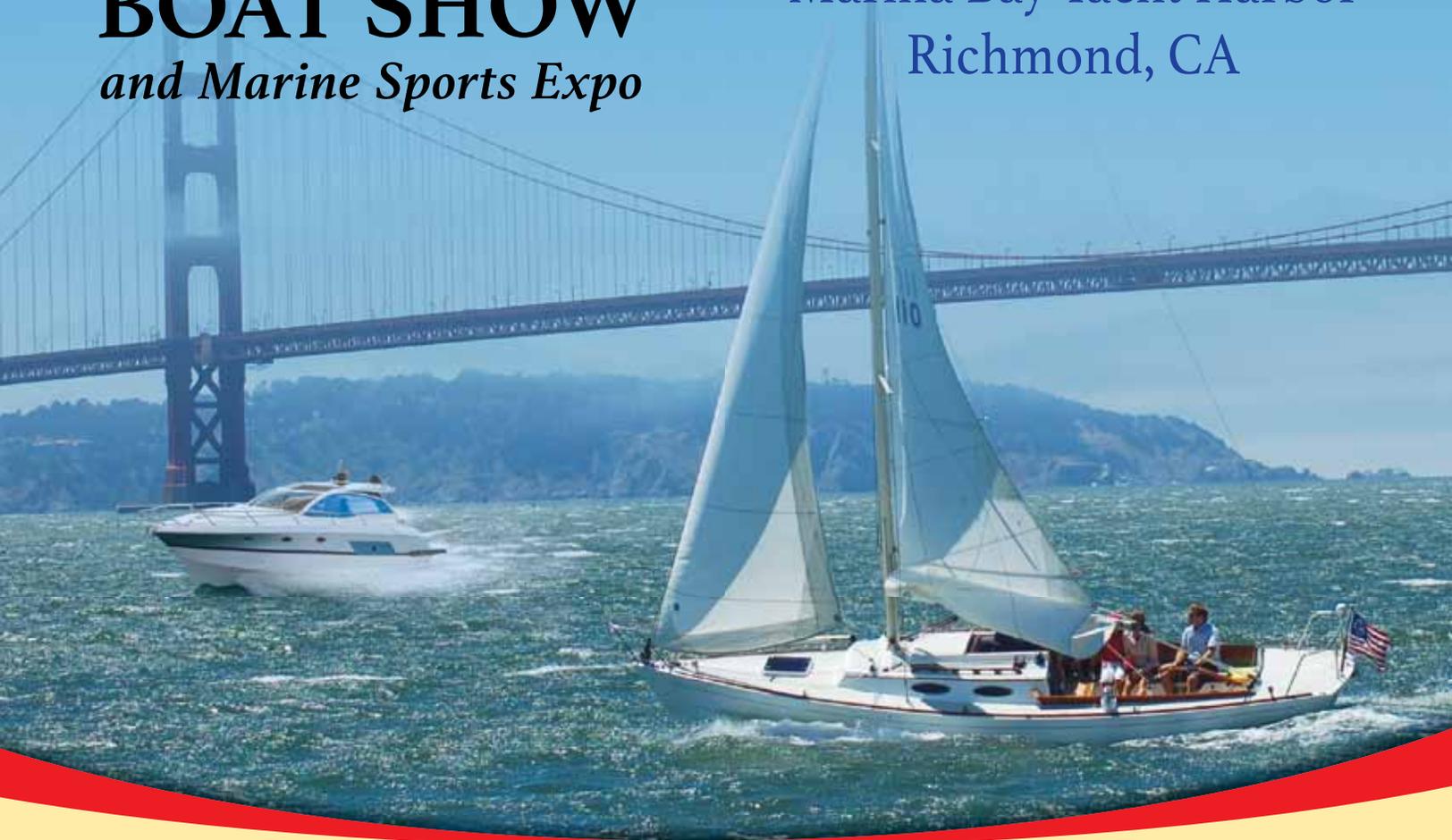


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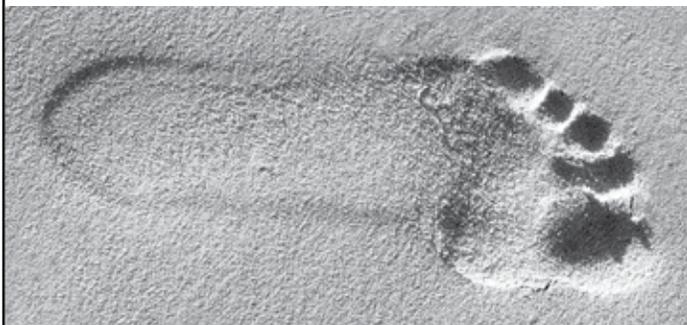
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terest in consuming alcohol, he has no problem with responsible drinking. But he knows that drinking can be a serious problem on boats, and not just with alcoholics. Sometimes crew who are on a long-awaited break from work really want to tie one on for a night or two when joining a boat or chartering.

And some cruisers fall prey to the tropics' being so conducive to drinking. It's easy to become used to having a sundowner every night. And if some people don't watch it, it can turn into a second and a third and a fourth each night.

Potential crew also need to remember that boatowners can have drinking problems, too. You don't want to be stuck crossing an ocean with an alcohol-impaired skipper.

The Wanderer has no problem terminating crew who are found to have drinking problems. We once had a crewmember — and a good one, too — who got drunk and played the drunken fool in front of our kids when they were young. Despite the fact that we were in Costa Rica at the time, he was gone in the morning. One strike and he was out.

↑↓ THE RIGHT NUMBER OF BOATS OR BIKES TO OWN

The January 23 *'Lectronic Latitude* included an item titled 'The Wanderer Battles Boat Lust'. It was about the Wanderer's struggle not to buy yet another boat, specifically Bill Anderson's Hughes 42 catamaran *Feet*.

In the bicycling world, the Velominati, who are the 'Keepers of the Cog', address the issue of how many bikes to own. It's part of their rules on The Path to La Vie Velominatus. The formula for the number of bikes to own is $n+1$. The minimum number is supposed to be three.

N is thought of as the number of bicycles you need, although that's open to interpretation, so the formula is the number of bikes you need, plus one more.

The $n+1$ rule can have a downside, as it can easily turn into $s-1$, where S is the number of bikes you owned that pissed off your partner, inspiring her to leave.

Mark and Patti Miller
Patricia A, Westsail 28
Southern California

Readers — We found the Path to La Vie Velominatus rules to be humorous and often applicable to sailboat racing — or sailing in general. For example:

Rule 5 — Harden The F-k Up!

Rule 6 — Free your mind and your legs will follow. Your mind is your worst enemy.

Rule 9 — If you are riding in bad weather, it means you are a badass. Period. Fair-weather riding is a luxury reserved for Sunday afternoons and wide boulevards.

Rule 10 — It never gets easier. Training is like fighting with a gorilla. You don't stop when you're tired, you stop when the gorilla is tired.

Rule 11 — Family does not come first, the bike does. While being interviewed after the 1984 Amstel Gold Race, Sean Kelly noticed his wife leaning against his Citroën AX. He interrupted the interview to tell her to get off the paintwork. "In your life," she shrugged, "the car comes first, then the bike, then me." Instinctively, he snapped back, "You got the order wrong. The bike comes first."

Rule 22 — Cycling caps are for cycling. They can be worn under helmets, but never when not riding, no matter how hip you think they make you look.

Rule 25 — The bikes on top of your car should be worth more than the car. If you're putting your Huffy on your Rolls, you're in trouble.

Rule 33 — Shave your guns. If for some reason your legs are



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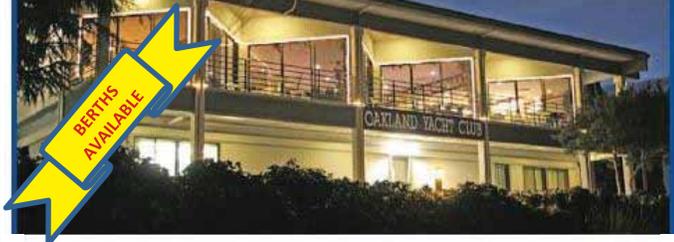
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to be left hairy, make sure you can dish out plenty of hurt to shaved riders, or be considered a hippie douche on your way to a Critical Mass.

Rule 42 — A bike race shall never be preceded with a swim and/or followed by a run. One should only swim in order to prevent drowning, and one should only run if being chased. And even then, one should only run fast enough to prevent capture.

Rule 43 — Don't be a jackass. But if you absolutely must be a jackass, be a funny jackass.

Rule 51 — Livestrong wristbands are cockrings for your arms. While we hate cancer, isn't it better to just donate some money and not have to advertise the fact for the next five years? You may as well get "tryhard wanker" tattooed on your forehead.

Rule 55 — Earn your turns. If you are riding down a mountain, you must first have ridden up the mountain.

Rule 57 — No stickers. Nobody gives a shit what causes you support, what war you're against, what gear you buy, or what year you rode RAGBRAI.

Rule 62 — You shall not ride with earphones. Cycling is about getting outside and into the elements. You don't need to be listening to Queen or Slayer in order to experience that. Immerse yourself in the rhythm and pain, not in whatever '80s hair band you call "music."

Rule 65 — Maintain and respect your machine. Bicycles must adhere to the Principle of Silence, and as such must be meticulously maintained.

Rule 68 — Rides are to be measured by the quality of their distance, not the distance alone.

Rule 77 — Respect the earth; don't litter. Cycling is not an excuse to litter.

Rule 81 — Don't talk it up. Rides and crashes may only be discussed and recounted in detail when the rider required external assistance in recovery or recuperation.

↑↓ THE VOICE OF EXPERIENCE ON CANAL BOAT ISSUES

While the Wanderer is correct that once Value Added Tax (VAT) has been paid on a canal boat or other vessel in the European Union, the tax will never be due again. But buyers should be aware that some boats built after 1986 were built as 'residences', and therefore didn't owe VAT. If you buy one of these, get proof that the tax was paid originally, or you might someday be billed for it.

We have purchased two canal boats in Europe. The first one was registered in the United Kingdom, and we kept the registration — even though legally we should have been either a resident or citizen of the United Kingdom. We bought our second boat almost nine years ago in Belgium. It had also been built and registered in the United Kingdom, but we decided to be proper by getting US registration. It was easy to do with the help of a documentation agent in San Diego. It was all done by mail and email.

We see many boats that are registered in one country, say the Netherlands, but are flying the flag of the owner's country. This might not be illegal, but it certainly isn't proper. We proudly fly our American flag and have had no problems. In fact, flying the flag has opened many doors for us, giving us opportunities to meet people whom we would have otherwise missed.

A boat built in the European Union, with VAT paid when applicable, is still an EU boat. She can stay in the EU no matter what flag is flown. However, it is true that by having a US-flagged boat, we might someday get stopped and have to prove our boat's origin. But in 10 years on the canals for

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half of the year, no one has ever asked.

We definitely agree with the Wanderer's statement that the Netherlands is a good place to buy a boat — as long as the type of boat you are looking for can be found there.

No matter which registration you have, you will need the ICC (International Certificate of Competency) — unless your boat is too big, in which case you need another license. In France, an ICC is good for operating boats up to 19.99 meters — except in Germany, where the limit is 14.99. Our current barge is 14.94 meters.

There are numerous people offering weekend courses

where you can get an ICC license. Our ICC licenses are with the Royal Yachting Association in England, obtained in France, using our US address.

When a US tourist gets off the plane in the EU, he/she gets three months. The law says that after three months, he/she must be gone for three months before



GULLIVER

The Mitchells' 'Gulliver' on the Briare Bridge in France.

returning. Despite this law, we have spent six months each year on the canals in France. Like the Wanderer, we just overstayed, and nobody seemed to care. But lately, with the refugee thing happening, officials are looking a lot closer. We solved the problem by getting a six-month visa from the French Consulate. It's a nuisance, but we have been told that if you get caught staying too long, you must leave the EU immediately, and your passport will be stamped "DEPORTED."

We love our time in the EU, exploring rural villages and big cities, eating great cheeses, drinking fine wines, and meeting interesting people. We spent 26 years cruising the oceans of the world and seeing wonderful places under sail. We are still cruising on our barge, but it is the kind we can do forever as we get older, as there are no night watches, no waves and no anchor drills.

Paul and Susan Mitchell
Bateau Gulliver
Somewhere in France

Readers — The Mitchells originally left San Diego aboard their big wood schooner White Cloud, which rather suddenly sank beneath them in, if we remember correctly, the Coral Sea. They subsequently bought a 40-ft aluminum sailboat in Australia and continued ocean cruising for years.

A lot of people assume that flying an American flag in foreign countries will subject them to problems, if not abuse. Like the Mitchells, we have found this not to be the case. People may not like American foreign policy, but they like Americans — in part because we are the world's most generous tippers.

We always thought that only Mexican law and procedures were not set in stone. Having spent two summers in Europe, we've come to the conclusion that such uncertainty is universal.

For instance, we're not sure how the Mitchells managed to get their ICC, as we were repeatedly told Americans weren't eligible to take the test because the United States was not one of the 42 countries that signed onto the applicable treaty. We were only able to get our certificates because we became 'residents' — ha, ha, ha, we spent one night there — of Ireland. We've never been asked for our certificates. Another San Diego barge owner told us he's been doing the canals of Europe for

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STEERING THE DREAM

LETTERS

20 years and still doesn't have his ICC. Even though they cost hundreds of dollars, we'd recommend getting one.

The same unpredictability applies to the 90-day limit on EU stays by Americans. We've inadvertently overstayed three months in both of the last two years, but nobody at exit immigration in France bothered to go through our passport and make the complicated calculations necessary to figure how long we'd been in the EU. When we nonetheless asked what the penalty would be for overstaying, the immigration officer said 200 euros — about \$200. But it could be much worse, as the law indeed calls for penalties up to deportation.

Dealing with foreign governments — it's all part of the adventure.

THE SOUTH PACIFIC WITH KIDS

We've got some recommendations, based on our last couple of seasons in the South Pacific, for those who are going to do a Puddle Jump. We are a Canadian family, with children 13, 11 and 3, who are cruising a 1982 Stevens 47 monohull, which has proven to be a good platform for our adventure.

We started our cruise from Anacortes, Washington, sailed down the West Coast, and joined the 2012 Baja Ha-Ha. After two seasons of working on the boat, seeing a bit of Mexico, and having a baby, we did the Puddle Jump in 2014. Benjamin, the junior crewmember, was born in Puerto Vallarta just four months before we took off for the

Marquesas.

We had a nice 21-day passage to the Marquesas, motoring just seven hours. We did well fishing and didn't have too many boat issues. We spent our full three months in French Polynesia, then took a bit of a flyer off the beaten path to Penrhyn. From there we rejoined the normal migration, with stops at Suwarrow, Niue, Tongatapu, and Minerva Reef, enroute to New Zealand. We spent our next season



FLUENTA

Puerto Vallarta-born Ben, now 3, is a veteran cruiser.

in Fiji, followed by a return to New Zealand. Our last South Pacific season was also spent in Fiji, including some yard time at Vuda Point. We are presently in the Marshall Islands, having visited Tuvalu and Kiribati on the way north.

The points below are some of our observations that may be of interest to those about to Jump this year or sometime in the future.

Boat Maintenance. Be aware that your boat will suffer more wear and tear than in many seasons of just putting around the United States or Mexico, even if you never see any extreme weather. We rarely saw less than a six-foot swell, which means the boat, and especially the rigging and steering, were constantly being loaded and unloaded. Chafe has also been an ever-present threat, so make sure everything runs freely.

There will be lots of downwind sailing, so make sure you have figured out how to fly the spinnaker and/or go wing-on-wing safely — and without chafe. We have two asymmetric spinnakers that we use fairly regularly, but we also use wing-on-wing when it's windy and we're sailing deep downwind.

Given all the downwind sailing, a robust and easy-to-adjust preventer system is also critical. Ours has two Spectra lines along the boom that can be connected with soft shackles to the Dacron double-braid line that runs along the deck. But remember, the leg from the ITCZ to the Marquesas may be a close reach — ours was — so it will not all be easy downwind sailing.

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LETTERS

Yes, bring lots of *spare parts*, but also remember to bring spare materials to allow you to jury-rig solutions. We have found Dyneema line, spare blocks, low-friction rings, rescue tape, sail-repair supplies, epoxy putty, JB Weld, and epoxy/fiberglass materials to be helpful. For even when you have the correct replacement part, you may decide it's safer or more practical to do a temporary repair until you get to a port.

For example, if you have a small leak in your exhaust elbow, you may choose to use high temp JB Weld as an interim measure, and replace the elbow when you get somewhere safe with a machine shop. Spare hoses and fittings are also useful.

Consumables, such as oil for at least two complete changes, and a big stock of fuel and oil fittings, are good insurance against water in the oil and fuel-quality issues.

Autopilots and watermakers seem to be high on the Failure List during a cruiser's first season in the South Pacific. Have a robust autopilot system with spares, and know how to troubleshoot and fix it. We have two autopilot systems and a spare drive unit. We found that although our autopilot drive's brochure stated that it was acceptable for a boat of our displacement, and although we sail conservatively, the drive was working too hard too often. It suffered an early and inconvenient death between Tonga and New Zealand. A new and bigger drive from a company that specializes in autopilot drives and steering systems is going in to replace the Simrad drive unit.

Power Generation. Marinas are few and far between in the South Pacific, so a reliable power-generation system is required. With the warm water and hot air temperatures, your fridge and freezer power consumption will rise. We have 600 watts of solar and a wind generator, plus two big alternators on the Perkins diesel to charge the house bank. Running the engine solely to charge the batteries is painful, as it is hard on the engine and heats up the boat. As a power-generation backup, we have a dependable Honda 2000 portable generator that we bought at the last minute in Mexico. We are glad we did! If you have and rely on a diesel generator, which we don't, have a backup plan if it fails.

Navigation. Be aware of the shortcomings vector charts have with scaling. This was one of the main causes of the *Team Vestas Wind* grounding in the Volvo Ocean Race — and, we are sure, of some of the cruiser grounding incidents as well. We always check the route and, while underway, the area ahead of COG at a large enough scale to see details. We zoom in on our chartplotter until the soundings appear, to be sure that we are at a sufficiently detailed level of zoom.

Many surveys have a different datum than the electronic charts, resulting in your plotted position and the underlying data being different. This offset varies from place to place, so you must be vigilant. In addition, surveys were incomplete in many areas, and many of the reefs are not shown. In others, the chart data shows many features, giving a sense that it was adequately surveyed. In reality, it may just be a computerized analysis of satellite imagery that is fairly nonsensical. This is often true in the Tuamotus.

Satellite imagery is a very helpful tool if you want to stray from the well-surveyed areas, meaning if you want to go anywhere but the big ports such Suva or Papeete. The three main tools cruisers use here are SAS Planet and Open CPN/GEKAP on PCs, and Ovitel Map on iPads. We mostly use SAS Planet, as it works well with a variety of data sources — we use Google, Nokia and Bing imagery — and works well with our navigation software. We have also used Ovitel maps in Fiji when Internet was easy and affordable. OpenCPN/GEKAP

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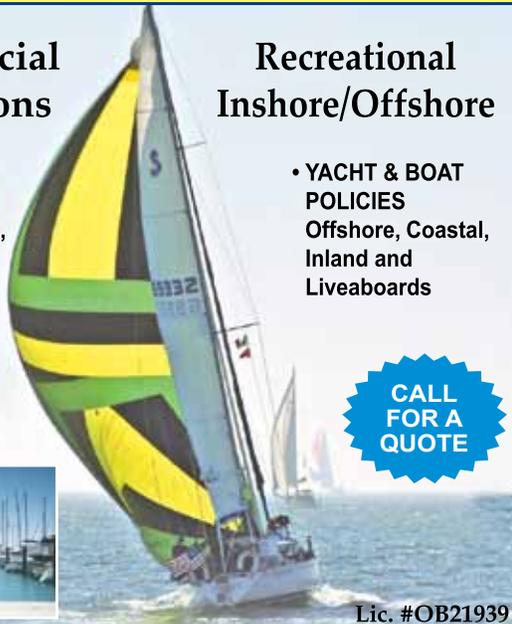
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LETTERS

is also very popular, but we have not used it ourselves.

Mark I Eyeball Navigation. Nothing replaces keeping a good watch and choosing the right time for higher-risk areas such as passes and some lagoon traverses. Even with satellite imagery and previous tracks, we are hesitant to go through some areas without good visibility. Remember that most accidents are not due to one single failure or incident, but rather a cascading series of incidents resulting in the eventual accident. Good practices give you a buffer against individual failures becoming major accidents.

Anchoring/Lagoon Traversing. The lagoons in many destinations are of significant size, resulting in fairly long traverses. We mentioned using satellite imagery previously, but the only real sensor to trust is the Mark I Eyeball. During these long traverses we have liked having Bluetooth wireless headsets so the person on the bow can communicate with the person on the helm without shouting. Sometimes it is difficult to find just the right spot to anchor between the coral bommies, in which case headsets are again helpful.

While it is possible to anchor in reasonably shallow water in many places, having lots of rode gives you more flexibility. We carry 300 feet of chain, plus two spare combo chain and rope rodes, plus two spare anchors, and have been happy to have them. Having significant rode gives you some flexibility when your chain wraps around a bommie. When this happens at 0300, you can pay out more chain, reducing the snatch loads on your tackle, as a short-term solution. In the morning you will want to unwrap your chain to reduce wear and tear to your chain, not to mention damage to the coral.

As with the rest of the boat systems, the anchor tackle — from windlass to anchor — will see hard work. So make sure everything is in good shape and that you have the necessary spares. Servicing your windlass regularly means that it is easy to take apart to replace worn or broken parts.

A good snubber system is essential. We have two: a primary one about 15 feet long and a shorter backup one to help with heavier loads.

Comms/Weather. For our time in Mexico and our first two seasons in the South Pacific, we only used the SSB/Pactor modem for weather and long-range communications. This worked fine, but took some effort to keep it all working well.

For the last nine months we have been using the Iridium Go!, and we love it. As a bit of a weather geek, I like the ability to have a fairly unlimited ability to download weather data for as wide an area and as often as I like. With homeschooling and family to stay in touch with, the easier and faster communication of the Iridium Go! is much appreciated.

I have read a bit about the Garmin InReach, and some of our friends have them. They seem like interesting devices, but they are not in the same league as the SSB or Go!.

One reader wrote in to *Latitude* to rave about their InReach because people on shore could send them weather info or they could get spot forecasts directly. For longer-term cruising, I think being able to look at your own weather over a broader area is more sustainable.

In preparing for the Puddle Jump, we noticed that most people, ourselves included, focused almost exclusively on the long passage to French Polynesia. Remember there are a lot of sea miles from the Marquesas to New Zealand and/or Australia, with more varied and challenging conditions than one is likely to see on the long passage to French Polynesia. Do not let down your guard when you arrive the Marquesas. I am sure that most of the boat losses occur after the 'big jump'.

Most of the anchorages are in big lagoons, so keep an

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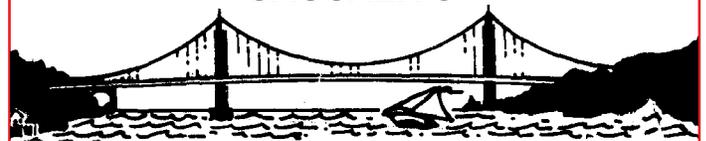
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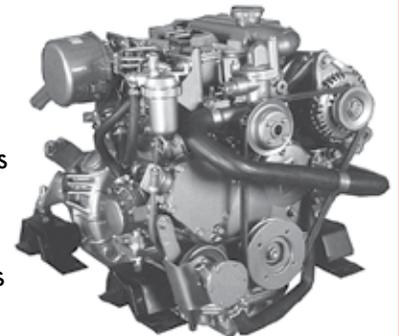
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LETTERS

eye on the weather for the winds to shift around from their normal southeast tradewind direction to the northwest as a trough passes through or nearby. The long fetch can make the normally good anchorages untenable.

Overall, while there is a continuing requirement to stay vigilant, remember to have fun!

Max, Elizabeth, Victoria, Johnathan and Benjamin Shaw
Fluenta, Stevens 47

Presently at Aur Atoll, Marshall Islands

↑↓ THE APPROPRIATE LEVEL OF RESOURCES

Too bad there was a pile-up in the Three Bridge Fiasco at the Yerba Buena Coast Guard Station, particularly since it's a documented restricted area.

I understand that it's difficult to score the race due to the fact that so many boats are finishing at the same time, and from different directions. However, since over \$20,000 was taken in in entry fees, I, as a competitor, would expect there to be a staff with the appropriate level of resources, both on the water, and on the race deck. There was no expense for mark sets, and I only heard what sounded like a boat on the water at Red Rock patrolling that restricted area.

I think there was far more concern about retaining revenues instead of properly staffing the event to increase the probability of a successful event — which would include timely results. It sounds as though there was one volunteer — the person from *Lightspeed* — working his butt off to resolve the inconsistencies. Not good. *Lightspeed* got thrown under the bus in the after-race work.

As I write this on Tuesday night, there still aren't results from Saturday's race.

Rick Wallace
Bosporus II, Columbia 36
San Francisco Bay

Rick — David Herrigel, commodore of the SSS, responds: "The preliminary results were posted within 24 hours of your letter. In historical context this is within 24 hours of a normal turnaround for this race, which does present unique challenges, particularly on years such as this when there are large numbers of boats finishing in close proximity with darkness falling. This year's results turnaround was particularly challenged, not by an under-resourced race committee, but by the urgent response requested by the USCG for an account of why several of our competitors came in contact with a government vessel.

"It is not the RC's duty to patrol or umpire restricted areas. We count on participants to have a Corinthian spirit, and to retire promptly if in violation of rules. Having said that, we have discussed and will likely bring back a set mark or marks around YBI.

"There are several lessons coming out of this year's event that will be addressed. A few of them may require spending a few more dollars, including the set marks mentioned and possibly the addition of a chase boat, particularly as a reverse angle on the finish area."

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

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

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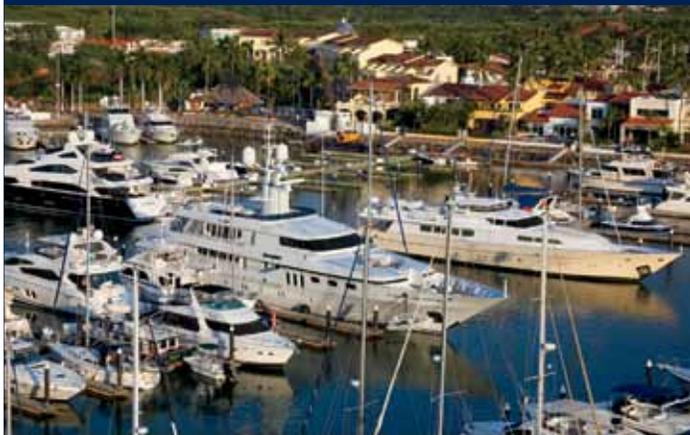
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LOOSE LIPS

Dominant features of the Oakland shoreline include the busy container terminal and lots of industrial space. Over time, Jack London Square and small-craft marinas expanded the beauty and livability of the waterfront. The look of the shoreline will change further with the Brooklyn Basin project

SIGNATURE DEVELOPMENT GROUP



What Brooklyn Basin could soon look like.

currently under construction near the 5th Avenue Marina. It will add a 200-slip marina along with park space, a beach and a 64-acre mixed-use neighborhood. It's our understanding that the marina will be managed by Almar Marinas,

which operates other marinas in Oakland, the Bay Area and beyond. See www.brooklynbasin.com.

One hopes that space will remain for the eatery/*biergarten* Brotzeit Lokal, popular with sailors for its guest dock.

Speaking of watering holes, sailor and Encinal YC member Keith Rarick is opening the new Boathouse Tavern across the Estuary from Brooklyn Basin at 2030 Clement St. in Alameda.

What do Pacific Puddle Jumpers and drug smugglers have in common? Apparently, the Galapagos Islands figure in the travel plans for smugglers as well as cruisers and naturalists.

The Coast Guard recently released a report on the death of a suspected smuggler who was killed during a law-enforcement operation 195 miles north of the Galapagos Islands on August 30, 2016.

Javier Darwin Licoa Nunez, 35, of Ecuador, died from internal injuries caused by bullet fragments after a Coast Guard precision marksman, firing from a helicopter, disabled his fleeing vessel's outboard engines in the remote drug-transit zone near the Galapagos.

The Guardsmen aboard the helicopter had issued multiple visual and verbal warnings in English and Spanish — and fired warning shots — to signal the smugglers to stop their vessel. The smugglers did not comply and jettisoned what appeared to be large packages of contraband during the course of the nearly hour-long chase.

After the marksman ended the pursuit by disabling the engines, a law-enforcement team boarded the vessel and, discovering that Nunez had been injured, began first aid.

The report concluded that the aircrew acted in accordance with US and international law and fully complied with Coast Guard policies and procedures. An autopsy confirmed that the suspect was not directly hit by gunfire but was fatally wounded by fragments from one of the 10 rounds fired at the engines.

Nunez' accomplices were prosecuted by the US Attorney's Office in Miami where they pled guilty to "conspiracy to possess with intent to distribute cocaine onboard a vessel subject to the jurisdiction of the US."

According to the *Mariner's Book of Days* by Peter H. Spectre, there are two types of squalls. Black squalls bring wind and rain preceded by and accompanied by threatening darkness.

White squalls feature strong, violent, dry winds kicking up short whitecaps and a whitish haze.

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rich wilson, fastest solo american

Finishing the 27,440-mile solo nonstop Vendée Globe on February 21, Rich Wilson of Marblehead, MA, completed his lap of the planet aboard the IMOCA 60 *Great American IV* in 107 days, 48 minutes, 18 seconds. The race started on November 6, 2016, in Les Sables d'Olonne, France, and finishers were still arriving as we went to press. The race is dominated by Frenchmen, so when Wilson finished 13th out of 29 boats, he became the fastest North American to race solo nonstop around the world.

That distinction was previously held by Bruce Schwab, who completed the 2004-2005 race in 109 days, 19 hours, 58 minutes. Bay Area sailors may remember Schwab as a local rigger who won the 1996 Singlehanded TransPac.

Wilson said that, at the age of 66, the race was exhausting. "The worst thing was it was so gray," he commented after his arrival in France. "I had a map of the stars with me, but I couldn't use it. The best thing was communicating with the others. We're a real community."

Wilson felt that his speed was never as good as other boats'. "I could not understand why the others were going so fast all the time. I do not understand how the sailors at the front of the fleet put up with the stress, because I am just scared all the time. All the time. I don't know how they do it. The French skippers are so good it's incredible."

He spoke of the solitude. "I saw Eric Bellion when he went whoooooosh past me. I saw a fishing boat off Cape Horn and then I did not see another ship until off Brazil. It was like the world was empty. That was strange."

A former math teacher with degrees from Harvard and MIT, Wilson turned his circumnavigation into a teaching moment for some 700,000 school kids who read his daily logs, listened to his podcasts, and asked questions through the website for his educational program sitesALIVE!, www.sitesalive.com.

This was Wilson's second Vendée Globe.

— chris

find a ride or new crew march 8

Latitude 38's Spring Crew List Party is a sailing networking party for boat owners looking for crew and crew looking for boats. The party will be held at Golden Gate Yacht Club on Wednesday, March 8, from 6 to 9 p.m. On the San Francisco Marina, GGYC has a fabulous view of the Golden Gate Bridge.

Everyone is welcome, regardless of their sailing experience or lack thereof, and no reservations are taken. In the City, the come-as-you-are dress code lends to an especially interesting mix, as folks might come straight from their boat or straight from the FiDi.

Admission is \$7 (cash only), but only \$5 if you're 25 or under. Included in the price of admission will be a buffet of munchies, color-coded, informational name tags (see photos) and a sailing slide show. GGYC's bar will sell drinks. We'll hold door-prize drawings for *Latitude* logowear; in case you're not one of the lucky winners, we'll bring along some extras to sell.

Don Ahrens and Rich Pipkin from the Yacht Racing Association will be there to answer questions about racing on the Bay.

Among the highlights of the evening will be Sal's Inflatable Ser-

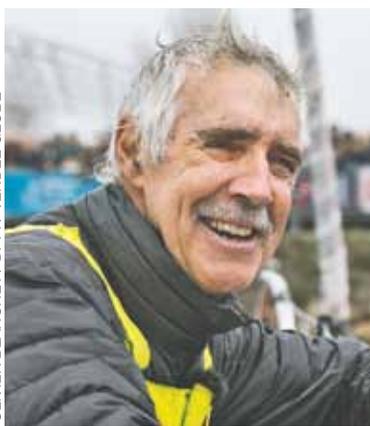
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party night

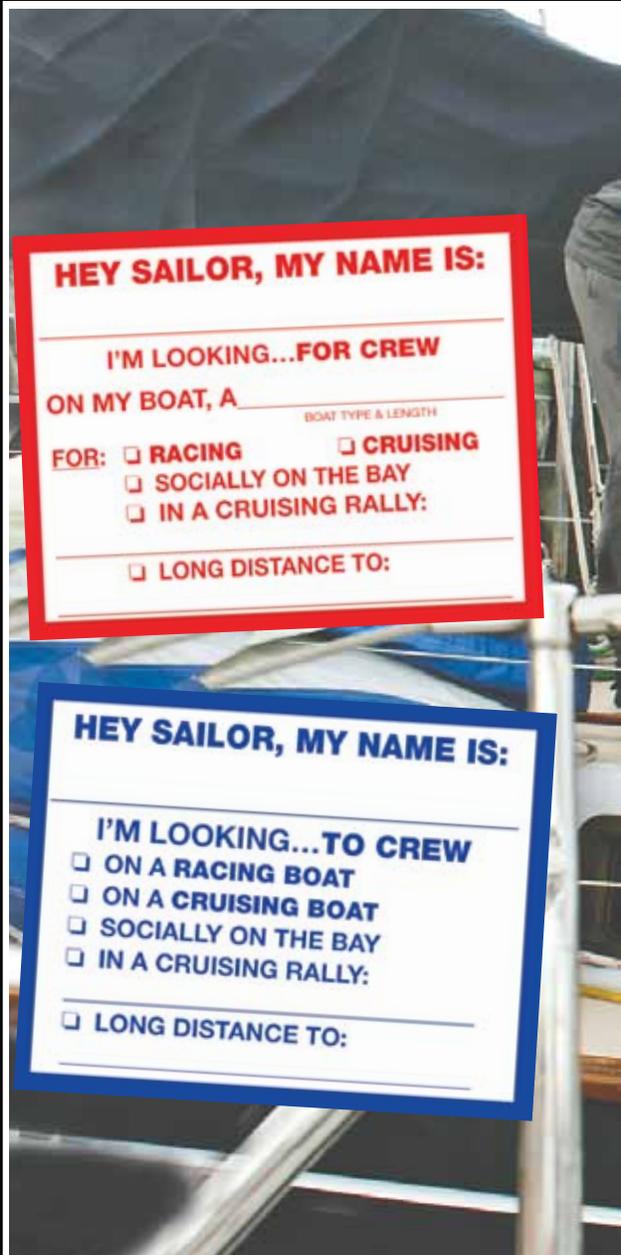
For the past 20 years, *Latitude 38* has been hosting a booth party on the Friday night of the April boat show that started out in 1997 as Pacific Sail Expo, morphed into Strictly Sail Pacific, and re-branded itself in 2017 as the Pacific Sail & Power Boat Show. This year, we're pulling out all the stops in honor of *Latitude's* 40th anniversary. Friday, April 7, will be Party Night on 'C Isle'.

Our excuses for a party include a Baja Ha-Ha and Pacific Puddle Jump Reunion: We're inviting veterans of these two rallies, founded by *Latitude 38*, to re-connect. If you've yet to participate, this

OLIVIER BLANCHET / DPPI / VENDEE GLOBE



At age 66, Rich Wilson is the oldest skipper to ever complete the solo, nonstop Vendée Globe race.



IOLANI

on 'c isle'

would be a great time to pick the brains of those who have.

Circumnavigators' Ball: *Latitude* threw its first 'ball' at the show in 2002, and unlike the reunion above, this is an occasional, not annual, highlight of our booth party. Many intrepid globe-girdlers will gather to swap stories and share information, perhaps inspiring the dreams of other sailors.

Advertiser Appreciation Awards: We couldn't have published this magazine for 40 years without our advertisers, some of whom have been with us from

continued in middle column of next sightings page

crew list party — continued

vices' liferaft. Sal will assign a party guest to pull the cord, inflating the raft right in the middle of the crowd. How many sailors can fit in?

Before you come to the party, we recommend that you check out and sign up on one or more of our free online Skipper or Crew Lists — but you don't have to be on a list to come to the party!

The Crew Party can be a neutral venue for a first meeting between connections made via the Crew List. Last year it served as the destination for a Meet-Up Group. Don't like to go to parties alone? Bring a wingman. He (or she) doesn't have to be an actual sailor.

Some additional tips for skippers looking for crew: Bring boat cards to hand out and photos, a spec sheet and/or *cv* — for the boat. If you're a hopeful sailor wanting to get on a boat, bring a sailing résumé and/or cards. Funny hats, signs, custom shirts, and anything else that will get you noticed are fair game.

continued on outside column of next sightings page



There are times when a small, well-rehearsed crew is all a skipper needs. But sometimes it's fun to embrace the 'more the merrier' philosophy, such as when Sylvia and Barry Stompe took a huge crew — recruited during a Crew List Party — aboard 'Iolani' and corrected out to win the PHRF divisions in the '11 Vallejo Race.

SIGHTINGS

crew list party — continued

As usual, we caution sailors to vet their own contacts and make sure they're clear on details. "I have attended the party several times and find it to be a lot of fun; I tell all my friends about it," wrote a reader. "You never know who you'll meet. At the 2016 party I was speaking with two gentlemen from a tall ship on the Bay who were recruiting crew, and this sounded like a lot of fun. Their group had what sounded similar to a 'sweat equity' approach in which you can get some free sails in exchange for helping renovate the boat. But, as the conversation went on, they discussed an ambitious plan to take the boat 200+ miles offshore in international waters, for a social experiment to found a 'libertarian paradise' micro-nation. Hmmmm... you had me at free daysails... and lost me at 'micro-nation'."

For more details about the party, call our office at (415) 383-8200 ext. 0 or, better yet, see www.latitude38.com/crewlist/Crew.html.

— chris

boat show —

Volume #1 in March 1977. We want to acknowledge their savvy business acumen with a bottle of Champagne and a toast in appreciation.

Andy's Going Away Party: We're sad for us but happy for him. After 284 years — er, issues, *Latitude's* managing editor, Andy Turpin, and his wife Julie are taking off cruising. We want to give them a proper bon voyage.

There's a lot to celebrate, so be sure to stop by our booth, C-1, from 6 to 8 p.m. for live music, free beer and cake.

At other times during the show, the above-mentioned Andy Turpin and *Lati-*



continued

tude publisher John Arndt will conduct various free seminars. The seminar schedule was not yet firmed up as of presstime.

The boat show will be held on April 6-9 in the water at neighboring Marina Bay Yacht Harbor and indoors at Richmond's Craneway Pavilion, the 45,000-square-ft award-winning and architecturally interesting former Ford assembly plant built in 1931.

As usual, a guide to the show will be bound into our April issue. Until then, see www.pacificboatshow.com.

— chris & mitch



Spread: Byron Chamberlain's gorgeous schooner 'Rose of Sharon' rides the puffs off San Diego's Point Loma during the 2016 America's Schooner Cup. **Inset:** Thoroughbred's charge out of the starting gates.

CYNTHIA SINCLAIR / WWW.CYNTHIASINCLAIRPHOTOGRAPHY.COM

schooner envy

We admit it, we've got it, and so do our fellow sailors in San Diego. "The most beautiful ships from our past will be showing off on San Diego Bay for the America's Schooner Cup on Saturday, April 1," writes Brad Brown. "More than 12 schooners are expected to take the starting gun." The schooners range in length from 35 to 150 feet.

Three groups will start between 11:30 a.m. and noon. The race runs from Shelter Island, out of the bay and back, typically taking two to three hours. Spectators will be able to catch the start and finish from Shelter Island and should plan to arrive about 11:15. Three vessels will be taking a limited number of guests: race entries *Bill of Rights* (www.schoonerbillofrights.com) and *Californian*, and a non-race option, *San Salvador*, a replica of Juan Cabrillo's ship, which first visited San Diego in 1542 (see www.sdmaritime.org for the latter two).

Silver Gate YC hosts the race with all proceeds going to the Navy/Marine Corps Relief Society, a nonprofit that helps Navy and Marine families.

The Bay Area will get a turn at instilling schooner envy on May 27, when the Master Mariners hold their annual regatta, and on June 17, when San Francisco YC will play host to the Great Schooner Race.

— chris



CYNTHIA SINCLAIR

A crewman rides the bowsprit while looking for clear air at the start of San Diego's annual schooner race.

solo circumnavigating at 75

Sailing around the world alone is impressive no matter who you are or what sort of boat you're sailing on. But singlehander Webb Chiles is in a class of his own.

Having already completed five laps around the planet, Webb, who is 75, is currently more than halfway around on lap six aboard his no-frills Moore 24 *Gannet*. Yup, that's no typo: a 24-ft, tiller-driven buoy racer with little protection from the elements and precious little space for gear, water or provisions.

If you've ever sailed a Moore, or a similar ultralight, on a rough day in the Central Bay, you can imagine what it would be like to skipper such a tiny craft 6,000 miles nonstop from Darwin, at the top of Australia, to Durban, South Africa — which lies roughly 250 miles northeast of Cape Town. Despite employing the time-honored sheet-to-tiller steering technique for thousands of miles, Webb has burned through seven tillerpilots since setting sail from San Diego in 2014. He reportedly had five of the labor-saving wonders aboard when he departed from Durban February 9, determined to round the Cape of Good Hope without further stops and continue on up the South Atlantic to the Caribbean — with a possible pit stop at the remote isle of St. Helena.

Despite the fact that Webb is a prolific writer who's authored seven popular books and countless articles, the minimalist systems aboard *Gannet* don't allow him to crank out blog posts while en route, and we doubt he'd want to anyway. But you can bet a new book will be born out of Webb's latest adventure. In the meantime, you can follow Webb's daily progress online via *Gannet's* Yellowbrick tracker: <https://my.yb.tl/gannet>. For more info on this irrepressible old salt, go to www.inthepresentsea.com/the_actual_site/webbchiles.html. Good luck out there, Webb!

— andy

SIGHTINGS

woodbutchers' paradise

Here in the Bay Area, wooden-boat aficionados can take pride in the region's rich history of wooden boatbuilding, including the legacy of many San Francisco Bay-centric one-design classes such as Bird Boats, Bear Boats, Golden Gates, Farallon Clippers, and, of course, the ubiquitous El Toro.

These days, Sausalito is regarded as the 'woodiest' corner of the Bay, as it is home to the historic Spaulding Marine Center, the



Former Sausalito boatwright Jody Boyle found a perfect niche in the Northwest, and his daughter Francis, right, found a new friend, Tesla.

Arques School of Traditional Boatbuilding, and the build site of the nearly completed brigantine *Matthew Turner* (see page 76).

But we have to admit, there's one place on the West Coast that's got Sausalito beat when it comes to wooden-boat culture: the exceedingly charming Victorian town of Port Townsend, WA, which is perched near the Strait of Juan de Fuca, 35 miles northwest of Seattle.

We'd bet there are more traditional-boat lovers and skilled wooden-boat craftsmen there than anywhere else in the West — a veritable

woodbutcher's paradise. Wander into a boatyard or marina there and you'll find not only an abundance of classic wooden yachts, but also beefy wooden fishing trawlers that are still actively worked every summer as far away as the Bering Sea.

Since the late 1970s, Port Townsend has also been home to both the highly acclaimed Wooden Boat Festival (staged every September) and the Northwest Maritime Center, which offers traditional boating education and special events to nearly 150,000 people annually —

and runs the wonderfully esoteric Race to Alaska (R2AK).

Just a few miles down the road at Port Hadlock is the Northwest School of Wooden Boatbuilding, where we recently stopped in to check up on former Sausalito boatwrights Jody Boyle and Sean Koomen. Although their traditional boatbuilding skills got them plenty of work in the Bay Area, several years ago both men were drawn to Port Townsend's laid-back vibe and reverence for wooden boatbuilding. Today both Sean and Jody are instructors at the school, which draws students of all ages from all over the US and Europe.

In the school's four main shops, you can always find an eye-popping collection of projects, from rowing/sailing dinghies to daysailers to wooden motorsail-

ers, all built with meticulous attention to detail.

The Crown and Shields Dark Harbor 25 sloop that Sean's class was building was very sweet. But the project that really caught our eye was a classic wooden Nordic Folkboat, built with traditional lapstrake construction — fir planking on white oak frames with locust and purpleheart floors. As you can see in the adjacent photo, she's

continued on outside column of next sightings page

puddle jump sendoffs

In ports all along the west coast of the Americas, hundreds of adventurous cruisers are preparing to set sail for the storied isles of French Polynesia — an annual migration we call the Pacific Puddle Jump.

As longtime readers know, for the past 20 years we've been reporting on the sailors from many nations who make this ambitious 3,000- to 4,000-mile passage, and we've always been fascinated by the diversity of both their back-



ALL PHOTOS: LATITUDE / ANDY

in mexico & panama

grounds and the boats they sail on.

This month, we'll meet a whole new batch of westbound cruisers at each of three free sendoff events held in key PPJ staging areas. As in years past, in the April and May issues of *Latitude* we'll publish mini-profiles of each crew that we meet at these events:

- March 6 — PPJ Sendoff Party at Vallarta YC, in Nuevo Vallarta's Paradise Village Resort; 3-6 p.m.: *Latitude* staff

continued in middle column of next sightings page

woodbutchers — continued

a real beauty. Like most other school projects, she'll be sold when completed (in late summer) well below market value — the school is asking \$45,000 for this 25-ft gem, which is thousands less than what custom-built sisterships go for when constructed in commercial yards of either wood or fiberglass.

First introduced to the sailing world in 1942 by its Swedish designer, the sturdy, easily sailed "people's boat" soon became popular in prime sailing venues all over Europe and North America. Brought to the Bay more than 50 years ago, Nordic Folkboats have raced here continuously decade after decade. Today, about a dozen are still actively campaigned, while many others lie waiting in hibernation.

— andy



One of many impressive projects now underway at NSWB, this traditional lapstrake Folkboat will soon be a sweet ride of some lucky owner.

beer can racing begins soon

Daylight Saving Time will start on Sunday, March 12, and to us that can only mean one thing: sailing on weeknights. Evening race series (aka Beer Cans) serve diverse purposes for sailors of different interests. For the more serious racers they afford an opportunity to try out and train new crew — or they can be the chance to take family and friends out on the speedy steed. For less experienced racers, they're an opportunity to learn the ropes and then practice skills in anticipation of 'real' regattas. For more casual sailors they're a chance to give racing a try — some are immediately hooked.

While the Beer Can Race ethos discourages the use of new sails, the short evening races might be a chance to 'break in' (but hopefully not break) new gear and fine-tune tweaks to rigging. The ethos also discourages aggressive tactics or yelling (at your own crew or your competitors). After all, people's little kids, elderly grannies or

continued on outside column of next sightings page

puddle jump sendoffs

will host a highly informative media presentation, with additional in-depth immigration and customs from our Tahitian associates at Tahiti Crew.

- March 9 — PPJ Sendoff Party at Balboa YC, on the Pacific side of the Panama Canal (called the Tahiti Bon Voyage); 10 a.m.-2 p.m.: We'll be joined by Tahitian partner Stephanie Betz in presenting an informative and entertaining program; reps from marine businesses in both New Zealand and Fiji will also be on hand to share info on services and attractions for cruisers.

- March 11 — PPJ Sendoff Party at



— continued

Shelter Bay Marina, on the Caribbean side of the Canal (called the Tahiti Bon Voyage); 9 a.m.-4 p.m. Similar program to the above.

In June, we'll again co-host the three-day Tahiti-Moorea Sailing Rendez-vous (June 23-25), which serves the dual purpose of celebrating the fleet's safe arrival in the islands while introducing several hundred international sailors to time-honored cultural traditions in music, dance, cuisine and sport.

Look for additional PPJ news in the magazine and in *'Lectronic Latitude*.

— andy

beer cans — continued

prospective love interests might be aboard.

Some series start earlier than others. Beer Cans in Santa Cruz begin the Wednesday evening after Daylight Saving Time starts. Most on San Francisco Bay kick off in April, and Lake Tahoe ramps up in May. Some are run like other races, with starting guns, flags, awards and a squadron of race-committee volunteers, while others



LATITUDE / CHRIS

The reigning Kings of the 'Latitude 38' Beer Can Challenge are Robert Ruud, his dad Roger, and skipper Chuck Hooper of the Contessa 33 'Warwhoop', who sailed in five consecutive beer cans in the week of August 8-12, 2016. Chuck and Roger have done it before, they plan to do it again, and they challenge fellow sailors to try it too.

(again, Santa Cruz comes to mind) are more loosely structured.

A list of Beer Can series is published in the *2017 Northern California Sailing Calendar and YRA Master Schedule* on pages 22-25. Pick one up for free at Bay Area yacht clubs and marinas, access it online (also free) at www.latitude38.com/eBooks/2017/YRA2017.html, or order one from our office for \$5 to cover postage and handling.

— chris

halcyon's sad end

As we gathered info for our photo feature on last month's Zihuatanejo Sailfest (page 96), a sad footnote emerged, which became increasingly bizarre the deeper we looked into it.

According to multiple reports from cruisers anchored in Zihua Bay, on February 20, a week after Sailfest ended, strong winds hit the bay causing a large unattended ketch named *Halcyon* (homeport Michigan) to break free from her mooring off Las Gatas beach and drag onto La Ropa beach. "Despite the heroic efforts of local fishermen, the Navy and many cruisers, she was pounded by the wind-driven surf," reported one eyewitness. By the next morning she'd been dismasted and holed, and was believed to be a total loss.

That news was sad, of course, but the tale took a bizarre twist when we did a little online research. This appears to be the same boat — evidently a *Formosa 51* — that former American cruiser Michael Scott claims was forcibly taken from him several years ago by criminals loyal to a drug-cartel kingpin. Outgunned, short on money, and with no apparent legal means of getting the boat back, Scott simply said goodbye to his dream boat and flew home to safer waters.

In 2014, however, he posted the following on his blog: "Several months ago one of our good Mexican friends contacted us to let us know that Mexican forces had killed the cartel kingpin who had our boat, and arrested the rest of the group." The Mexican government seized the boat, giving Scott some hope of getting her back. But despite contacting various American agencies and politicians, including the US Embassy in Mexico City, he says he got no help or cooperation other than the advice to "Hire a Mexican attorney." But Scott, who is a combat-disabled Marine, didn't have the means to do so.

— andy

Evening beer can races, such as this one out of Richmond YC last September, often challenge sailors to change gears, as they start out in the late afternoon breeze before the wind softens as the sun sinks low.

LATITUDE / CHRIS

SIGHTINGS

kirstin's sweet little sloop

"I was hooked." It's a phrase I'm sure we've all heard before. But this time it comes from 30-something-year-old Kirstin Hecht of San Diego, a woman who followed her passion for sailing and recently became the proud owner of a sweet little Sea Sprite 23 named *Sophie*.

"I was drawn to her lines," says Kirstin. "Every time I looked at pictures of her, I found myself smiling."

Sophie is Kirstin's first boat. "I have dreamt of owning a boat since I was a kid," she says. But many years passed before she acted on those fantasies. "I wasn't totally sure at first if I wanted a power- or sailboat,

but decided on sail. I knew I wanted something small that I could handle on my own, but I also wanted a cabin so I could sleep aboard."

Months of searching, mostly on Craigslist, resulted in Kirstin finding "this really cute sailboat." *Sophie* was already in sailing condition, but as with many pre-owned boats, "she definitely needed some love," as *Sophie* put it. "The bottom had been severely neglected. After the first diver told me she was 'too far gone' that he didn't want to deal with cleaning her, my heart sank." A second diver gave a more positive report, and after a thorough cleaning *Sophie* set off for her new homeport in San Diego, with Kirstin at the helm.

Kirstin didn't grow up sailing. In fact, surfing used to be a strong contender as her favorite pastime. But sailing ultimately won the toss. "Taking a sailing class seemed like

a natural extension of my love of being on the ocean," she says, and today Kirstin is very much the experienced sailor she set out to be. She has sailed aboard a variety of boats and experienced a number of offshore adventures along the California coast and in Mexico, including crewing aboard Rich and Sheri Crowe's sleek Farr 44 *Tabu* on the 2012 Baja Ha-Ha rally.

The list of boats that Kirstin has sailed aboard includes a Lido 14, Shields, J/105, Olson 30, Farr 44 and a Cal 40. And she recently began sailing a classic 6mR. "We are preparing to do the 6mR Worlds this fall in Vancouver, BC," she explains. But for now, she has no plans to race *Sophie*, as she is happy to sail her little sloop on inshore and offshore waters close to home. "I just enjoy getting out on *Sophie* daysailing, but I'd eventually like to take her to Catalina."

Before making the commitment to buy and restore *Sophie*, familiar sailors' quips such as, "A boat is a money pit," or "Break out another thousand," echoed in Kirstin's head. But at less than \$2,000, *Sophie* was a small investment, and even with a couple of projects still to be completed, she will be an inexpensive boat.

"But it's about more than that," she says. "It's serenity, it's time in nature. It's about time away from your daily life; it's equilibrium."

Kirstin offers this advice to anyone who's considering learning to sail, and about buying a boat: "I would say do it, even if there's only a remote interest. More than likely you won't regret it."

— monica grant

help us celebrate

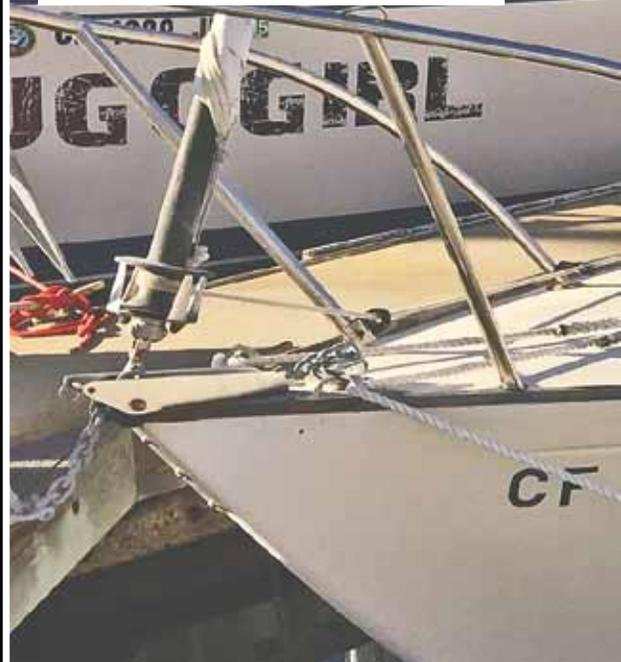
As noted in the February issue, next month we'll celebrate 40 years of publishing *Latitude 38*. Whew! That's a very long time in this industry.

As we look back over the years we're reminded of many grueling deadline crunches when we stayed up until the wee hours several nights in a row attempting to finish on time, and became so punch-drunk from sheer exhaustion that any attempt to lighten the mood caused us to literally roll on the floor with laughter. Not surprisingly, the same jokes repeated the next morning barely illicit a smile.

Through the decades, we've report-



In 2011 Kirstin caught a ride down the Baja on Rich and Sheri Crowe's Farr 44 'Tabu', and learned some fishing tricks from crewman Bob Longy.



TABU

SPREAD AND INSETS COURTESY KIRSTIN HECHT

40 years of latitude

ed on both the highs and lows of sailing events and personal adventures. And we've done our best to bring you a wide variety of sailing-related topics in an honest and entertaining manner. Of course, some of our editorial efforts were better than others, just as certain topics or events were true standouts that won't soon be forgotten.

With all this in mind, we'll ask you, our loyal readers, to think back over the years and remind us of any particular article or report that you found to be especially compelling or entertaining — or ridiculous, if you must. We're asking for

continued in middle column of next sightings page

the new s.f.-to-ensenada race

"A new race is being formulated to run from San Francisco to Ensenada, Mexico. The start will be September 23, 2017," writes Bay Area naval architect Jim Antrim. "Part of the notion for this race is a more interesting way for Southern California boats to return home after the Rolex Big Boat Series, hence the timing. For NorCal sailors, what a great way to start your winter Mexico cruise! I hope the new wall won't extend out into the ocean.

"The organizers are considering multihull classes, and that will depend on how much interest there is from the multihull community to enter. If it's just one big SoCal multihull looking for a new course record, what's the point? If a group of BAMA members are interested, great!"

Del Olsen of Richmond Yacht Club is the organizer of the 445-mile California Offshore Race. For more information, call (510) 237-2821. Hotel Coral & Marina will host on the Ensenada end.

— chris



Kirstin's first boat may be small and simple, but it will serve as her ticket to countless future adventures on the water.

SIGHTINGS

one-design action in gg park

The afternoon westerly doesn't blast across the water; rather, the wind filters through a gauntlet of eucalyptus and Monterey cypress. There's no tidal current. But racing radio-controlled sailboats on Spreckels Lake can be as tactical, and as visually compelling, as any Cityfront series.

The San Francisco Model Yacht Club, purportedly the oldest such club in the Western Hemisphere, is headquartered on the north side of Golden Gate Park, near 36th Avenue and Fulton Street. The Victoria class races every Wednesday afternoon, year-round.

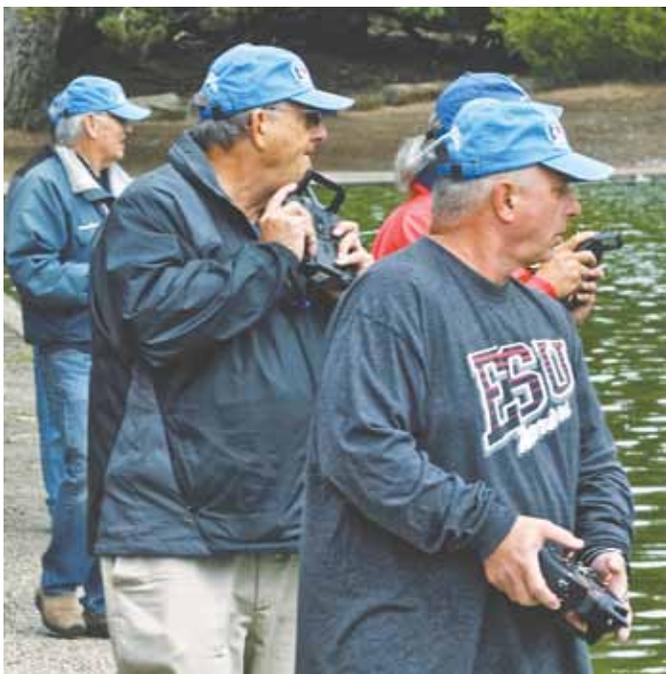
Victoria-class fleet racing draws Bay racing notables, as well as a few local kiteboarding luminaries, beguiled by the challenge of maximizing boat performance with only two adjustments: sheet and rudder. Jibs are self-tacking, with small weights at the clews to facilitate wing-and-wing sailing downwind.

continued on outside column of next sightings page

help us celebrate

your help because next month we plan to assemble a retrospective on memorable benchmarks during our four-decade run.

We intend to delve deep into our photo archives and pull out some classic images of particularly dramatic offshore races and cruising disasters — or perhaps a look back on 'guys who used to have hair'! Another idea is to reprise our greatest editorial — or sailing — blunders. (There have been many.) Or perhaps we'll look back at yesterday's superstars and attempt to answer the question: Where are they now?



— continued

Founder Richard Spindler's timing couldn't have been better for launching *Latitude* in the spring of 1977. Among other headlines, *Merlin* was launched that year, ushering in a remarkable era of boatbuilding that introduced several revolutionary Northern California boat brands to keen competitors the world over. Also in 1977, the first Singlehanded Farallones Race was run — *Merlin* won it — followed in '78 by the first solo TransPac to Kauai.

If you've got memories to share, email editorial@latitude38.com. Should be fun!
— andy



ALL PHOTOS RAPHAEL BRANDSMA / WWW.RAPHAELXOX.COM

one-design action — continued

Local knowledge is crucial, and the tactics would resonate with any Bay sailor. Where is the most persistent breeze? Where are the holes? Is there a predictable cycle to the wind shifts? Is it worth taking a flyer toward that cat's paw, or will it vanish before you get there? And what's the best way past the parking lot at the leeward mark?

The races are short, usually 15 minutes or so. Since several heats take place every afternoon, a bad finish or two needn't put a skipper out of contention in the series. The action is very fast: Radio-controlled boats' scale speed is considerably greater than that of full-size boats.

Model yachts also tack and jibe much more quickly than their larger counterparts, and each race usually includes several mark roundings. This makes for exciting viewing, although a dramatic, mast-head-dipping knockdown at the weather mark might not rate a glance from the nearby gulls, coots and mallards preening on shore.

SFMYC hosted the 2016 Victoria- and Santa Barbara-class National Championships. In the Victoria class, local stalwarts challenged the reigning champion, who came from Texas in a successful defense of his 2015 title. Other competitors came from the Bakersfield, Sausalito and Monterey Bay fleets, as well as from Virginia, Alabama, Washington and Oregon. The Santa Barbara fleet hosted 21 racers from all over the US.

In contests of this sort, with as many as 22 competitors on the water at once, several orange-vested observers patrol the course to enforce the ISAF Racing Rules of Sailing. Right-of-way infringements elicit a hail from one of the observers, whereupon offenders typically do their penalty turns. US Sailing-certified judges adjudicate (rare) protests between heats or, at the latest, after each day's racing.

The year-round Wednesday-afternoon races are much more low-key, but competitors' focus is just as intense. So pack a picnic and a folding chair, or just grab one of the lakeside benches, and enjoy the spectacle. The action will be lively, and it's only a stone's throw from your seat.

Information about the SFMYC, and about the various fleets and their schedules, is available at www.sfmyc.org.

— jean ouellette



RAPHAEL BRANDSMA / WWW.RAPHAELXOX.COM

Collage left and above: Looking for a form of sailing that doesn't involve paying slip fees or getting cold spray in your face? Consider R/C racing.

A BIT OF BACKGROUND

The Victoria is one of seven R/C classes that the club races, and the smallest. The club also has the world's largest remaining "freesail" (no radios; course controlled by pre-set steering vanes) fleet that's still actively raced. Model yacht racing was established as a sport in the mid-1700s; radio-controlled model yachts came into popularity only in the 1970s.

The smallest classes have only two radio channels, for rudder and sheets; the larger classes have as many as seven channels adjusting backstay and vang tension, sheet leads, and downhaul. However, as multiple-fleet racer Gerald Turney remarked, "In the end, a gifted helmsman's boat with three controls will outperform a seven-control boat in the hands of a less talented/lucky skipper."

Founded in 1895, the SFMYC is the third-oldest yacht club around SF Bay. Only San Francisco YC & Corinthian YC are older.

In addition to national championship regattas for the Victoria and Santa Barbara classes, in 2016 the club hosted the regional championship regatta for the Star 45 class.

— michael fischer, victoria class, sfmyc

BUILDING THE MATTHEW TURNER —

On April 1, the largest wooden sailing ship to be built in the Bay Area in more than 100 years will hit the water. And to borrow a phrase from a Grateful local band, 'what a long, grand trip it's been'.

Even more remarkable than the 100-ft (LOD) barkentine's size, or that her

waterfront is the ultimate expression of Call of the Sea founder Alan Olson's 40-year vision: a grand vessel aboard which youngsters (and oldsters) can experience 'how it was' for old-time sailors, while learning a bit about sailing, ecology and the importance of good stewardship of our oceans.

This lifelong calling of Alan's has been a staple of Bay Area sailing since he built his first educational schooner, *Stone Witch*, back in the 70s. Call of the Sea's current sailing/training platform is the 82-ft steel schooner *Seaward*. Since she arrived in the Bay in 2005, some 30,000 kids have taken part in various programs aboard.

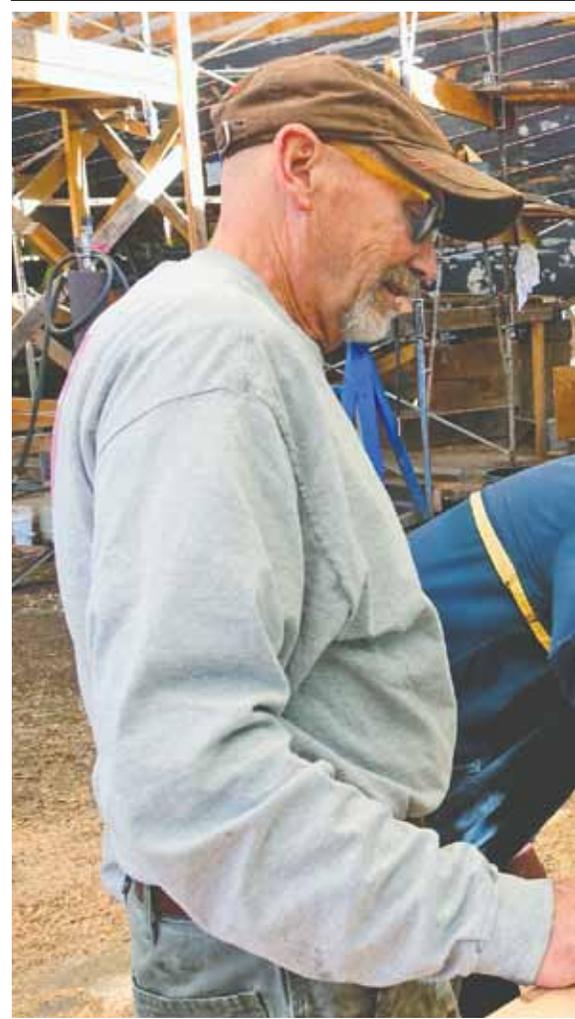
But the new vessel, the *Matthew Turner*, is something else again. The massive project — a 175-ton, full-scale replica of a classic square rigger — has been in

the back of Alan's mind for years, even down to the design and name, which both pay homage to the ship's namesake. The 'original' Matthew Turner was a ship captain, ship designer, and shipbuilder of more than a little renown. In fact, he was America's most prolific builder of sailing ships ever — 228 in all — and every one of them came out of Northern California. Between 1883 and 1905, his Benicia yard alone turned out 154 vessels. (Yards in Eureka and Hunters Point rounded out the total). There were also a few yachts built by Turner's yards, the most famous of which was the 85-ft schooner *Lurline*, which finished first in three of the first four Transpacs).

The main inspiration behind the building of the 'Matt' Turner was the 132-ft (LOD) Turner-designed brigantine *Galilee*, launched in 1891. She spent much of her career as a packet, making swift passages back and forth between San Francisco and South Seas ports. She ended her days on the Sausalito mudflats — Galilee Harbor is named for her — but her stern is preserved at Fort Mason and her stem at Benicia.

And how cool it this? The *Turner* will be christened by the great granddaughter of Matthew Turner!

Old Cap'n Matt didn't know how lucky he was in not having to deal with all the regulations that build-



ers face today. Richmond's Tri-Coastal Marine did the official drawings for the *Matthew Turner*, including all the modifications to make her totally compliant with all current passenger-carrying regulations. She will even be just as 'green' as the engineless *Galilee*, as the *Turner's* twin screws will be driven by a

Since the keel was laid in October 2013, more than 600 volunteers have been registered in the 'Turner' database.

regenerative electric propulsion system.

The speed bump that prevented the *Turner* project from going forward years ago is the same one that faces all big projects (and most of our lives): money. Despite receiving many in-kind donations, including most of the wood from a sustainable forest co-op up north, and generous financial support given by many organizations and individuals to the nonprofit Call of the Sea (and

TRI-COASTAL MARINE



Built of Douglas fir and Oregon white oak, the 'Turner' has a 'sparred length' of 132 feet (100 feet LOD), and will carry 7,200 sq. feet of sail.

construction was completely funded by private donations, is that the majority of her construction has been done by volunteers. That's right: folks who are not getting paid, but continue to show up — sometimes daily, sometimes weekly, sometimes just a few times a month — to contribute their sweat equity and enthusiasm to building a bona fide tall ship in the traditional plank-on-frame manner.

If you are a regular reader, you may already know that the wooden ship taking shape under the 'big top' tent in the old Marinship section of the Sausalito

Although he is not a skilled woodworker, 72-year-old Roy Falk plays a crucial role as the project's Chief Cat Herder.



ALL PHOTOS WOODY SKORIAK

MANY HANDS MAKE JOYFUL WORK



Newcomb Barger (center), one of the first volunteers, double-checks mast measurements as Billy Hager (left) and Ralf Nielsen look on.

Educational Tall Ship, which oversees the building process), the originally projected budget of \$5.6 million for the three-year build was not enough to hire the professional construction crew that would normally be needed for a project of this size and scope. (With the project now in its fourth year, the ship's final cost will end up around \$6.8 million.)

With budget concerns in mind, Alan had an epiphany of sorts a few years ago when he took notice of a project in San Diego: the construction of a replica of Cabrillo's *San Salvador* was being done largely by . . . volunteers.

Would that work with the *Turner*? If he committed to build it, would they come?

They would and did. In trickles, streams and droves. Since the keel was laid in October 2013, more than 600 volunteers have been registered in the *Turner* database — and more than 100,000 volunteer hours have been logged. As this was written, a crew of 122 folks have been showing up regu-

larly every month. On a typical day, 20 are on hand to make the sawdust fly. Or to clean up that never-ending sawdust. Or, depending on their skills and desires, to work in the office, or with the all-important team who prepares and feeds the daily lunches and caters the occasional dinners and fund-raisers.

Volunteers range in age from late teens to early 80s, and come from backgrounds that are just as diverse — engineering, winemaking, the medical field, the legal field, show business — you name it. The majority of volunteers are 60-something male retirees. However, you'll probably be surprised to learn that 40% of the volunteers are women. And yes, many of them are modern-day 'Rosie the Riveters' who bust knuckles on the ship right alongside the men. The other surprising stat, at least to us, is that not all are sailors. Of the couple of dozen folks we've talked to

during the past months, only about 2/3 own boats or sail regularly. A few have never sailed before.

Then again, it's not really about the sailing. Although hours spent working on the *Turner* will be 'redeemable' later on (for daysails and other privileges) the primary reasons most volunteers keep coming are more philanthropic.

"We are building a magnificent ship that will last for 100 years and afford about 10,000 young people a year an educational sailing adventure they won't soon forget," says Volunteer Coordinator Roy Falk. "And while I'm not a wood-

"The ship itself is such a beautiful creation — I look upon it as a living work of art."

worker, I consider it an honor to be a part of an effort that is so fundamentally rewarding. The ship itself is such a beautiful creation — I look upon it as a living work of art."

That pretty much sums up the feelings of everyone we talked to.

Like Roy, many volunteers came to the *Turner* with no prior woodworking — not to mention shipbuilding — experience. However, a number of them bring applicable skills such as carpentry, cabinetmaking, metalworking, food service, graphic-arts skills, and so on. But even complete 'newbies' are welcomed, encouraged, and trained by either the veteran volunteers or the six paid shipbuilders on the crew, and soon become

Professional shipwright Chris Burke and several others guide the army of volunteers through a variety of construction tasks.



BUILDING THE MATTHEW TURNER —

engaged in this once-in-a-lifetime experience.

The following is a small sampling of profiles on the hundreds of volunteers who've worked on the *Matthew Turner*:

Roy Falk — There are three big moments in the life of a new sailing ship: the laying of the keel, the Whiskey Plank

to show up on a particular day; helping purchase materials and supplies; designing and producing graphics that help tell the *Turner's* story; assisting with planning and staffing fund-raising events (such as the Whiskey Plank Gala last June); liaising periodically with corporate volunteer groups (Google, Salesforce and other companies have sent a dozen or more volunteer employees to work on the ship for a day); scheduling visits for school children and other groups; and training the docents who conduct tours. That's in addition to actually working on the ship.

Oh, and Roy is definitely a sailor. Among the feathers in his cap are three Transpacs and an Express 27 Season Championship.

Andrea Grupen-Hain (about 400 hours) — Andrea joined the

Turner project on the ground floor — literally. In June 2013, she was part of the work party that cleared the lot and

in volunteering and eventually received an email call for volunteers.

Andrea explains that with no woodworking, boatbuilding or sailing experience, "I did not come into this with the expectation that I'd actually be building a ship," she recalls. "I honestly thought I'd be doing administrative work." She was surprised — and occasionally a bit baffled — to learn otherwise. "I recall one morning meeting when the plan for the day was making 'scarfs'. I was pretty sure they weren't talking about using knitting needles and yarn."

Her biggest motivation for joining up was "the sailor of the family," her youngest daughter, Amelia Hain. "I wanted to get involved with something she could relate to and get her involved in something 'outside the box' for a then-13-year-old girl." As it turns out, Amelia's interests (she's now 17) have turned to other things. But for Mom Andrea, the commitment to the ship has turned into a welcomed weekly escape from her 'real job' in the corporate world, and she looks forward to that drive down from Sacramento every Saturday.

Maurizio Ibba (about 400 hours) — "Shipbuilding is in my veins," says Maurizio, who grew up in Genoa, Italy, a place that's been an important shipbuilding center pretty much continuously since Phoenician sailors founded the place in the sixth century B.C. Maurizio spent his youth working in the yards, building and repairing cruise ships and other large vessels — and his metalworking talents have been put to good use



SYLVIA STOMPPE

There's no stopping Bill Rich. Although he's now 81, he's put in nearly 600 hours of labor into building the tall ship.

celebration (when the last hull plank is mounted in place), and the launch. Roy has been there for two of those so far, starting with the laying of the keel in October 2013. And the 72-year-old retired telecom executive says he's all-in through the launch and hopefully beyond.

Roy works at the *Turner* 'shipyard' every weekday and some Saturdays for a total of about 30 hours a week. To date, he has accrued more than 2,800 hours of ship time. Two years ago, he was promoted to Chief Cat Herder . . . that is, volunteer coordinator. His duties include maintaining the volunteer database; tailoring workflow to the people scheduled

To date, he has accrued more than 2,800 hours of ship time.

started building up what would become the shipyard. She had heard about the project in a roundabout way: a friend on the East Coast sent her a link "to a man who wanted to build a wooden ship on San Francisco Bay" (which turned out to be Alan Olson). She found the Educational Tallship site, posted an interest

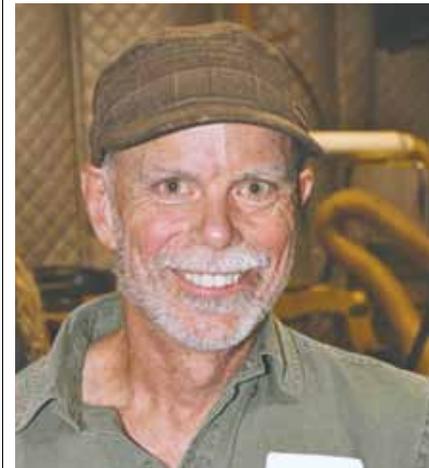


Andrea Grupen-Hain

Maurizio Ibba

Marcy Pattinson

Mark Blanchard



ALL MUG SHOTS LATITUDE / JR

MANY HANDS MAKE JOYFUL WORK

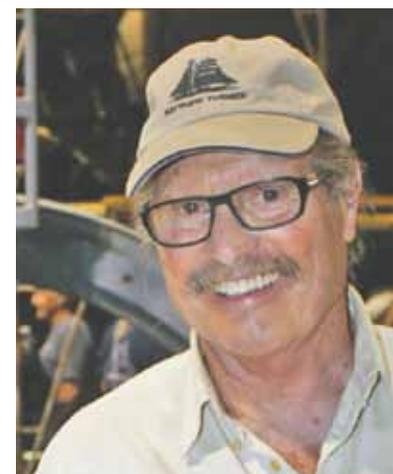


JULIE TURPIN

A few years ago, the idea of building the 'Matthew Turner' was merely a fantasy supported by this scale model. But the very real version will soon be introducing traditional sailing techniques to dreamers of all ages.

during the year or so he has been part of the *Turner* team. (You would be surprised how much metal fabrication goes into a plank-on-frame ship.) Like all volunteers, he hasn't been pigeonholed into only that one area, though. His knowledge of painting, electrical and auto bodyworking has also come in handy. And, he says, "I'm always ready to learn

Roy Sobert



new things."

Maurizio dedicates Fridays to working on the ship. The 52-year-old part-time property manager (and part-time sailing instructor at Sausalito's Modern Sailing School) looks forward to working on rigging the ship once she goes into the

water, and to remaining involved in the navigation and other on-board programs when the *Turner* is fully operational.

Bill Rich (500-600 hours) — At 81, Bill is the 'youngest-at-heart' member of the *Turner* crew. He first noticed the project when the big tent was going up. Because he'd been a carpenter and general contractor before retiring, when he saw the raw wooden logs being cut and stacked to dry, he stopped in to see what was going on. Then one day he and members of his Rotary Club

volunteered a day to the project — and Bill was hooked for good. In July 2014 he began his every-Wednesday 'work week'.

Bill's former career gave him a handy 'big-picture' point of view of how the various bits and pieces needed to come together, so his expectations of what building the ship might be like were pretty realistic, although even he says "there are many things that were new to me."

Bill is one of those who is "not really a sailor." He says he had a trimaran back on the '60s and did some sailing then. He does, however, look forward to seeing the *Turner's* sails fill and feeling her come alive beneath his feet.

Marcy Pattinson (400 hours) — Marcy was attending the Sausalito Art Festival (held near the *Turner* shipyard) in the summer of 2014 when "I walked into the big white tent" where the ship was taking shape. She was intrigued, but admits she had no idea how to get involved. "I just knew I wanted to help build the ship," she recalls. But the retired executive cleared Thursdays from her calendar anyway (she also volunteers for a half dozen other worthy causes), and with more than a little trepidation, she jumped into the frying pan in March last year.

"Chris Burke introduced me around and began the teaching process. Each

person I met was open and accepting and enthusiastic to have me join in," she remembers. By the end of the day, she no longer felt like the odd woman out. She felt proud to be part of the crew.

Marcy brought no special skills to the ship other than "a talent for fixing things," a desire to fix them right, and a stick-to-it-iveness to get the job done. She particularly enjoys the physical lab-

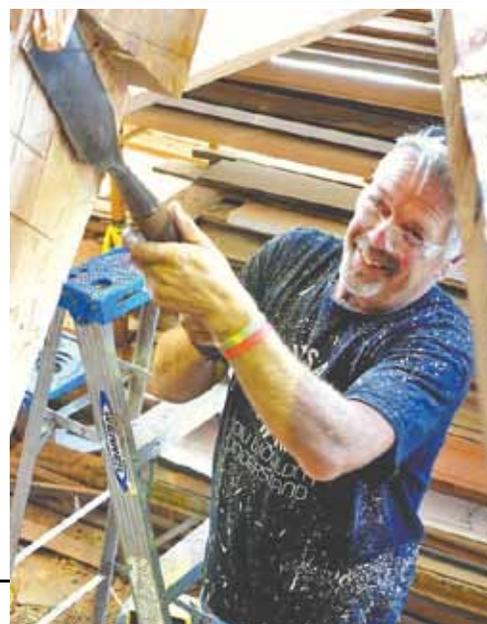
"I've dedicated my time to rigging work — interesting, physically demanding, precise and dirty. All good!"

bor. "For the last few months I've dedicated my time to rigging work — interesting, physically demanding, precise and dirty. All good!" And like most other crew, she enjoys the beer and camaraderie with fellow crew when the workday is done.

Ron and Mark Rushford (300 hours each) — We mention Ron and Mark together because they are the only father-son team working on the *Turner*. Mark, a 47-year-old real estate agent who works a few blocks away, first saw the big tent before there was even anything in it. When the ship was in frames a few months later, he called his dad, Ron, and suggested they work on the project together.

Ron, 78, was a family physician in Vacaville for almost 50 years. Retirement meant, among other things, that he could spend more time with his avoca-

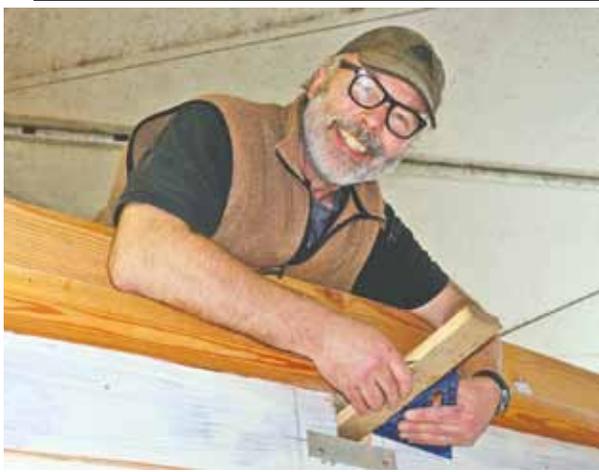
A cabinet-maker by trade, longtime volunteer Franck Schlosser is seen here shaping the *Turner's* stem.



WOODY SKORIAK

BUILDING THE MATTHEW TURNER —

ALL PHOTOS WOODY SKORIAK



Why is Dan Shugrue smiling? Because he's having a great time lending his energy to a ship that could easily last 100 years.

tion: woodworking. With a background in building furniture and two sailboats over the years (plus an interior re-do of Mark's Santana 22 *East Wind*), it didn't take long to agree. They've been there

"I'm a better craftsman because of what I've done and who I've worked with on the ship."

pretty much every Monday since.

Although the *Turner* is in one sense the ultimate father-son project, we got the feeling either of the Rushfords would be doing it even if the other wasn't. "I love woodworking and learning from experts, and the cause could not be better," says Ron.

"And when else would you ever get to work on building a real tall ship?" adds Mark.

Roy Sobert (1,850 hours) — "I've always wanted to go to the Wooden Boat

School in Maine," says Roy Sobert. "But the *Matthew Turner* came to me!" The 69-year-old retired contractor joined the ship in July 2013 — several months before the keel was even laid. With only occasional gaps, he has worked 40 hours a week since — both as shipwright and self-appointed Chief Morale Officer and Director of Humane Resources.

Roy and his wife are longtime sailors. They have owned, sailed and maintained the

classic 38-ft W.F. Stone schooner *Wanderer II* for the past quarter century. But even having that familiarity with wooden boats, he says he didn't know exactly what to expect when he signed onto the *Turner*. Like many others, he says the experience far exceeded his expectations.

"It's always been a dream of mine to build a wooden sailboat. But to be building a ship of this size, and knowing it will be sailing the Bay and beyond for well into the next century is more than I could ever have hoped for," he says. The icing on the cake is "the ship being by and about the kids."

Frank Schlosser (450 hours) — Frank is another *Turner* volunteer whose hours revolve around a 'real job.' During the week, the 57-year-old Woodland resident makes a living as a cabinetmaker. He spends Saturdays working on the *Turner*, sleeping aboard his Ericson 27, which is berthed in the Bay.

Frank discovered the project on Facebook. He likes it on pretty much every level, from the benefit it will have on

young kids to the challenges it presents him as a professional woodworker — "and the challenge of simply the scale of the project," he says.

He also feels this 'avocation' has enhanced his vocation. "I'm a better craftsman because of what I've done and who I've worked with on the ship."

Mark Blanchard (about 475 hours) — Mark is another woodworker drawn to the *Turner*, with a bit of a twist. Although his background includes carpentry and furniture building — as well as metal fab, electrical and machine maintenance — for the last two decades the 58-year-old



Double Dixons: Longtime volunteers Dixon Anderson (left) and Dixon Kuhn install bronze bolts into the *Turner's* rudder assembly.

has made a living designing and building custom guitars in his South Bay shop. So while he's willing and able to tackle the larger jobs, the powers-that-be tend to guide him toward smaller jobs that require a bit more skill and patience.

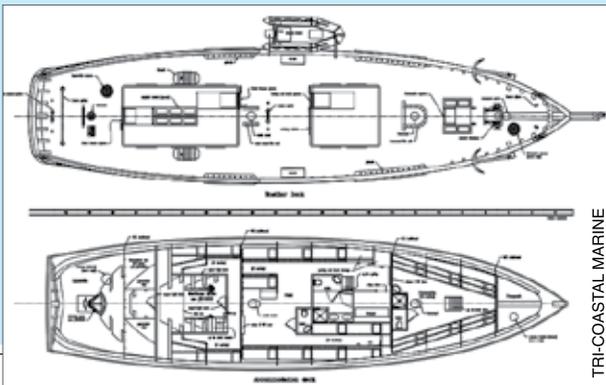
WANT TO GET INVOLVED?

If any of this has inspired the latent shipwright in you, the *Matthew Turner* is still welcoming volunteers. For more on that, go to educational-tallship.org — or just stop by the shipyard at 2330 Marinship Way in Sausalito.

Even if you don't have the time or interest to volunteer, we recommend that you stop by and have a look. There is generally someone who can show you around every day but Sunday.

The *Turner* will continue to be available for public viewing after

the launch, although times may be restricted occasionally to certain hours on



TRI-COASTAL MARINE

certain days. Again, check the website for the latest.

The launch on April 1 is open to the public. The site is the Corps of Engineers dock in Sausalito. The timetable has not been set in stone, but the blessing and speeches will start around 4 p.m., with the launch an hour later. That's followed by a reception at the Bay Model (tickets \$25-\$35), which will feature food, music and a short version of a documentary film about the *Turner*.

Again, as the launch date approaches please check the *Turner* website or *Lectronic Latitude* for any changes to the itinerary.

MANY HANDS MAKE JOYFUL WORK

Mark admits "I'm a newbie to boat-building, but many of the skills required are similar to other work I've done. Like building guitars, where almost nothing is flat, straight or square, the curvy nature of boats is not as challenging to me as it could be."

Mark is part of the Saturday crew, which includes several other volunteers who work full-time the rest of the week.

Interestingly, Mark found out about the ship through a guitar-building association that held one of its meetings at the build site in November 2014. With his interest piqued, he made a return visit a week later "and within 30 minutes I had a power planer in my hand and was fairing out a deck beam. I was hooked!"

William McGovern (about 100 hours) — Due to various commitments, some volunteers work for a while and then have to go on hiatus. But many, like William, come back when they can. A man of many hats, McGovern has been (or is) a crab fisherman, actor, music producer, landscaper, restaurant manager — and



Chris Godfrey has been lending his efforts to the cause since the beginning, and he can't seem to get enough of it.

even a pirate captain in Bolinas "leading treasure hunts of cultural, natural and mystical design." In other words, a perfect tall-ship volunteer!

At 46, William is one of the young guys on the crew. And one of those whose work occasionally takes him away from

the Bay Area. But as this was written, he was back on the *Turner* one day a week.

For this article, we asked all the volunteers if they had a favorite task they'd taken part in. Most loved it all, but McGovern perhaps said it the best: "All tasks on the ship are done with good-hearted appreciation and celebration of traditional crafting."

At her christening next month, the *Turner* will go into the water without her masts. Stepping and rigging them will be part of the last phase of construction. The volunteer crew — those featured here and pretty much all the rest — hope to remain part of the workforce right up to the moment she starts sailing sometime this fall.

If you have a special place in your heart for traditional wooden boats, we suggest you mark your calendar for the momentous launch on April 1 in Sausalito. No doubt you'll see many of the workers profiled here smiling ear-to-ear with pride.

— *latitude/jr*

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THREE BRIDGE FIASCO —



Above: Clockwise starters reach off for Blackaller Buoy, some popping spinnakers in the northeasterly breeze. Spread: The scene at the startline about 40 minutes into the pursuit race's starting sequence. — All photos Latitude/Chris except as noted.



What other race on the Bay has the stigma that just finishing the damn thing is the ultimate goal? The Singlehanded Sailing Society's Three Bridge Fiasco has more boats racing in more diverse classes than any other. "It's the largest race in the USA," says SSS race chair Rick Elkins. "That's what Wikipedia says, and no one has changed it yet."

The 21-mile race for singlehanders and doublehanders is rather simple in execution as there are only three marks: Blackaller Buoy near the Golden Gate

Bridge, Red Rock near the Richmond-San Rafael Bridge, and Yerba Buena/Treasure Island under the Bay Bridge. The start and finish are at the Golden Gate Yacht Club on the San Francisco Cityfront, and you can choose whichever way you want to go. Throw in a reverse pursuit start with the slow boats starting first and fast boats trying to pass them, and you can see that the simple premise turns into a real brainteaser.

This year's race on January 28 attracted 322 boats and featured predic-

tions for light winds and a large ebb current in the afternoon. With the recent rains and heavy runoff from the creeks, rivers and storm drains dumping fresh water into the Bay, the ebb was on everyone's mind. At the pre-race meeting, the owner of Pineapple Sails and local tides guru Kame Richards summed it up: "There are two variables — wind and current. Current is reasonably predictable and listed in the tidebooks. This year the tidebook is going to be wrong."

With the big ebb freaking everyone

EVERYTHING YOU KNOW IS WRONG



Above: Clockwise starters maneuver for position on the startline between the GGYC clubhouse on the San Francisco Marina and the X buoy. The event is a bucket-list item for many sailors.



out, the talk at the dock was that a clockwise approach to the race was the smartest direction. Or maybe heading up to Red Rock first from the start before the ebb set in would be the best approach.

On race day the boats were greeted with a nice 10-knot northeasterly breeze and flood current. Even with the idea of fighting a flood for the short run to Blackaller, that was obviously the right way to go, and most of the boats headed clockwise.

The clockwise boats spread out in the

North Bay, rounding Red Rock with ease, when they noticed a few boats headed the other way that had rounded Treasure Island first, having chosen an anti-clockwise direction. Why would anyone go that way? Deb Fehr and Suzanne Lee on the Merit 25 *Bandido* did just that although in a different order, as they went to Blackaller first and then TI. "Since it was windy enough we thought checking off Blackaller would work out better," said Deb. "Heading back to TI in the flood was fine, and once around we were able

to set the chute. We had sailed at least halfway toward Red Rock on a run along Berkeley when we saw the boats already around Red Rock." Suzanne chimed in: "We thought 'Oh this isn't working out,' but then after Red Rock we saw the parking lot of boats going the other way. It was actually quite beautiful."

After a nice run down the Berkeley flats the clockwise fleet started slowing down as the breeze slowly eased, and, like an accordion, all the boats ended up in a hole in a big line stretching

THREE BRIDGE FIASCO —



ERIK SIMONSON / PRESSURE-DRORUS

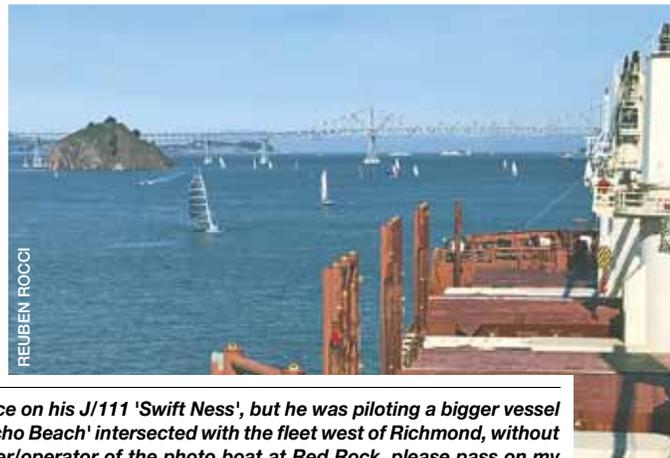
Rodney Pimentel and Ted Floyd on the beautiful blue Cal 40 'Azure' (left) went counter clockwise and would have been among the first finishers — had they not run aground 20 yards from the finish line.

off the Berkeley Pier. It was time for a restart, and the boats that were able to get toward the Emeryville shore and into what little breeze remained got ahead. "I headed out from the pack as soon as I could to keep moving, and it worked," said Greg Nelsen, singlehanding the *Azzura 310 Outsider*. "Even if we were

fighting more current, staying in the wind was key."

One of the problems this year was the restricted zone at the new eastern span of the Bay Bridge. Boats had to funnel between the Yerba Buena shore and the main pillar of the pretty and still-functioning new bridge. The restricted

area around the Coast Guard station on Yerba Buena Island was a trap for most boats getting caught inside while trying to get around the island. Though this restricted area is noted on charts, it's not listed on the race's Sailing Instructions, and a lot of the clockwise fleet ended up drifting into the exclusion zone next to the Coast Guard docks. In fact a few of them even got sucked into and hit the

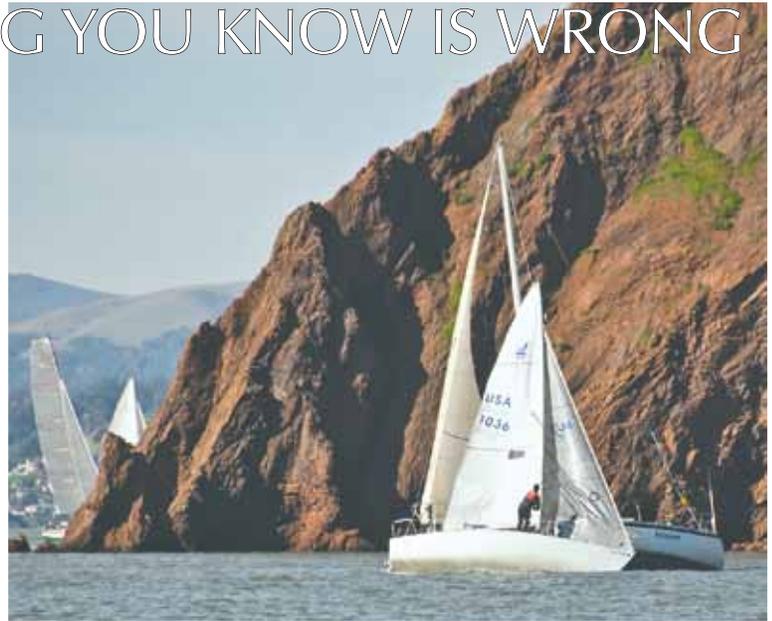


REUBEN ROCCI

Above: Reuben Rocci was registered to race on his J/111 'Swift Ness', but he was piloting a bigger vessel that day. The northbound bulk carrier 'Jericho Beach' intersected with the fleet west of Richmond, without incident. "If you happen to know the owner/operator of the photo boat at Red Rock, please pass on my gratitude for providing an 'escort' for the ship that I was piloting during the peak of the race in that area," he wrote. Below: our favorite spinnakers, on 'Dawn's Early Light', a J/36 (left), and 'Simply Irresistible', an Express 27. Below, right: The Esse 850 skirts past the Southampton platform and its coterie of cormorants.



EVERYTHING YOU KNOW IS WRONG



ERIK SIMONSON / PRESSURE-DROP.US

Top: Short-tacking through Raccoon Strait bound for Red Rock. Left: Peggy Lidster and Robin Fontenot on 'Athena' won the Express 27 class going counterclockwise. Right: This port-starboard collision between a doublehanded J/24 and a singlehander ended the race for both.

buoy tender *Aspen*, which was side-tied there. Members of the Coast Guard were not happy and said so on the VHF, admonishing the racers and race committee while writing down sail numbers of the perpetrators. All this mess was due to a Caltrans permit that shut down

the east side of the bridge for demolition of the old span, which happens to have been completed last year.

While hundreds of clockwise boats slowly inched their way forward against the ebb from the South Bay, trying to squeeze through and under the Bay

Bridge, the first call of finishers over the VHF could be heard. Anti-clockwise was the right way after all, and the "right" way was wrong.

Deb and Suzanne flew down from Red Rock toward GGYC, and since they had rounded Blackaller already all they had to do was finish. "The ebb was really trying to push us out the Gate, so we decided to head to the east of Alcatraz in



Clockwise from above left: Among the 32 Moore 24s that raced, these two, #68 'Gruntled' and #118 'Banditos', sailed the course in opposite directions, crossing paths off Berkeley ('Gruntled' finished third overall); the parking lot of clockwise boats north of Treasure Island; Phillip Laby and Matt Skafel on J/105 'Godot' set an anchor; a reciprocal view of the big, thankfully sunny parking lot.



THREE BRIDGE FIASCO —

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Left: Tony Castruccio performed singlehanded acrobatics on his J/30 'Wind Speed' and finished ahead of the other solo sailors. Right: Even a child can do it — in this case nine-year-old Caleb Everett Jr., who sailed the Moore 24 'Tortuga' to victory with his dad — but that doesn't mean it's easy.

order to fetch the finish line," said Deb. "We ended up skidding across the line sideways," added Suzanne. They would have been near the top of their class if it weren't for an over-early penalty of 20 minutes. "We borrowed the Merit 25 for this race. My boat is a Santana 22," quipped Deb. "That extra three feet made us over early."

Overall winners in the singlehanded and doublehanded monohull divisions all went anti-clockwise and each had their reasons for taking the flyer and going against the mob rule of clockwise boats. Overall doublehanded winners Caleb Everett and his son Caleb Jr. on the Moore 24 *Tortuga* knew the right way to go from before the start. "On the way to the start we did a little recon and decided to go to TI first and head for the Berkeley flats early to get current relief," said Caleb Sr. "We saw a breeze coming out

of the southwest at TI, started on starboard and boogied on up to and around the island." Nine-year-old Caleb Jr., aka Sonny, did a lot of the driving. "He's my secret light-air weapon. If people are willing to spend \$200 on titanium halyard shackles to save a couple of ounces then I was going to make out huge by saving at least 75 pounds." They and others were lucky and smart to get around TI. "There was just a wisp of enough wind to make it," said Sr. The Calebs crossed the finish line at 2:47:37 p.m.

Tony Castruccio on his J/30 *Wind Speed* finished first overall in the singlehanded monohulls. "Actually it was easy — being my first time singlehanded in the Fiasco I planned to sail in the op-

posite direction of the crowd as I didn't want to be a bumper boat. Once around TI it was kind of a cruise with no other boats around me," he said. "And it always helps to go the right way." Tony finished at 2:56:11 p.m.

Brotherly rivalry in sailboat racing is nothing new, and the Nash family has been at it for a while. Chris Nash on the Hawkfarm *El Gavilan* summed up his race after finishing 10th overall doublehanded and first in his class. "It wasn't just me, it was my son Nick who sailed with me, and I'd like to thank my mom [Jocelyn], who gave me the boat, my wife who let me go, and my brother Gordie, who went the other way." Gordie Nash and his wife Ruth Suzuki on the radically remodeled Santana 27 *Arcadia* are always hard to beat and finished a respectable 32nd overall.

Below, left: Gary Helms on the aptly named Dragonfly 25 'Green Flash', seen here abreast of TI, was the only singlehanded multihull finisher and thus won by default. Right: Alan O'Driscoll and Bryan Wade on the D-Class cat 'HMB Boys & Girls Club', seen here finishing, were the Doublehanded Multihull winners. These and most other multihulls sailed the course clockwise.



SINGLEHANDED SAILING SOCIETY

EVERYTHING YOU KNOW IS WRONG



One bridge, two sides. The clockwise crowd ghosted under the new span and the old suspension span of the Bay Bridge with varying degrees of success. This was where many dropped out.

Every year the Fiasco has controversies. What race with more than 300 boats going any way they choose wouldn't? This year the controversies were the restricted area around the Coast Guard station on Yerba Buena Island, the restricted area around the Richmond Long Wharf, which several boats were hailed for violating (this restricted area is cited in the Sailing Instructions and

well defined by channel buoys), and the startline, which is restricted for boats until five minutes before their start, as clearly stated in the Sailing Instructions but often overlooked by competitors.

SSS Commodore David Herrigel says we all have to be careful out there with the mixture of boats and the wacky course. Things have been smoothed out and sorted for next year. "For one, the Bay Bridge area will finally be opened

up, as the Caltrans permit expires in June. With the other, the Coast Guard station on Yerba Buena Island, we will set a zone to keep our people out." The Coast Guard knows about the race and has been helpful to keep things running for the SSS. "Like everyone, they don't like extra paperwork and any incident we create just makes it harder for them."

You can start checking the currents now for next year's Fiasco on the last Saturday in January. Start making your plans to go the wrong right way today.

— ncs

ALTERNATE FACTS

NOTABLE SSS AND THREE BRIDGE FIASCO EXCEPTIONS TO THE RACING RULES OF SAILING

From the SSS Standing Sailing Instructions:

1. Rules. ci. **Autopilot** and/or wind-powered self-steering gear (modifies RRS 52).

3. Navigation Safety. b. A boat that finishes between the hours of sunset and sunrise without displaying proper **running lights** shall be scored DNF by the Race Committee ... with a grace period of three minutes (modifies RRS 63.1 and A5).

12. **Start**. b. A boat starting later than 30 minutes after her starting signal will be scored DNS (did not start). (Modifies the definition of starting in A4.)

13. **Restricted Areas**. A boat that violates any of the restrictions on the list shall retire or face protest and disqualification. It may not 'unwind' to correct the violation (modifies RRS 28.1).

a. A boat shall not enter the area within **50 yards of the starting line**, after the first warning signal and before its own warning signal.

b. (Eight restricted areas around the Bay are listed; the Coast Guard dock at Yerba Buena Island is not among them.)

In the Three Bridge Fiasco Sailing Instructions, we find that the **Starting Times and Signals** are a throwback to the old

10-minute system, with the Warning at 8:50 with yellow "shape" and gun, the Preparatory at 8:55 with blue shape and gun, and the first start at 9 a.m. with red shape and gun. (Unfortunately for nostalgia's sake, the old shapes have been replaced by new flags.)

PHRF 264 and over (such as Cal 20s, which rate 273) start first. The race committee will give no additional signals after the first start, but may broadcast occasional time checks on VHF. This is a reverse start (**pur-suit**) race, with the start time for each boat based on its rating. Exception: Boats with PHRF ratings greater than 264 will receive a Time-on-Distance correction with 264 as the scratch rating. (A sheet listing assigned start times is provided; modifies RRS 26.)

Alternate Propulsion. A boat may use any means of propulsion (i.e. an engine or paddle) until five minutes before its assigned start time. (A boat can motor up until its prep — what's different in the Fiasco is that the prep is at five, not four minutes before the start.)

OCS (on course side, i.e. over early) and Recall. 1. If any part of a boat's hull, crew or equipment crosses the starting line during the five-minute period before its assigned start time: a. It will receive a **20-minute penalty** without a hearing (modifies RRS

63.1 and A5). b. It need not return to restart properly but shall proceed to sail the course (modifies RRS 28.1 and 29.1). 2. No recall signals or hails will be made (modifies RRS 29).

Communication with Race Committee. 1. Each boat shall **check in** on VHF radio no later than 10 minutes before its assigned start time. Boats with **odd sail numbers** should use VHF radio channel 71. Boats with **even sail numbers** should use 72. A boat that is unable to check in on its assigned channel may use the other (modifies SSI 11a.)

3. Boats approaching the **finish** line after 5 p.m. are asked to hail the RC on VHF as they approach (in actual practice, most boats called in as they approached the finish, regardless of the time of day). Boats finishing after dark are asked to illuminate their sail numbers as they approach and cross the finish line.

4. Boats are **REQUIRED to note their finish time** and the boat(s) finishing just ahead and behind them, in case of later RC inquiry.

In the nick of time, the Bay Bridge **Demolition Safety Zone** east of Yerba Buena Island was expanded by 500 feet just for the day of the race to accommodate the fleet.

THREE BRIDGE FIASCO —



SINGLEHANDED SAILING SOCIETY

Below, left: On the Antrim Class 40 'California Condor', Jim Antrim and Liz Baylis kept moving through the crowd piling up west of Berkeley. Right: Peter Cook and Kerry Sheehan on the Ultimate 24 'For Pete's Sake' were the first clockwise finishers, at 3:34:25 p.m.

SSS THREE BRIDGE FIASCO, 1/28

SINGLEHANDED:

PHRF <108 — 1) **Tijd**, Beneteau First 30JK, Dirk Husselman; 2) **White Shadow**, J/88, Jim Hopp. (2 boats)

PHRF 111-159 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Bandicoot**, Wyliecat 30, Al Germain. (9 boats)

PHRF >162 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Irish Blessing**, J/24, Chad Peddy; 3) **White Bear**, Nonsuch 30, David Harp. (6 boats)

SPORTBOAT — 1) **Archimedes**, Express 27, Joe Balderrama; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Taz!!**, Express 27, George Lythcott. (6 boats)

NON-SPINNAKER — 1) **Another Girl**, Alerion 38, Scott Easom; 2) **Hot Ice**, C&C 110, Mike Haddock; 3) **Kynntana**, Freedom 38, Carliane Johnson. (10 boats)

BAMA CUP — 1) **Green Flash**, Dragonfly 25, Gary Helms. (2 boats)

DOUBLEHANDED:

PHRF <108 — 1) **Can't Touch This**, J/125, Rich Pipkin/Mary McGrath; 2) **California Condor**, Antrim Class 40, Jim Antrim/Liz Baylis; 3) **Twisted**, Farr 40, Tony Pohl/Robert Milligan; 4) **Pegasus/MotionX**, J/100, Philippe Kahn/Mark Christensen; 5) **Deception**, SC50, Mark Van Selst/Roberto Giramonti. (42 boats)

PHRF 111-159 — 1) **Bosporus II**, Columbia 36, Rick Wallace/Kevin Kuhn; 2) **Liquid Asset**, Ranger 33, John Rook/Doug Keller; 3) **Elan**, Beneteau 37, Richard Atkinson/Klaus Schuman; 4) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 5) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner. (30 boats)

PHRF >162 — 1) **El Gavilan**, Hawkfarm, Chris & Nick Nash; 2) **Moxie**, Cal 28-2, Laurence Bekins/Michael Stephens; 3) **Finn**, Capo 26, Larry Duke/Steve Waterloo; 4) **Bandido**, Merit 25, Deb Fehr/Suzanne Lee. (25 boats)

SPORTBOAT — 1) **Rufless2**, Melges 24, Rufus Sjoberg/Dylan Benjamin; 2) **For Pete's Sake**, Ultimate 24, Peter Cook/Kerry Sheehan; 3) **Head Rush**, Antrim 27, Anja Bog/Peter Weigt; 4) **Leenabarca**, Melges 32, Bill & Melinda Erkelens; 5) **Family Hour TNG**, Henderson 30, Bilafer Family/Gus Arndt. (32 boats)

EXPRESS 37 — 1) **Bullet**, Laurence Baskin/Jim Murray; 2) **Elan**, Jack Peurach/John Duncan; 3) **Escapade**, Nick Schmidt/Coline Gaillard. (6

J/105 — 1) **Vuja Star**, Chris Kim/Mike Lazarro; 2) **Jam Session**, Adam Spiegel/Chris Tholstrup; 3) **Russian Roulette**, William Woodruff/Michael Weinman. (8 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming/Loren Moore; 2) **Shut Up and Drive**, Val Lulevich/Mark Humberstone. (5 boats)

J/70 — 1) **Penny Pincher**, Morgan & Jordan Paxhia; 2) **Allons-Y**, Davis King/Tim Anto; 3) **Scilla**, Fabio Maino/Felice Bonardi. (6 boats)

J/22 — 1) **Tom Allen**, Russ Silvestri/John Bonds; 2) **Samba Pa Ti**, Gerard Sheridan/Halsey Richartz; 3) **Goo**, Michael Menninger/Ben Lezin.



boats)

EXPRESS 27 — 1) **Athena**, Peggy Lidster/Robin Fontenot; 2) **Verve**, Ron Snetsinger/Mike Molina; 3) **Elise**, Steve & Susan Hodges; 4) **Motorcycle Irene**, Will Paxton/Zachery Anderson. (25 boats)

ISLANDER 36 — 1) **Zenith**, Bill & Peter Nork; 2) **Cassiopeia**, Kit Wiegman & Mara Gutmann; 3) **Windwalker**, Richard & Tom Schoenhair. (9 boats)

Never easy to spot from a distance, Blackaller Buoy was almost submerged in a ripping countercurrent flood during the late afternoon.

(5 boats)

SF BAY 30 — 1) **Paradigm**, J/32, Luther & Robert Izmirian; 2) **Friction Loss**, J/30, Jenny Thompson/Chris Jensen; 3) **Ione**, J/30, Peter Jermyn/Curt Brown. (6 boats)

MOORE 24 — 1) **Tortuga**, Caleb & Sonny Everett; 2) **Orca**, Will Baylis/rich Bergsund; 3) **Grun-**

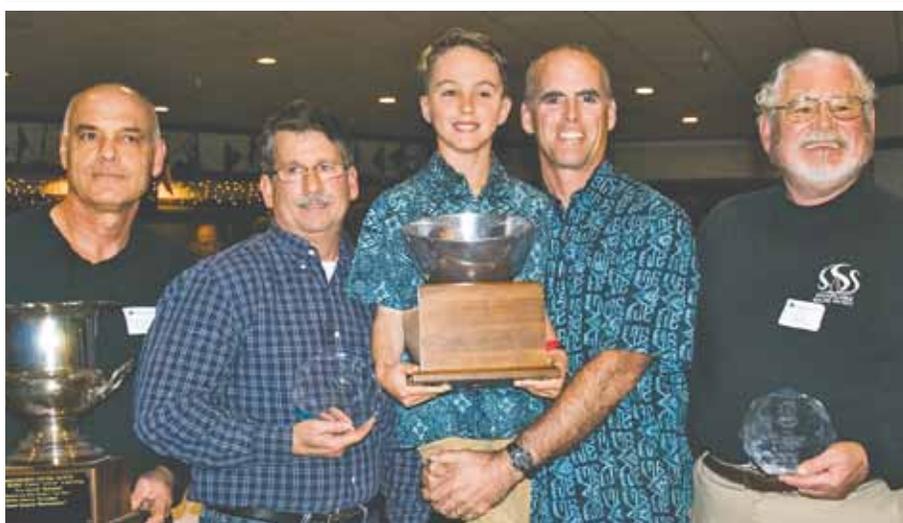
EVERYTHING YOU KNOW IS WRONG

bled, Bart Hackworth/
Simon Winer; 4) **More
Cowbell!**, Kathryn
Meyer/Greg Tonole.
(32 boats)

WYLIE WABBIT —
1) **Keala**, Ron Tosten-
son/Merrick Cheney;
2) **Bad Hare Day**, Erik
Menzel/Atilla Plash; 3)
Kwazy, Colin Moore/
Bill Sistek. (6 boats)

NON-SPINNAKER
— 1) **Q**, Schumacher
40, Glenn Isaacson/
Todd Hedin; 2) **Nad-
ja Delphine**, X-41,
Rainer Genschel/
Thomas Wehlen; 3)
Argo, Beneteau First
40.7, Gregory Demetru-
lias/Chris Hyder; 4) **Spirit
of Freedom**, J/124, Bill
Mohr/Reid Rankin. (34
boats)

FAST CATS — 1) **HMB Boys & Girls Club**,
D-Class, Alan O'Driscoll/Bryan Wade; 2) **Adrena-
line**, D-Class, Bill Erkelens Sr./Chad Freitas; 3)



Overall trophy winners, left to right: Alan O'Driscoll, Doublehanded Multihull; Tony Castruccio, Singlehanded Monohull; Caleb Everett Jr. and Sr., Doublehanded Monohull; Gary Helms, Singlehanded Multihull. The Everetts came up from Newport Beach to race — and again for the awards.

SmartRecruiters, Extreme 40, Jerome Ternynck/
Chris Steinfeld. (4 boats)

BAMA CUP — 1) **Khimaira**, F-25c, Mark &
Kim Zimmer; 2) **Mojo**, F-25c, Christopher Harvey/
Dan Mone; 3) **Peregrine Falcon**, F-27, Bill Gard-
ner/Aimee Iriso. (15 boats)

OVERALL:

SINGLEHANDED MONO-
HULL — 1) **Wind Speed**;
2) **Summertime Dream**; 3)
Tijd; 4) **Archimedes**; 5) **Irish
Blessing**. (33 boats)

DOUBLEHANDED MONO-
HULL — 1) **Tortuga**; 2) **Orca**;
3) **Gruntled**; 4) **More Cow-
bell!**; 5) **Moore Wave*Ohs**,
Moore 24, Kurt Lahr/Alex
Simanis; 6) **Athena**; 7) **Ru-
fless2**; 8) **The Jackal**, Moore
24, Hogan Beatie/Daniel Rob-
erts; 9) **For Pete's Sake**; 10)
El Gavilan. (271 boats)

DOUBLEHANDED MUL-
TIHULL — 1) **HMB Boys &
Girls Club**, 2) **Khimaira**; 3)
Adrenaline. (19 boats)

Complete results at
www.jibeset.net

*The Three Bridge Fiasco kicks off a
whole series of races for shorthanded
sailors on the Bay and ocean organized
by the Singlehanded Sailing Society. See
www.sfbayss.org for more info. — editor*

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GOING NATIVE IN THE SOUTH PACIFIC —

Presented here are three different takes on a similar theme: dramatically expanding the value of a South Pacific cruise by traveling slowly and making special efforts to connect with the locals ashore.

Having recently returned from a two-year Eastern Pacific loop that included eight months in French Polynesia, my husband Barry and I are often nostalgic as we think back on experiences we had there while cruising on our Sausalito-based Hughes 48 *Iolani*.

Because we'd obtained long-stay visas in advance, we were able to take our time and linger, and in some cases even revisit our favorite places.

The following are memories and reflections on some of the

After months of intense preparation, Barry and Sylvia headed west from Banderas Bay in 2015.

highlights of our travels in the Marquesas and Tuamotus that we hope will help inspire future South Pacific cruisers.

A cruising sailboat is an ideal platform for enjoying remote locations such as Baie de Hakatea (known by many sailors as Daniel's Bay) on the Marquesan island of Nuku Hiva. Although cruise ship passengers can take a day tour there and hike to the waterfall, the anchorage at Hakatea is only accessible by small vessels. We stayed there for weeks, enjoying the varying effects of sunlight on the dramatic cliffs that surround the anchorage. Looking back, it was one of the most gorgeous places that we visited during our cruise.

Later, while cruising the Tuamotus, we spent a week at Hirifa in the Fakarava atoll, anchored in front of the restaurant and home of Laiza, the most welcoming and generous person we met in the entire archipelago. She played *boules* (synonymous with *pétanque*) with us, taught us how to dive for giant clams and how to make *metihue* — a process involving a nighttime search for hermit crabs, collection of and processing coconuts, and a week's fermentation that yielded a creamy-white coconut sauce to eat with raw fish).

Our final week before sailing north to Hawaii was spent at the Marquesan island of Hiva Oa, attending the Festival des Artes des Marquises, a four-day celebration of dance, art and music that was one of the most memorable experi-

When the food was ready, groups of men would chant and dance, building up to a frenzied level of energy.

ences of our lives!

These festivals take place during every odd-numbered year, with larger events every four years at one of the larger islands: Ua Pou, Nuku Hiva or Hiva Oa. And smaller festivals two years later at one of the smaller islands: Ua Huka, Tahuata or Fatu Hiva.

The vast majority of attendees were the performers themselves, and on Hiva Oa many slept on the floor of the school gymnasium — hundreds of them! Every hotel room on the island (about 30 of them) was booked up months in advance. There were about 60 sailboats anchored in Hiva Oa's main harbor, plus a few more at the nearby island of Tahuata, whose crews took water taxis across the channel to see the festival.

Each day there were free events from 8 a.m. until around midnight. Dancing made up the bulk of the performances, with large groups from each island wearing unique and beautiful costumes. There were also con-

ferences in French or Marquesan on topics such as tattooing, traditional culture, the importance of reviving old customs, and the effort to have the Marquesas declared a UNESCO World Heritage site.

At the Village des Artisans (craft village) there were demonstrations of carving and tattooing, and each island had a tent with handmade items for sale.

There was a traditional feast one day, which was free for all attendees — more than 1,000 people. We wandered over to the underground ovens and encountered an electrifying scene. Each of the six islands had one or two cooking pits, with an adjacent thatch-covered kitchen. When the food was ready, groups of men would chant and dance, building up to a frenzied level of energy, then rush to the hot pit, raking away sand and removing the steaming leaves to uncover the food nestled in woven palm baskets, and arranged in a massive metal cage. Sixteen men then carried the cage — suspended from wooden poles — to the kitchen, chanting and grunting all the way. This

Marquesan islanders of all ages take pride in participating in the traditional cultural ceremonies of the Festival des Artes.



THE ADVANTAGES OF TAKING IT SLOW



SYLVIA STOMPE

For visiting sailors, the spectacle of hundreds of elaborately costumed islanders dancing in unison is a visual feast.

was hot work, requiring speed, so their hands would not burn. The food was then transferred to 6-foot-long hand-carved wooden bowls, and carried across a large field to the food tents. In front of the tents, each group danced, chanted and drummed some more before opening the buffet.

We all had to bring a natural food receptacle. Barry and I had woven palm-frond plates with our friends Jeff and Katie on *Mezzaluna*. We tasted a little from each tent until we were stuffed. There was roast pork, roasted bananas, *poi* (a root such as cassava or taro cooked in coconut milk), goat in coconut sauce, many flavors of *poisson cru* (fish marinated in coconut milk), raw crabs with different sauces, raw chiton (marine mollusks that cling to seaside rocks and resemble 'rolly polly' bugs), banana cakes, fermented breadfruit purée (yuk) and many other foods. Needless to say it was a free lunch to remember!

The islanders need to raise a lot of money in order to offer such a feast (for free), as well as buy costume materials and organize transport for the performers. All in all, it is quite an investment for the locals, which they make with pride.

After three full days of spectating while sitting on hard stones, you would think we would have had enough, but on day four the festival closed with a presentation by each island, as well as performances by three groups of Marquesans living on Tahiti, a group from Rapa Nui (Easter Island) and one from Rikitea (Gambiers). This was the grand finale.

Each troupe finished their performance by inviting dancers from the other

groups to join in, which was a real crowd-pleaser. There was what you might call 'dirty dancing', as well as competitive showmanship, and the performers seemed to be having a really good time. Finally, the drummers formed a circle, so each island group could drum in turn, then together. It was powerful; our chests and even the water bottles in our hands vibrated to the rhythms. Then the hundreds and hundreds of performers made a massive, spiraling circle, holding hands and chanting first a traditional hymn, before closing the night with a communal *Haka Pua*, meaning the pig dance. It was one of our favorites: a shuffling, swaying motion, with a grunting chant that seemed so strange at first, but grew on us. (Onboard later, Barry and I couldn't resist imitating the chants ourselves!)

So finished four unforgettable days that served as a fitting, festive end to our eight-month cruise in French Polynesia. The next large Festival des Artes des Marqueses will be in December 2019 on Ua Pou, and a smaller event will be held late in 2017 on Tahuata. For future cruisers, planning a cruise around either of these events would be well worth the effort.

— sylvia stompe

Connecting with the Locals

Katie Lauritzen and Jeff Anderson aboard Mezzaluna, a Baba 40 from Wisconsin, crossed from the Galapagos in the summer of 2015 and stayed in the Marquesas through the 2015-'16 cyclone season. We got to know them at Taiohae Bay on Nuku Hiva.

As illustrated by Katie and Jeff's experience and our own, one of the great benefits of securing long-stay visas before sailing to the islands (see sidebar), is that you'll have time to develop lasting relationships with people you meet, rather than just having a brief encounter or two.

Katie and Jeff write:

At Hakau Valley near Daniel's Bay, we met Paul, former butler to the president of French Polynesia and a chef as well. We introduced Paul to "anchor beers" after we took him to town aboard *Mezzaluna*. He had come aboard to teach

sushi-making (how to prepare the rice-and fillings, and roll "inside-out" sushi rolls); and he joined us at a cruisers' pot luck.

Over the next five months we gave him rides between Taiohae and Hakau Valley a couple more times, once with a huge frozen triggerfish that his father (who lives in the Tuamotus) had shipped to him. He asked me to put it in my freezer and it barely fit. When I got it out upon our arrival in Hakatea Bay, he offered to come back later to cook it for us. I'm never one to say no to an offer like that so we had another "gourmet night" aboard *Mezzaluna*.

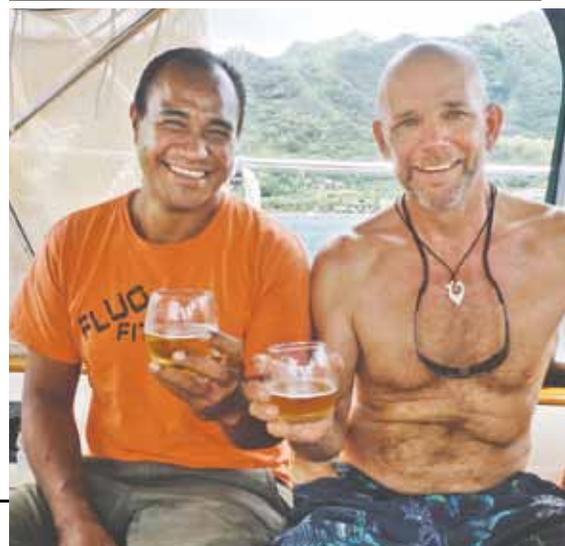
We hiked to the waterfall in the Hakau Valley two times after our first visit, when we met Paul. He hiked along with us, pointed out the "Secret Valley" and relayed some very interesting Marquesan history from the oral tradition that is not in any guidebooks. As with any favorite place, it's interesting to see the changes through the seasons. The water levels were higher on each successive hike and there were changes in

Each time we got together with Paul we were the happy recipients of a bountiful amount of fruit.

the vegetation. Each time we got together with Paul we were the happy recipients of a bountiful amount of fruit. The last time, he gave us a 10-kilo bag of limes to use for trading in the Tuamotus.

We also developed a nice relationship with a family in Hanavava, Fatu Hiva.

Paul, left, shared many cultural traditions with the 'Mezzaluna' crew, and Jeff introduced him to the sailors' tradition of "anchor beers."



KATIE LAURITZEN

SYLVIA STOMPE

GOING NATIVE IN THE SOUTH PACIFIC —

JEFF ANDERSON



Sushi anyone? Paul and Katie show the results of 'sushi-making class' aboard 'Mezzaluna'. Sharing time with Paul was a highlight.

Jeff helped Lucian fix his outboard, and when we got to Hiva Oa we bought some parts he needed and gave them to his daughter who lives there, and she shipped them to him. They took us down to Omoa (on the other side of the island) twice in their truck, and on the way Jeff got to check out the pig traps Lucian had set in the hills.

We went to their son and grandson's soccer games; they had us to their house to share a meal, and gave us bunches of bananas and the frozen hindquarter of a pig. That, too, was a challenge to squeeze into my freezer! From time to time Lucian's wife Augustine would call Jeff on the phone wondering when we were coming back to visit, but unfortu-

nately we were not able to return. That is one of the hardest things about cruising: always having to say goodbye.

Another cool experience was watching the troupe practice on Nuku Hiva in the months leading up to the Marquesan Arts Festival, as they learned the songs and dances, then performed in a day-long "dress rehearsal" festival. As if being anchored in the harbor at Hiva Oa when all the

contingents arrived, being greeted with drumming and dancing, then spending the four days at the festival weren't awesome enough, to see "our" Nuku Hiva dancers performing splendidly at the grand festival was icing on the cake!

After the festival we got to know some of the participants on their home islands. In Hapatoni, on the island of Tahuata, we shared our festival photos and videos with quite a few people in the village and they were delighted. We became friends with one of the "matriarchal" women there and had lunch at her house a half dozen times. We met Cyril, the carver

Below: The sturdy Baba 40 'Mezzaluna' reaching in the trade winds. Inset: A bounty of Marquesan fruits.

extraordinaire who was also the chief dancer for Tahuata, and bought a beautiful carved-bone bracelet from him.

Having attended the festival made for an instant connection with people we met everywhere in the Marquesas, and even in the Tuamotus and Tahiti.

— **katie lauritzen & jeff anderson**

Having attended the festival made for an instant connection with people we met everywhere.

Staying Long Enough to Become a Member of a Community

Barry and I met David Hartman of Anahata — a Passport 42 from Toronto, ON — after he crossed from the Galapagos in April 2015. We shared many good times and he told us that his cruising plan was to "get lost in the islands of the South Pacific." But after three months in French Polynesia, it was time for him to move on since he did not have a long-stay visa.

Maupiti was meant to be his last

stop in the French islands. While there, a French couple on a neighboring boat asked if he would be willing to transport provisions to friends on Mau-

pihaa, an atoll 100 miles to the southwest. David, as well as the crews of two other boats (including the Lagoon 470 *Family Circus*), agreed to do so as a flotilla. He was soon stowing eight large cartons of chicken, fresh vegetables and other food items, as well as many palm tree seedlings.

Maupihaa previously had an oyster farm



MEZZALUNA

STEVE WESTWOOD



THE ADVANTAGES OF TAKING IT SLOW

and quite a few inhabitants, but after a cyclone wiped out the oyster business, the population has dwindled to about 50 people who make their living harvesting copra (dried coconut meat). The supply ship visits only once every eight months and few cruisers stop there. To say it is off the beaten track is an understatement!

David arrived to discover that due to a lack of refrigeration, all the fresh food had to be eaten immediately. Neighbors were called and everybody joined in for a feast. Over the next week, David spent time with the islanders, learning about the lifestyle of these isolated people who chose to settle here after living and working previously on Maupiti, Tahiti, or even in France.

David regrets that he doesn't speak more French, so he could have communicated better, but he was able to learn a lot about life there nonetheless. For example, it takes about two days to fill a bag of copra. Each bag fetches \$60, yielding \$300-\$400 per month, which is plenty, since there is nowhere to spend it. All they buy seems to be food staples, arranged by their contacts on Maupiti with whom they communicate via single-sideband radio.

David spent a full day with his new local friends and other cruisers foraging: skin diving for fish, collecting crayfish from the rocks, catching coconut crabs, and collecting tern eggs, all to be eaten that day: another feast! A Maupihaa's diet for most of the year consists of rice, flour, sugar, a few vegetables that are grown on the island, and whatever protein they can harvest. Luckily, there is enough; a half hour of hunting yields

plenty of coconut crab, a delicacy that is now quite rare on the more populated islands. His week on this remote island gave David insight into an unusual, self-sufficient style of living, and was one of the highlights of his French Polynesian cruise.

After a season in Tonga, David sailed to the Marshall Islands for cyclone season. He was there when cyclone Winston devastated Fiji. He heard about ongoing efforts to help the locals, so after cyclone season he sailed down to Nadi, Fiji to pitch in. Once there, he learned of the aid that had been organized at a grassroots level immediately after Winston struck by Port Denarau Marina operator Nigel Skeg and David Jamieson



WENDY SHIELDS

In the aftermath of cyclone Winston, cruisers helped shuttle urgently needed supplies, and materials for a new school.

middle of cyclone season against the trade winds to find people in need.

One boat was sailing past the remote north side of Fiji when they saw a signal mirror flashing. More than 100 people from a destroyed village were stranded with no access roads or means of communication. Several trips were made with donated supplies to get the village back on its feet.

David said, "I am incredibly proud of my floating village," referring to the cruisers who sailed off into unknown circumstances to render aid, and the megayachts that gave their provisions and water to locals without fuss or fanfare.

David met Ian and Wendy, longtime Australian cruisers on the catamaran

The sailors loaded up their boats, until their decks were piled high, and sailed off in the middle of cyclone season.

from Yacht Help Fiji. Volunteers rustled up tents and provisions, then recruited a handful of cruisers at the local watering hole to sail to outer-island communities and deliver needed supplies. The sailors loaded up their boats, until their decks were piled high, and sailed off in the

10 THINGS YOU CAN DO TO MEET LOCALS IN FRENCH POLYNESIA

- Study French! Few do, but it really makes a difference in making friends.
- Take classes from locals: dance, music, cooking, art
- Ask for an informal lesson from an acquaintance on shore; they are often happy to share their expertise in fishing or hunting.
- Take a tour; the guide often introduces you around. On Hiva Oa we ended up at our guide's father's retirement party!
- Volunteer at a school or church, or teach English language to locals.
- Offer technical assistance. Help fix a computer or outboard as we often do for each other in the fleet.

- Search out special events for locals: fishing tournaments, fundraisers or dance practices. They may have interesting food to buy and are fun to watch.
- Help transport supplies to remote anchorages or islands.
- Give rides on your boat. People in remote locations need water transport to save a long hike to town and a fun day sailing could be a highpoint for a local family.
- Invite local people to dinner onboard or to the beach potluck.



MAKE FRIENDS WITH ITEMS THAT ISLANDERS NEED

- Snorkeling and diving gear, including wetsuits
- Headlamps
- Solar lights or chargers
- Batteries
- Lighters for starting cooking fires
- 12-gauge ammunition for hunting wild pigs and goats
- Alcohol is often asked for, but be careful, it can invite trouble.
- I was told saddles are in demand in the Marquesas and could be sold or bartered with. Mexico is the perfect place to buy a saddle, one that is utilitarian, not expensive and small-sized because Marquesan horses are not large.

GOING NATIVE IN THE SOUTH PACIFIC

Outsider, who knew of a community that needed a school rebuilt, had passed that information along to a company that wanted to donate a large sum to cyclone relief, and succeeded in securing the funds.

As project managers for the Makogai School Project, working with the nonprofit organization Sea Mercy, they coordinated 140 volunteers from 14 countries, including the crews of 35 cruising boats, to help rebuild the school. First they built a barge to transport materials the 25 miles from Nadi to the site, then built a camp to house volunteers and local workers. Then they cleared the grounds and built the structure for the school. David spent three months working on the Makogai School project.

After a couple years of constant moving, sailing off before true friendships could be made with island residents, he



WENDY SHIELDS

Working with the nonprofit Sea Mercy, volunteers from different cultures pooled their energies to rebuild after Winston's wrath.

felt it was time to stop for awhile and be a part of something important. He left just a week before the school reopened. "I get teary-eyed thinking about it," he said as he told me about the connections he'd made with the residents of Makogai, the going-away banquet and the tears they shared when he said goodbye.

He had fallen in love with the people in Fiji, and part of him wanted to stay forever. But sailboats are meant to be sailed. And as it turned out, David had more adventures awaiting him on his return to the Marshalls, where he became involved with traditional sailing canoes on Ailuk atoll, as featured in the Jan-Feb 2017 issue of *WoodenBoat* magazine.

Cruising the South Pacific was one of the most memorable experiences of our lives. We encourage others to follow in our wake, and remember not to socialize only with other cruisers. The friendships you forge with the islanders you'll meet along your route will undoubtedly be among the most cherished rewards of your cruise.

— **sylvia stompe**

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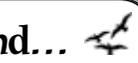
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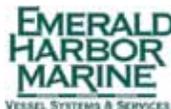
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16th ZIHUATANEJO SAILFEST —

Soon after sailing south of the border, many first-time Mexico cruisers are shocked to discover how genuinely warm and welcoming most Mexicans are to sailors — despite the fact that those

But the simple gathering that *Latitude* founder Richard Spindler originally conceived quickly grew into a week-long, multi-event festival. Visiting sailors, expats in residence, and Zihua community members joined together to balance the fun-filled event schedule with a serious mission: to raise much-needed funds to support the education of the underprivileged indigenous kids who live in outlying areas of the city.

The central issue was, and still is, that in Mexico you cannot attend

public school if you don't speak Spanish. But without attending school, how could kids who speak only native dialects ever learn proper Spanish? It was a classic 'Catch 22'.

That's where the nonprofit Por Los Niños came in. Funded annually by Sailfest's earnings, the group has built schools, upgraded existing facilities, paid teachers' salaries, bought school supplies and more.

Inset upper right: "And the winner is..." We think that's the C&C 38 'Carmanah' crossing the finish line. But we doubt that anybody really cared — the race/rally was just for fun. Below: "Hands up if you're having fun!"

In fact, last year Sailfest's earnings, combined with funds from the city government and contributions from local businesses, facilitated construction of Zihuatanejo's first new high school in 20 years.

The Festival's many longtime supporters have much to be proud of, as do all first-time participants, because the several hundred thousand dollars raised during Sailfest's 16-year run constitutes the largest cruiser-funded charity effort in the country.

As we said though, Z-Fest's secondary focus is on fun and frivolity — and it's a top-rated event in that regard also.

ALL PHOTOS MARGARET REID



With her 75-ft length and 35-ft beam, the popular Zihua Bay catamaran 'Picante' was an ideal choice for the kids' introduction to sailing.

sailors are living a privileged life of leisure compared to the simple lifestyles of their hard-working Mexican hosts.

Perhaps that's why so many cruisers go to great lengths to 'give back' through various forms of volunteer work. The best illustration of this 'payback' attitude can be witnessed each winter during the annual Zihuatanejo Sailfest, a weeklong celebration that's dually focused on fun and fund-raising (February 6-12 this year).

We're proud to have played a small role in starting up Z-Fest 16 years ago.



PUTTING THE SAIL BACK IN SAILFEST

This year, the weeklong roster of events included concerts, a gala dinner, raffles and auctions, an artisan street fair and on-the-water events almost every day.

Roughly 30 vessels participated in various sailing activities with many land-based tourists and locals giving 400-peso donations for the privilege of riding along: Wednesday's rally/race drew 19 boats with 116 guests aboard, and Saturday's boat parade from Zihua to neighboring Ixtapa drew 23 sail- and powerboats with

254 guests aboard.

In addition, 12 boats offered sunset cruises (600 pesos) that featured live music on deck by various local guitar

players. And a special "blues cruise" featured onboard entertainment by Minnesota blues legend Don Scott and his wife Rosanne Licciardi.

"Stuart and Karen Cooper on the British-flagged Formosa 51 *Fantasia* did

multiple cruises," reports event volunteer Tim Melville, "and hosted over 100 guests on her spacious foredeck!" They also hosted the cruisers' wrap-up party, which saw 19 dinghies tied alongside and more than 40 sailors dancing on deck."

According to volunteer Nancy Hunting, the new custom cruises brought 230 addi-



Above: The homebuilt Seattle-based schooner 'Patricia Belle' makes an annual pilgrimage to Zihuatanejo to participate in Sailfest. **Below:** With twin Formosa 51s in the foreground, the cruising fleet lines up for the start of the decidedly low-key rally/race.



16th ZIHUATANEJO SAILFEST —

ALL PHOTOS MARGARET REID



We're gonna go out on a limb and say that these kids are having a great time during their first catamaran cruise.

tional guests into the fundraising effort, with "a grand total of more than 600 (paying) passengers on all cruises during the entire festival."

All in all, the strong turnout of cruisers this year "put the sail back in Sailfest," as longtime principal organizer Lorenzo Marbut put it. "Those compassionate cruisers raised a record 300,000 pesos (almost \$15,000 USD)." And the grand total of all contributions generated — thanks to the efforts of 72 volunteers — reached well over 850,000 pesos (almost \$42,000 USD). A special salute is owed to generous annual donors Jane Fiala, Richard and Gloria Bellack, and cruiser Pete Boyce of the Sabre 42 *Edelweiss III*.

"Since its inception," reports Lorenzo, "Sailfest has built more than 100 school classrooms, bathrooms, kitch-

Several cruising cats work their way out of Zihua Bay during the annual rally/race. The paying guests aboard loved it.



ens and playgrounds including 12 new kindergartens and primary schools, the new high school, and expansion and repair at several other schools. The Guerrero Secretary of Education estimates that more than 2,000 local children attend school every year in classrooms built by Sailfest and its com-

munity partnership."

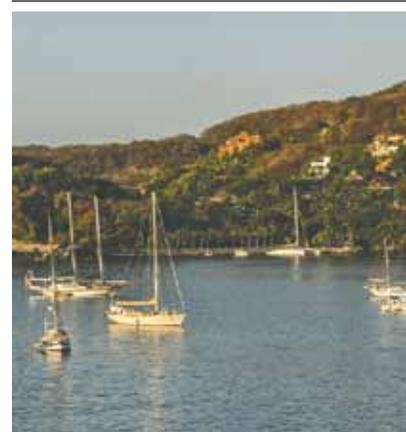
Lorenzo adds, "The children in the photograph aboard the *Picante* (above and previous page) are being rewarded for having the highest GPAs in their class at our Casa Pacifica tutoring school, where Sailfest's 'Beans & Rice' nutrition program provides 30,000+ healthy meals a year to our brightest and poorest students who would otherwise go hungry."

As with many other sailing events, cruiser participation in Sailfest is cyclical; sometimes it's up and sometimes it's down for no discernible reason. Most likely, spikes in sailor participation in any particular year have a lot to do with who talks it up while in more northerly anchorages and leads the herd south.

One thing we can say with certainty, though, is that Zihuatanejo remains one of the most 'genuinely Mexican' towns on the coast, as high-rise hotels and mass tourism in that area have been relegated to nearby Ixtapa, a tourist mecca

reminiscent of Cancun.

So if you plan to cruise south of the border next fall, we would highly recommend you pay Z-town a visit. And even if you can't be there when Sailfest activities are taking place (February 5-11), we suggest you email Lorenzo (lorenzo@porlosninos.info) and ask for a tour of one of the Sailfest-funded schools. We can practically guarantee you'll be deeply



Sailfest wouldn't be complete without the annual Chili Cookoff — this year facilitated by the local Rotary club.

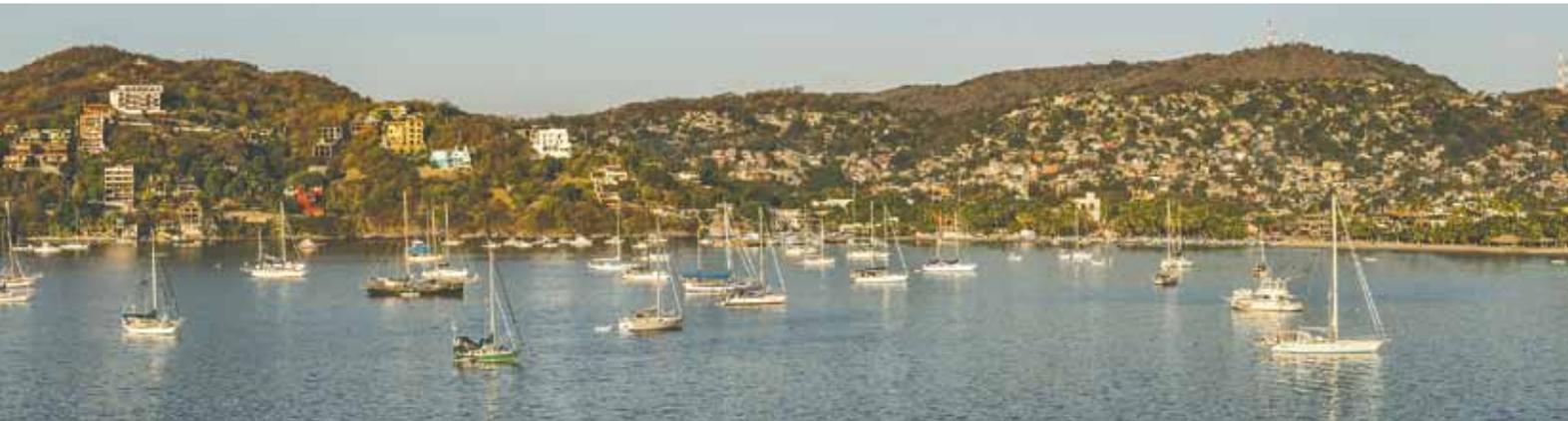
impressed by the obvious pride on the faces of the young scholars you'll meet there, as most are absolutely thrilled by the opportunity to get a basic education.

In addition to helping out with Sailfest, over the years many cruisers have lent their muscle power and technical expertise to various Sailfest-funded construction efforts. And we'd bet they all went away feeling grateful to have played a small part in such a life-changing endeavor. Trust us, this is the real deal.

— **latitude/andy**

For additional information check out the official website: www.zihuasailfest.com.

PUTTING THE SAIL BACK IN SAILFEST



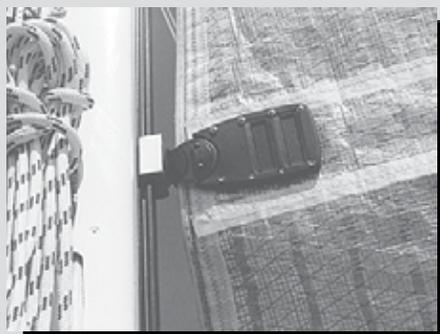
16th ANNUAL ZIHUA SAILFEST FLEET

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Three Hour Tour / Seawind 1200 / Mark McKinnon / Edmonton, AB
Summer / Bristol 35.5 / John Coveny / Santa Cruz
Cool Change / Pacific Seacraft 32 / R & C Patrinnellis / Sausalito
Patricia Belle / Schooner - 82' LOA / P 7 J Hughes / Seattle
Gitane / Island Packet 38 / Ken & Nancy Hunting / Seattle
Pacifico / Ericson 35 / Dave Bowser / Oceanside
Fantasia / Formosa 51 / Stuart Cooper / Portsmouth UK

Appleseeds / Jeanneau 40 / Peter Asseltine / Vancouver, BC
Peregrina / Tayana 47 / Peter Benziger / Miami
Northwest Passage / Baltic 42DP / T & D Melville / Nanaimo, BC
Catapult / Lagoon 42 / Tom Wurfl / San Diego
Wind Dancer / Hunter 460 / Phil Helman / San Francisco
Tigress II / Bristol Channel Cutter 30 / G Hayward / Vancouver, BC
Epic / Schionning Wilderness 36 (Catamaran) / Brian Timpe / Seattle
Wild Rumpus / Fortuna 40 / Trevor McCaw / Vancouver BC
Carmanah / C&C 43 / John & Donna Demeyer / Bainbridge Is, WA

Finte / Skarpsno 44 / Jeff Holt & Mary Smith / Port Townsend, WA
Liahona / Hunter 45 / Bret Mitchell / Medford, OR
Chez Nous / Imperial 51 / Al Garnier / San Pedro
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"Max," I wrote in big letters with the marking pen. Yes, it had come to that. My longtime regular crew were getting too old for foredeck work, and the young students like Lee Helm, whom I can usually count on when the wind isn't good enough for their windsurfers or kiteboards, were starting to refer to "prior commitments" in response to my crew calls. So there I was at the Crew List Party, in search of some young winch grinders and foredeck hands. I stuck the name tag on my windbreaker.

"Don't forget to shift the name tag to your shirt when you delaminate," the woman at the check-in table reminded me.

I thanked her and set a direct course for the pupu table, where the crowd of early arrivals seemed to be concentrated.

It wasn't long before I spotted Lee with a plate full of sushi. Her name tag said she was crew looking for a boat.

"Ahem," I confronted her. "I thought you said you were way, way, way too busy with finishing your thesis to race with me in the spring series."

"Chill, Max," she responded. "I'm, like, only here looking for a Transpac ride. I really don't have the spare cycles for buoy racing in the next few months."

"I don't know, Lee," I said, challenging her reasoning. "These Crew List Parties don't seem to attract many Transpac skippers."

"For sure," she shrugged. "The odds are against it. But hey, you can't win the lottery if you don't buy a ticket."

I filled up my own plate with choice bits of raw fish and fresh berries, and we both set off around the room to see what the market looked like this year, from both the buyer's and seller's points of view.

Our first encounter was with a young man whose tag read "Stan Chun," and before we could even start a conversation he handed me a business card. "Foredeck Manager," the card read, with a list of the boats he had raced on and a sailplan of one of the larger ones printed on the card.

"Great idea," I said. "I should have thought of making up boat business cards."

Next we ran into an older woman named Roxanne Scholes, according to her name tag. She didn't have a card, but was handing out a three-page *curriculum vitae* of her sailing experience. It didn't show any serious racing, but a lot of cruising and a couple of offshore passages.

"Presentation is everything," Lee observed. "But, like, if you really want to attract the crew you need, the approach should be aimed accurately at the target demographic, and the benefits need to speak to their needs."

"Which means what?" I asked.

"If you want the loyalty of any of us starving college students, you have to, like, feed us!" Lee stated this as if it should be obvious to anyone.

"I think I serve pretty good boat lunches on race days," I said defensively. "And good snacks, too: Usually ginger snaps and those chocolate-covered espresso beans that everyone loves."

"For sure," Lee agreed. "And it's great that you take custom sandwich orders, so I can get my favorite, tuna with no tomato. And by the way, all boat sandwiches should be no tomato, so they don't get soggy so fast. But, like, that's just the beginning of crew food. I mean, like, your yacht club has a great weekend morning breakfast service. Set the dock time early enough to treat everyone to a nice breakfast. They'll be much more likely to show up on time if there's eggs Benedict in the deal. And, like, if someone is going to flake out and miss the race, you'll know an hour sooner so you might have time to find a replacement."

"That can get pricey," I objected. "Maybe I could do that for just the major regattas."

"If you want the loyalty of any of us starving college students, you have to, like, feed us!"

"Cheap compared to new sails," she responded. "And good for at least as much speed around the course. It makes the difference between holding on to good crew and always dealing with newbies."

We continued our stroll around the hall while I mentally computed the cost of a club breakfast, with tax and tip, times the number of crew, times the number of races.

"Peggy!" Lee called out to someone she knew. "Peg DeMeter!" Haven't seen you since that wild Coastal Cup."

"That was quite a ride," she recalled.

"Did you ever get the Windex tabs straightened out after our mast-in-the-water broach?"

"I just took them off," she said. "The backstay crane is a good enough angle

reference for apparent wind angle, and it never needs adjusting. Less weight aloft, too."

"Are you recruiting for the next Coastal Cup?" I asked.

"No, that crew is all set. I'm working on building up a bigger crew pool for the weekly beer can series. I like to have about three times as many crew on my list as I need, because I don't expect anyone to do every race."

We watched Peggy's recruiting style in action as two well-dressed women came over, not walking at all like sailors in their heels. Their names were May Day and Lilly Pond, and the name tags indicated they were beginners looking for a boat to race on.

Peggy encouraged them to sign aboard her small ultralight, and they all waved their phones at each other to exchange contact info.

"Doesn't your boat require a much more experienced crew?" I asked when they were out of range.

"Not for Friday nights," she explained. "The small jib I use all summer is self-tacking, and all the mainsheet trim controls go to the helm station. They won't have to do anything more complicated than switch sides, at least not until they learn the ropes. That's one of the most fun parts of entry-level racing; bringing in entry-level crew and watching them turn into sailors. But the boat has to be set up to make it easy."

She went on to describe her semi-automated through-the-forehatch spinaker setting and dousing system, but I had to bow out of the conversation when I spotted one of my old sailing friends, Jenny Cringle. Jenny had been a regular many years ago, but now she worked for a local sailmaker.



"HEY SAILOR, MY NAME IS..."



LATITUDE / CHRIS

Crew List Parties are an excellent place to bump into old sailing friends, but especially to make new ones.

"If it isn't Jenny Cringle!" I said as I walked over. "How come you never answer any of my crew calls these days?"

"Shucks, Max, I have to sail with our customers on big, new, fast boats," she answered, trying to pretend that this was something she didn't like to do. "I wish I still had time for the boats that started my racing career."

"Well maybe you can still help me, Jenny. What do I need to do to attract better crew, and keep them coming back?"

"New sails!"

"I thought you'd say that," I said.

"No, really. Good trimmers like to trim good sails. And Max, I happen to know

that your genoa is five years old, and your main has at least seven seasons on it. I think it's time."

"Yeah, I know, but it's not in the boat budget this year. We're still going pretty fast with the sails we have."

"Okay, but you asked for advice. Crew love boats with new sails. Don't forget the new running rigging too. Keep it all fresh and shiny, keep all the cleats and shackles working perfectly, stuff like that. They are the ones pulling the strings, they like nice new strings and they deserve hardware that works."

"That's cheaper than a new inventory," I agreed, but her comment reminded me that my foreguy and topping lift lines are pretty badly frayed, and some of the rope clutches need a special technique to get them to hold.

"Something else you can do short of all new sails," she suggested. "Bring them in for new luff tapes and batten maintenance. With new luff tapes the sails go up and down like they're new. We'll also adjust the stiffness of your battens, to push the draft forward where it belongs and keep the leech straight."

"I do have that bad spot in the luff of the main that always gets stuck in the feeder when we hoist," I confessed. "It would be great to see that disappear."

Lee Helm caught up with us just after Jenny had me agreeing to bring the sails in for her sail rejuvenation program.

"Let's try an experiment," Lee suggested as she peeled my name tag off my windbreaker and put it on her sweater, swapping it with her own name tag. "You can't recruit young beefy foredeck fodder if you look like an old far.... I mean, like, if you look like an old salt. We'll meet back here in 20 minutes."

She had a point, I didn't need to be convinced that a young woman could recruit young crew better than I could. So I cruised around the hall with a tag that said "expert navigator looking for a fast Transpac ride," while Lee went off with a tag describing an aging one-design racer/cruiser looking for foredeck and cockpit crew.

Meanwhile I bumped into another old friend, Helen Highwater. This was a woman who seemed to have a knack for nautical disasters, having experienced groundings, collisions, a near-sinking and a boat fire in the few years since she started racing. She could cause an hourglass in a spinnaker just by looking at it. I felt lucky to have just traded name tags with Lee. Fortunately Helen was only interested in a crew spot cruising to Mexico, and I wished her well.

As expected, I did not encounter any skippers of big, fast boats looking for a navigator. But when I met up with Lee again a half hour later, she handed me a small stack of business cards and notes.

There were cards from Matt Glass and Rusty Boldt, two of the boatyard workers at the local yard. There were email addresses for Sandy Beaches, Shelly Barr and Carol Reefe, all friends of Roxanne Scholes. Lee had the phone numbers for Dan Forth and Barny Post, and had a business card for "ace trimmer" Phil Chute. She had even run into the Staye brothers, Bob and Jack, who promised to get in touch. Holly Stone and Martin Gayle, volunteers at the Maritime Museum, were also interested, although they usually only race in Master Mariners

MAX EBB

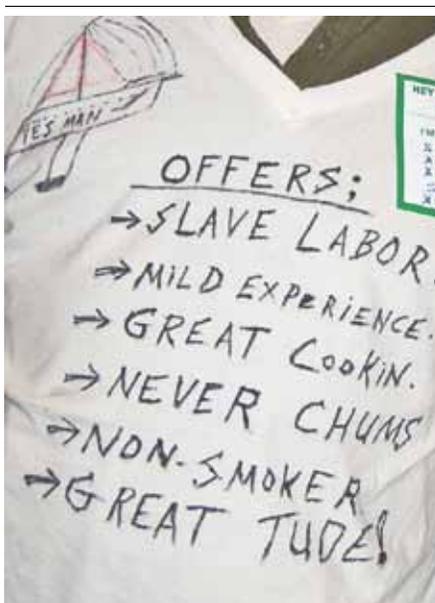
Regattas. Lee even said she'd run into Crissy Field, but she has to work conventions and boat shows almost every weekend all spring.

"Clearly I need to send a surrogate when I'm recruiting," I concluded. "But then again, they're all going to discover the truth when they show up for the first practice race, especially if you're not there to be crew boss."

"Feed them a good breakfast at the club and they'll all be back," Lee promised. "And, like, don't forget the round of drinks after each race, even if it's just a Wednesday-night thing. And you have to take the whole crew out to a nice restaurant for dinner every time you win something big."

I started to explain that I already knew the etiquette for post-race drinks and dinners, but we were interrupted by an announcement: The featured speaker, Bjorn Toulouse, was about to begin his talk on racing tactics over in the next room. I didn't want to miss the talk, so I swapped back my real name tag and took a seat in the lecture hall.

I always learn something at these



Communicating creatively at Crew List Parties, like this fellow did with his custom T-shirt, can help get you noticed — and remembered.

things, but the organizers knew that the real purpose of the evening was for crew and skippers to hook up, so they kept it short. Bjorn had some good hints about

how to manage the crew input on tactical decisions, and also gave himself time to push his new book, with a forward by Olympic sailor Miles B. Hind.

Back in the main hall, I cruised around some more but didn't make any useful new contacts. Although, I did have a nice chat with Charles River, a college sailor from Boston who knows Crissy Field. I ran into Lee just before it was time to leave.

"Looks like I have a boat for Transpac!" she boasted. "It's a 65-ft fast cruiser — and big enough to have a non-watch-standing navigator and a non-watch-standing cook. Navigation is, like, a full-time job these days, so it's exactly the kind of ride I was looking for."

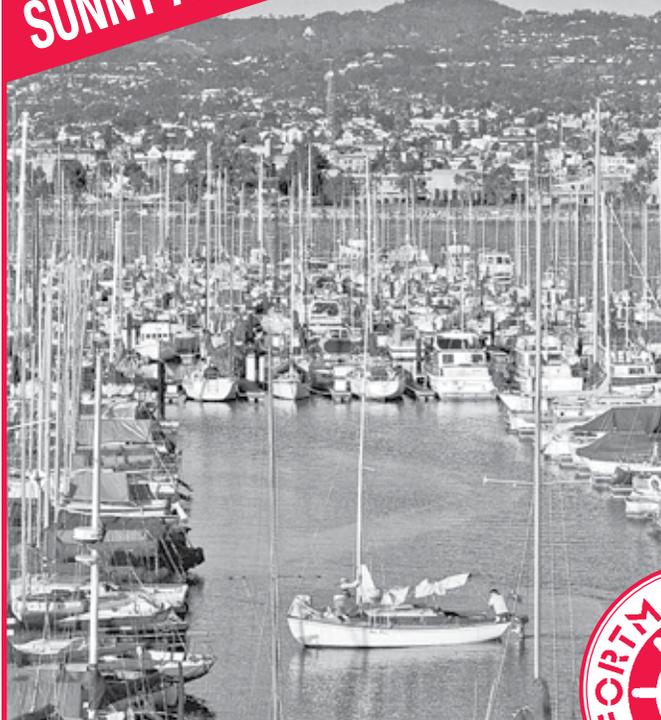
"Who owns that boat?" I asked.

"Didn't meet the owner," Lee answered, "I think he's in the oil business. But I did talk to the professional skipper who runs the boat for him, Cap'n Traide."

"Sounds like a winning lottery ticket," I sighed. "Maybe I should have kept your name tag on a little longer..."

— max ebb

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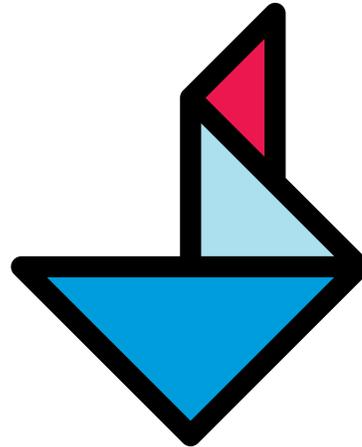
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THE RACING

Bay Area sailors escape winter with two regattas in the tropics: the *Conch Republic Cup* and the *Pineapple Cup*; those of us in the temperate zone pretend that 60° feels tropical at IYC's *Island Days*, SBYC's *Island Fever* and the *BYC Midwinters*; OYC's *Sunday Brunch Series* encounters a variety of conditions; and the *CYC Midwinters* succeed despite unprecedented storm debris. **Box Scores and **Race Notes** round out this section.**

Sausalito Invades Cuba

Steve Hocking and Marika Edler co-own *Ohana*, a 45-ft Beneteau that they race extensively in the Bay Area and beyond. *Ohana* can be easily recognized by the blue turtle mascot on the spinnaker. Hocking is the current commodore of Presidio Yacht Club, which is located

tingent of 11, with Alameda's Jim Hancock serving as captain. "*Second Wind*'s crew had five women and three guys," said Hocking. "We're proud of that!" Both boats were chartered in Key West.

The 13-day Conch Republic Cup, aka Key West Cuba Race Week, is hosted by Key West Community Sailing Center



PRISCILLA PARKER

Havana's Club Náutico Commodore José Miguel Díaz Escrich and Sausalito's Presidio YC Commodore Steve Hocking exchanged burgees.

four classes: spinnaker, non-spinnaker, schooner and multihull. *Second Wind* sailed non-spinnaker. "At start time the winds were 10 knots and less from the northwest," reports Edler. "Our course was to the southeast; we were just trying to keep some air in the sails and our speed up. As night was coming on we were doing tactical battles with fellow competitors, but when darkness set in this became not a good idea. We had a wonderful night with a warm, light breeze, bright stars, and a gentle stern wake full of luminescence. I have rarely experienced such idyllic night sailing. At the finish line we were sailing at nine knots using our emergency tiller because



'Quince Amor' cohort left to right: David Magistrale, Dennis Webb with his wife Annette, Debbie Sorondo, Jean Magistrale, Bob Berg, Charlotte Hampton, Lisa Theodoratus, skipper Jim Hancock with trophy, Anyah Bandt, and her friend Chris in the back with Goldsmith.



PRISCILLA PARKER

Karen Angle (left), executive director of the Conch Republic Cup, and the 'Second Wind' crew, from left: Tasha SanBrailo, Mike Simon, Michelle Diaz, Don Scott, Steve Hocking, Marika Edler, Sharon Elms, and Sherri Wilkinson kneeling. Behind them is the event's founder, Peter Goldsmith.

in Fort Baker on the Sausalito side of the Marin Headlands. "Steve had just finished the Pacific Cup and was looking forward to a new adventure," writes Edler. "Last year we heard about the Conch Republic Cup from Key West to Cuba and back. We could not rent a boat then due to the political atmosphere, but, just last summer, restrictions on travel to Cuba were lessened and now we could rent a boat with insurance." They chartered a Jeanneau 54, *Second Wind*.

Ohana has a large crew, enthusiastic to participate. "We had too many people and decided on also renting a cat, *Quince Amor*. The cat was comfortable enough for all the spouses and partners who also wanted to come along." *Quince Amor*, a Fountaine Pajot Saba 50, had a total con-

and Havana's Hemingway International Yacht Club. It started from Key West on Sunday, January 22, at 5 p.m., with an overnight, 100-mile passage to Varadero, Cuba. The 25 entries were divided into



PRISCILLA PARKER



PRISCILLA PARKER

Spread: The Jeanneau 54 'Second Wind' sails past Cuba's Castillo de los Tres Reyes Magos del Morro during the Conch Republic Cup. The fortress guards the entrance to Havana Bay.

the cables had come off the quadrant. Steering with a steel pipe tiller facing backwards makes for an unsteady track. We finished with a flourish, however, we were nine minutes late. But we were the only non-spinnaker boat to sail the whole course." Only two teams completed that leg within the 22-hour time limit.

"Varadero has a new modern marina and hotel complex with nice docks, lots of room, and the Cuban equivalent of bathroom facilities," observed Edler. "The next day was spent on the spectacular beach, miles long, with white sand, resting up for the overnight race to Havana. Settling in for the night sail from Varadero to Havana, our crew sat back on *Second Wind's* ultra-comfortable seats. The sea was flat, the sun was still up, and a good warm breeze filled our sails, giving us a great ride toward Marina Hemingway."

Hocking had fixed the steering mechanism, and the crew served three-hour watches during the 90-mile leg. They arrived at Hemingway the following morning, again having sailed the whole way, even though the race was abandoned when the wind shut down.

"Hemingway YC consists of four canal-like long fingers, leading to the clubhouse and a few stores," reports Edler. "There we saw the fabled old cars

slowly moving up and down the road between the canals, looking for fares. The choices ran from Oldsmobiles to De Sotos, Chevys, Bel-Airs, Chryslers, etc., and we eagerly rode in them to Havana, not too far away. The smog output of those vehicles took a little getting used to, as, of course, they don't have catalytic converters.

"The entrance to Havana's main harbor is flanked by two forts. One is called El Morro, a very impressive edifice. From that viewpoint you look over the Malecón with its many stately old buildings. Much rehab of those crumbling buildings is underway. At the Hotel Nacionale, perched on a hilltop overlooking the harbor and sea, we heard the Buena Vista Social Club ensemble.

"Near Hemingway YC is a stately old mansion called the Club Habana with a gorgeous beach, swimming pools, restaurant, bar and all the usual amenities. Hardly a soul there, but we went there a few times just to hang out and have a nice meal. Another half a mile up there is a neighborhood that pays homage to Gaudí, the Spanish artist. Almost all the houses there are artfully painted and decorated with mosaics. Downtown the pedicabs vie for tourists tired of walking. The cobblestone streets with their colorful houses make every photograph

special."

A northerly blew in, postponing the planned mid-week Castillo del Morro buoy race, which was then combined with the final race to weather from Havana back to Key West. The wind blew at 14-20+ knots, and the fleet enjoyed an assist from the Gulf Stream.

"*Second Wind* won the Havana to Key West race non-spinnaker plus line honors," reports Hocking. *Quince Amor* also won; however, they had no competition, as the other three multihulls signed up were no-shows.

"We would highly recommend all you adventurous sailors go and do the next Conch Republic regatta," concluded Edler. See www.conchrepubliccup.org for more info.

— *latitude/chris*

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

February's racing stories included:

- RORC Caribbean 600
 - America's Cup • Vendée Globe
 - *Phaedo3's* race to the Cabo Race
 - Tom Siebel's new J Class yacht
- Plus previews of the new California Offshore Race, the 2018 Pacific Cup, the Doublehanded Farallones, the Youth Match Racing World Championship, and more.

THE RACING



ROXANNE FAIRBAIN / WWW.ROXSHOTS.SMUGMUG.COM

This page: Sausalito YC's Chili Midwinter race on February 5. Clockwise from top left: Ron Young's IOD 'Youngster', Josh Dvorson's Ericson 27 'Honus', Nick Sands' Sabre 402 'Escapade' and Mark Kamen's Nonsuch 30 'Makani' were among the 20 boats that snuck in a race between storms and ahead of a certain football game.

Marin Skipper in Pineapple Cup

Before we home in on San Francisco Bay races, let's linger for just a bit longer in the tropics, shall we?

Competing for attention with the Conch Cup was the Pineapple Cup, which started off Miami's South Beach on February 3, bound for Jamaica's Montego Bay.

Among the entries was MacKenzie Davis's Class 40 *Amhas*. Although Davis lives in Mill Valley, his boat's homeport is Portland, Maine.

"*Amhas* was designed by Marc Lombard, a French designer involved in the IMOCA class, Open 60s. These boats are really dumbed-down versions in a pretty meaningful way," explained Davis. The hull was built in Tunisia and then assembled at a boat yard in Portland, ME, by his boat partner, Brian Harris, who runs the yard. *Amhas* is an old Scottish Gaelic word for a gannet, a sea bird.

The Pineapple Cup is held every two years. "This is the fourth time we've done it," said Davis, "the first two times in our original *Amhas*, which was built in 2007, and the last two times in this boat, which

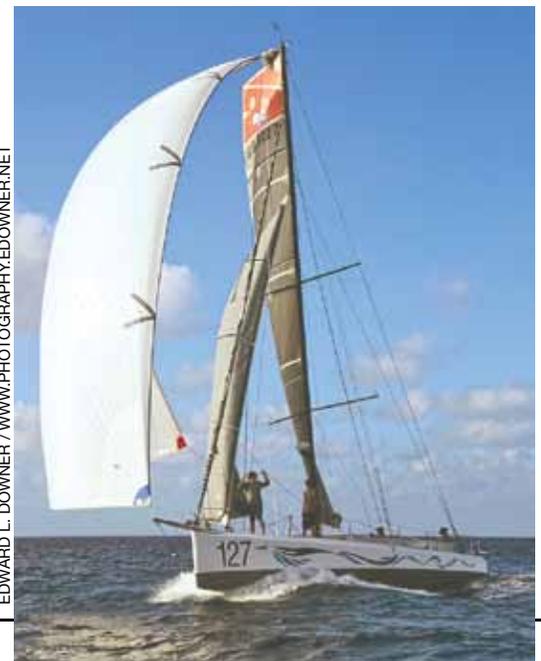
was built in 2013. In the 2015 race we were second over the line, second on corrected time overall and first in class."

Davis and Harris usually just sail doublehanded. "This time we went four up. We had one crewmember, Jesse Naimark-Rowse, who came over from the UK — he just finished working on *Hugo Boss's* campaign — and another friend of ours, Rob Windsor, who's from Long Island and is a very seasoned Class 40 sailor."

Racing in the Caribbean and the trade winds offers obvious appeal. "Having grown up in Maine and now living in the Bay Area, the allure of warm air and warm water is pretty significant," said Davis. "It's a long race. It's 800 miles, and you get pretty much every condition. It's usually upwind to start, a pretty windy reach down the Bahamas, and then if you're lucky, as we were this year, you get what we refer to as the magic carpet ride when you turn the corner through the Windward Passage down to Montego Bay. When the trade winds fill in it's big breeze, you have your spinnaker up, and you're frequently

getting high teens to low 20s boatspeed. It's pretty exciting sailing. And Montego Bay is an outstanding place to end up. The yacht club and the folks there are so hospitable. The treatment when you get there is first class, with familiar faces

The Class 40 'Amhas' sailed with four aboard in the Pineapple Cup from Miami to Jamaica.



EDWARD L. DOWNER / WWW.PHOTOGRAPHY.EDOWNER.NET



every time. It's a really delightful place to end up after 800 miles of pretty hard ocean racing."

It took *Amhas* four days to reach Montego Bay. "The upwind portion is often pretty tactical. You have the Gulf Stream pushing you north. Figure out how to get up and around the first series of marks in the fewest number of tacks, then it's reaching, and it's really VMG racing. These Class 40s are designed to reach, and so slightly deeper angles meaningfully increase your speed. So you sail a few more miles but you're actually extending out on your competition and that's what we were able to do in this race. Going downwind we were first in our class rounding Cuba, and we ended up second over the line by about 30 minutes. The boat that beat us is really well sailed and sails deeper angles than we do. It becomes more match-racing tactics at some point where you're trying to figure out who to cover and how to cover them and less about open-ocean racing tactics."

Amhas corrected out to third place in the PHRF division this year. For more about the Pineapple Cup, see www.pineapplecup.com.

Davis says he doesn't race on San Francisco Bay. "My racing time is dedi-

Island YC's Island Days on February 12, clockwise from top left: Spinnaker Division racers head south down the Alameda Estuary on a balmy winter day; Bob Nelson and crew of 'Maverick', a Columbia 5.5, navigate down the Estuary and past the youth Winter Series Regatta #3; IYC race committee volunteers on the end of the dock, at the ready for the day's two races; Dave Vickland's Harbor 20 'Obsession' finished the day with two guns.

cated to campaigning *Amhas*. I have a wife and three young kids and I'd like it to stay that way!"

The next big event for *Amhas* is the Marblehead to Halifax Race in July. "Then we're thinking about the RORC Transatlantic race from Lanzarote to the BVIs." Davis and Harris will do both of those doublehanded.

— *chris/latitude*

Island Day Enjoys Tropical Weather

After an onslaught of rain and weekend after weekend of wet weather, it was nearly tropical for Island Days racing hosted by Island YC in Alameda. Racers delighted in gentle breezes, temps in the 60s, and even palm trees blowing in the wind.

Race one of the IYC doubleheader on Sunday, February 12, saw more boats on the Alameda Estuary than you could shake a boat hook at — Island racers found themselves running perpendicular to the large Opti youth fleet competition being hosted that weekend at Encinal YC. Bob Nelson, owner of Columbia

5.5 *Maverick* said, "It was a wonderful weekend. The weather was superb, and yes, we had to make course adjustments to navigate around a few Optis." Nelson, along with three additional 5.5s from the local fleet, shared a group start with four other boats in the Spinnaker Division. "Race 1 we fetched the north mark on port tack, then set the spinnaker. Boats moved to mid-channel due to the strong ebb. For Race 2 we saw a westerly wind shift, so had more of a beat that required tacking left to right on the Estuary."

Scored per one-design racing, the Columbia 5.5 fleet witnessed Dominic Marchal's *Sonic Death Monkey* take two firsts for the day, while Mike Jackson's navy-hulled gal *Wings* clinched two second-place spots. Third place in Race 1 went to *Carina*, owned by Scott McCoy, but Bob Nelson of *Maverick* sailed faster in Race 2 and grabbed a third.

Setting the chute was a breeze for six entries in the Spinnaker Division, courtesy of light winds. Earning two top guns for the day was *Wile E. Coyote*, Dan Pruzan's *Express 27*. Steven Bayles'

THE RACING

ALL PHOTOS LLOYDYU



"Unfortunately the winds did not cooperate," comments Andrew Lorenzen about South Beach YC's January 28 Island Fever race. "We had to abandon racing after no boat made the windward mark after over an hour." (December 17's race was held on a similar day with similar results.) Left to right: the Bay Area Association of Disabled Sailors (BAADS) Sonar, 'Alpha', skippered by John Wallace; Robert Fairbank and David Crone's Schumacher 30 'Double Down' (ex-'Shameless'); and Joan Byrne's Olson 9115 'Heart of Gold'.

J/24 *Dire Straits* sailed to two seconds. The hot battle of the day was a duel of Merit 25s chasing third place. Scott Olivier's *Double Agent* clinched it in Race 1 and David Ross was *Faster Faster!* in Race 2 — but by only one second.

In the Size Matters Division (all boats 22 feet and under, spinnaker or non-spinnaker), first-place accolades for both races went to Dave Vickland's Harbor 20 *Obsession* with pup onboard. Second place went to John Hansen's Mercury *Magic* in Race 1, and Deb Fehr's Santana 22 *Meliki* took the glory in Race 2. Chris Nicholas sailed another Tuna, *Fun*, to a third-place finish both races of the day.

Two races were held in February to make up for the race missed in January due to an inconveniently timed storm. The series concludes on March 12. For standings, see www.iyc.org.

— martha blanchfield

South Beach Has Island Fever

South Beach YC's Island Fever race on January 28 got off almost on time with a slight delay. Southerly wind filled in at 4 knots, but there was also a nearly 4-knot current by the time any boats reached anywhere near the top mark. Alas, the whole program came apart

when everyone decided it was impossible to do a single lap — let alone the two laps required by the race committee. Several boats retired as they rode the current a mile or so downwind of the course near the Bay Bridge.

The mark-set boat cruised up to the Catalina 38 *Flight Risk*; they were anchored waiting for the wind to fill in halfway to the top mark. They said they had plenty of libations so, unlike their name, there was no real risk in wasting the day. Racing in a 4-knot ebb with 2 knots of breeze and some 60° weather made it more of a sunbathing day than a racing day.

Anabel, the club's startline trawler, called the race with three horns, which could be heard nearly a mile away on the dead-flat water. People fired up motors to get back to the yacht club for a cold beer.

The mark-set boat had a bunch of fun with flat water and a big motor — you can get on a 25-knot plane in those conditions. Wow, feels like James Bond with big orange marks chasing you!

The final race in the midwinter series will be on March 18. For standings, see www.southbeachyachtclub.org.

— dave corbin

OYC Sunday Brunch Series

The 2017 Oakland YC racing season starts with the Sunday Brunch Race Series on the Oakland-Alameda Estuary, and it took off with a bang on January 15. There were 28 boats signed up and 22 at the line. The wind was blowing from the northwest, which is a bit unusual for the Estuary, and the forecast was light, but it filled in to 10 knots and the racing was good.

The Columbia 5.5 fleet has grown to eight competitors, and we're told there may be more in the future. One-design racing is fun to be a part of or just watch, and these 5.5s are no exception. The Merit 25 fleet may be smaller this year, but they are mighty and also mighty fun to watch.

Mother Nature was miffed for the next race on January 22: Her forecast ranged from big to moderate winds and heavy to light rain, but 10 boats weathered her challenge. Race chair Jim Hild divided those racers into two starts and kept the courses short. Although a bit wet, spirits were high and it was back to the club for a libation and some warm food.

Argh, it's Race 3 on January 29, and, hmm, where's the wind? The cat-in-the-hat was flying, signaling a postponement. "Patience, wait for it," Jocelyn Nash spoke quietly, which of course paid off. Once begun, it was into rolling starts with no break in the action.

More crazy weather greeted us for the fourth race on February 19, with winds

Some Midwinter Series have already wrapped up, with more concluding in March. What follows are scores from those that ended in February. Also see results for the BYC and CYC Midwinners on the following pages.

PERRY CUP, MPYC, (12r, 3t)

MERCURY — 1) **Axon**, Doug Baird, 17 points; 2) **Stars**, Jim & Kathy Bradley, 21; 3) **Whim**, Dave Morris, 30; 4) **Death and Glory**, Mark & Liz Chandler, 31. (18 boats)

Full results at www.mercury-sail.com

THE BOX SCORES

SYC/REGATTAPRO WINTER ONE DESIGN SERIES (7r, 1t)

J/120 — 1) **Kookaburra**, Tom Grennan, 9 points; 2) **Mr. Magoo**, Steve Madeira, 16; 3) **Chance**, Barry Lewis, 21. (5 boats)

J/105 — 1) **Godot**, Phillip Laby, 7 points; 2) **Jam Session**, Adam Spiegel, 22; 3) **Javelin**, Charlie Abraham, 31; 4) **007**, Justin Hersh, 32; 5) **Akula**, Doug Bailey, 33. (25 boats)

J/24 — 1) **Downtown Uproar**, Darren Cum-

ming, 5 points; 2) **Evil Octopus**, Jasper van Vliet, 8; 3) **Frogflips**, Richard Stockdale, 12. (5 boats)

J/70 — 1) **Prime Number**, Peter Cameron, 6 points; 2) **Rampage**, Tom Thayer, 12; 3) **Flotek**, Justin Foox, 14. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 7 points; 2) **Insolent Minx**, Zhenya Kirueshkin-Stepanoff, 13; 3) **Go211**, J.C. Raby, 20. (4 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen, 2 points; 2) **Moorigami**, John Siegel, 4. (2 boats)

Full results at www.sausalito yachtclub.org

of 15-18 knots from the SSE, gusts in the 20s, and rain in the forecast (which actually held off); 16 hearty racers went to the line. Mark#2 broke loose and the mark-set boat sped off to become the new mark. A bit of confusion commenced but all in all, it was another challenging and fun day of Estuary racing.

The OYC Sunday Brunch schedule is a bit unique this year, with Race 5 happening on February 26 and the last two races set for March 19 and 26. OYC added informative presentations to the series this year. On January 29, Ted Keech talked about Racing Rules You Need to Know in the Estuary; Jim Jessie spoke on 2/26 on A Racing Tune-up; and March 19 it will be Kame Richards speaking on Racing Strategy: Winds and Currents.

See www.oaklandyachtclub.net for series standings and more info.

— *debby ratto*

Berkeley Midwinters Wrap Up

Sunshine! After what almost seemed to be an eternity of cold gray days with rain, the sun graced us with its healing warmth on the weekend of February 11-12. The wind was light, which actually made the sun feel even better. It was a lovely weekend to finish up the 2016-2017 BYC Midwinter Series.

On Saturday, 39 entrants showed up and were able to complete the 8-mile double windward/leeward course in an average time of about 1.5 hours. There was one DNF, however. The crew on *Hot-Socks*, Nathalie Criou's Figaro II, is now very aware of the difference between the number 1 code flag (once around) and the number 2 flag (twice around).

On Sunday, 25 boats appeared. There was very little wind at the scheduled start time; it was necessary to postpone. Then the wind gods fooled around for about 20 minutes, teasing us with wildly different wind directions. We were even suckered into setting the start buoy more than once. Eventually, a breeze not that different from Saturday's southwesterly settled in, and the fleet was able to enjoy the double windward/leeward.

Save the weekend of April 1-2; you



SLACKWATER SF

9; 3) **Green Dragon**, Marcus Choy, 10. (4 boats)

BYC SUNDAY MIDWINTERS (3r. 0t)

DIVISION 1 — 1) **Yankee Air Pirate**, 4 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook, 8; 3) **Hot-Socks**, Figaro II, Nathalie Criou, 9. (5 boats)

DIVISION 2 — 1) **Frogflips**, J/24, Richard Stockdale, 3 points; 2) **Mad Max**, Santana 22, Megan Dwyer, 6; 3) **Antares**, Islander 30-2, Larry Telford, 10. (5 boats)

DOUBLEHANDED — 1) **Outsider**, Azzura 310, Greg Nelsen, 3 points; 2) **Wild1**, Flying Tiger, John Lymberg, 10; 3) **Starbuck**, Black Soo, Stephen Buckingham, 13. (9 boats)

SINGLEHANDED — 1) **Bandicoot**, Wyliecat 30, Al Germain, 4 points; 2) **Tijd**, Beneteau First 30JK, Dirk Husselman, 5; 3) **Joujou**, Capo 30, Tom Boussie, 12. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, 3 points; 2) **Eagle**, Ross Groelz, 8; 3) **Dianne**, Steve Katzman, 8. (6 boats)

Full results at www.berkeleyyc.org

OYC racers on the Estuary on sunny January 15, left to right: Rafi Yahalom's *Corsair Sprint 'Lookin' Good'*, Raymond McMurphy's *Columbia 5.5 'Chaos'*, and Donn Guay's *Newport 30 MkII 'Zeehond'*.

don't want to miss BYC's Wheeler Regatta!

— *bobbi tosse*

BYC SATURDAY MIDWINTERS (4r. 0t)

DIVISION A — 1) **Stewball**, Express 37, Bob Harford, 9 points; 2) **Advantage 3**, J/105, Pat Benedict, 11; 3) **CentoMiglia**, Flying Tiger, Mark Kennedy, 12. (7 boats)

DIVISION B — 1) **Yankee Air Pirate**, Olson 30, Donald Newman, 8 points; 2) **Special Edition**, Wilderness 30+, Mike DeVries, 9; 3) **Mintaka 4**, Farr 38, Gerry Brown, 16. (7 boats)

DIVISION C — 1) **Baleineau**, Olson 34, Charlie Brochard, 4 points; 2) **Ahi**, Santana 35, Andy Newell, 9; 3) **Crinan II**, Wyliecat 30, Don Martin, 12.5. (5 boats)

DIVISION D — 1) **Phantom**, J/24, John Gulliford, 9 points; 2) **Slight Disorder**, Moore 24, Carmen Maio, 9; 3) **Shark on Bluegrass**, Olson 25, Tom Nemeth, 10. (5 boats)

DIVISION F — 1) **Ypso**, Cal 2-27, Tim Stapleton, 6 points; 2) **Achates**, Newport 30, Robert Schock, 9; 3) **Huck Finn**, Bear, Margie Siegal, 12. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Zach Anderson, 5 points; 2) **Tule Fog**, Steve Carroll, 14; 3) **Andale**, Pat Brown, 14; 4) **Current Affair**, Seth Clark, 25; 5) **Salty Hotel**, John Kearney, 27. (20 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 6 points; 2) **Raccoon**, Jim Snow,

Storming Through CYC Midwinters

All eyes were on the water at the second weekend of the Corinthian YC Midwinters on February 18-19. A respite from Northern California rain was served up on Saturday, but on Sunday racers were feted with a rolling churn of murky waves, plenty of sea muck, rain, and wind ranging from 10 to 20 knots — a few racers clocked gusts to 30. More than 110 boats registered for the two-weekend/four-day series, with one-design starts for J/105, Express 37, Express 27, Cal 20 and IOD classes, PHRF, sportboat and non-spinnaker division starts, plus a (no-show) multihull start.

At just after 10 a.m. on Sunday morning, Zachery Anderson of the recently renamed Schock 40 *Velvet Hammer* (formerly *Secret Squirrel*) was suited up and revving up from his homeport, neighboring San Francisco YC in Belvedere. "We had a great time Saturday," he said. "Changing wind patterns, the current, plus debris from the rainstorms kept us on our feet." With a grin, he added, "We hooked a lot of things while racing; the boat has three appendages." Anderson and fellow hammers nailed two second-place spots for the weekend within the PHRF 1 fleet of 11 entrants, which put

THE RACING SHEET

the crew in third overall for the series.

A few paces up the dock the *Zamazaan* crew was tucked belowdecks out of the rain, talking race strategy. The custom Farr 52 (also competing in the PHRF 1 division) owned by Greg Mullins went into Sunday's race with a 6-1-1. "Yesterday's course was amazingly diverse; and it suited us. Going into racing today — well, it looks a little nutty." Pre-race, *Zamazaan* was in a tie for first overall. Despite an over-early on Sunday, the crew managed to secure the championship through a points tie-breaker, nudging out Ray Paul's Swan 53 *Blue*, which had tallied a 2-4-3-3, resulting in a second overall.

Post-race at the bar in downtown Tiburon, another PHRF 1 racer from a different boat grinned and offered that good ol' stock quote: "We had a great day! We beat our competition." He then revealed that their usual boat to cover, aka the "competition," had opted out of racing for the day.

— martha blanchfield

CYC MIDWINTER REGATTA (4r, 0t)

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins, 12 points; 2) **Blue**, Swan 53-2, Ray Paul, 12; 3) **Velvet Hammer**, Schock 40, Zachery Anderson, 13. (9 boats)

PHRF 2 — 1) **Swift Ness**, J/111, Nesrin Rocci, 10 points; 2) **Encore**, Sydney 36 CR, Wayne Koide, 10; 3) **Peregrine**, J/120, David Halliwill, 12. (11 boats)

PHRF 3 — 1) **Another Girl**, Alerion Express 38, Cinde Lou Delmas, 5.5 points; 2) **Inconceivable**, J/88, Steven Gordon, 13; 3) **Jarlen**, J/35, Bob Bloom, 14. (12 boats)

PHRF 4 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 7 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, 10; 3) **Sea Star**, Cal 39, Bob Walden, 16. (10 boats)

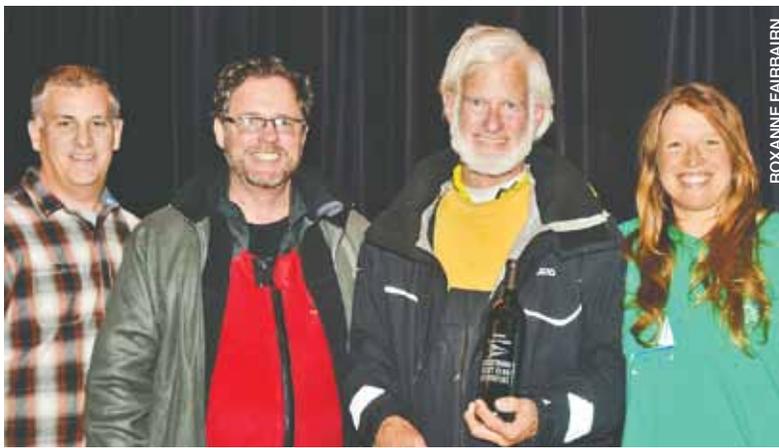
PHRF 5 — 1) **Siento el Viento**, C&C 29, Ian Matthew, 4 points; 2) **Luna Sea**, Islander 36, Don Knox, 8; 3) **Miss Kate**, Catalina 27, Michael Satterlund, 24. (4 boats)

SPORTBOATS — 1) **CentoMiglia**, Flying Tiger, Mark Kennedy, 7 points; 2) **Kuai**, Melges 32, Dan Thielman, 11; 3) **Insolent Minx**, Melges 24, Zhenya Kiruashkin-Stepanoff, 13. (8 boats)

J/105 — 1) **Roxanne**, Charles James, 6 points; 2) **Lulu**, Don Wieneke, 10; 3) **Russian Roulette**, Sergey Lubarsky, 13. (5 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 5 points; 2) **Stewball**, Bob Harford, 8; 3) **Snowy Owl**, Jens Jensen, 15. (6 boats)

EXPRESS 27 — 1) **Tequila Mockingbird**, Matt Krogstad, 6 points; 2) **Abigail Morgan**, Ron



Left to right: Corinthian Midwinters regatta co-chair and CYC Rear Commodore Brad Davis with Aotea Team Trophy winners Carl Bailey and Gordie Nash of 'Arcadia' and Rebecca Hinden from 'Golden Moon'.

Kell, 10; 3) **Shenanigans**, Nick Gibbens, 14. (5 boats)

IOD — 1) **Fjaer**, Richard & Mark Pearce, 5 points; 2) **One Hundred**, Paul Zupan, 7; 3) **Ariel**, Robert Vellingier, 21. (5 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 10 points; 2) **Just Em**, Ted Goldbeck, 11; 3) **Raccoon**, Jim Snow, 15. (7 boats)

NON-SPINNAKER 1 — 1) **Sea Ghost**, Beneteau First 42, Ron Roberts, 5 points; 2) **Ariadne**, Beneteau First 36.7, Christopher Dawson, 11; 3) **Ganesha**, Sabre 36, Tom Bauch, 20. (7 boats)

NON-SPINNAKER 2 — 1) **Big Shot**, Santana 22, Cameron McCloskey, 6 points; 2) **Kira**, Cal 33, Jim Erskine, 8; 3) **Seaya**, Catalina 380, Mark Thompson, 16. (10 boats)

AOTEA TEAM TROPHY — **Golden Moon**, **Arcadia**, **Velvet Hammer**, RYC Bull Throwers.

Full results at www.cyc.org

Race Notes

Entry in the 2018 **Pacific Cup** race from San Francisco to Kaneohe Bay, Oahu, opened last month, and, as of February 22, when we filed this story, 13 boats were already signed up. They range in size from the Express 27 *Alternate Reality* and Santa Cruz 27 *Zipper* to the Hanse 505 *Anais*. Learn more at www.pacificcup.org.

On February 15 at US Sailing's awards dinner in Austin, TX, **Alamitos Bay YC** in Long Beach received the St.

Petersburg Yacht Club Trophy for hosting the 2016 Laser Midwinters West on March 18-20, 2016. The World Sailing 50-point event attracted 92 Laser and Laser Radial competitors from the US, Canada and Bermuda. Fifty volunteers from ABYC managed 10 races over the three-day regatta. Both fleets were very competitive, and they

pushed the start-line at every opportunity, requiring the line angle and length to be set with pinpoint accuracy.

The regatta chair, Ed Spotskey, was recognized for organizing a well-run and fun event that was enjoyed by competitors and volunteers alike. Principal Race Officer Mark Townsend received widespread praise for his excellent



In the Corinthian Midwinter race on Saturday, February 18, the Farr 52 'Zamazaan' leads the way from Marin to the Golden Gate Bridge. Competitors dodged storm-swept debris of epic proportions that weekend.

race management practices and for his competitor-friendly communication style and demeanor.

Racers commented: "On-the-water communication to competitors was awesome — so simple, yet so nice." And: "Great tone set at skippers' meeting."

California YC in Marina del Rey will host the Laser Midwinters West this year on March 24-26.

— latitude/chris



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WORLD

*With a blow-by-blow report this month on **One-Directional Cruising in Grenada and the Grenadines**, and miscellaneous **Charter Notes**.*

Tradewind Sailing & Shoreside Fun: At Play in the Southern Windwards

Having spent a sabbatical on Bequia from December 2015 to May 2016, I met a lot of cruisers and learned quite a bit about St. Vincent and the Grenadines (aka SVG).

From a chartering perspective, I believe there is only one company that has a bareboat base on Bequia, Sail Grenadines (www.sailgrenadines.com). Another company, Tradewinds Yacht Club, offers crewed charters.

I have chartered with Sail Grenadines before, and really liked the service and people. Otherwise, there are two bareboat charter companies in nearby St. Vincent: Horizon Yacht Charters and Dream Yacht Charters. Both of those companies will deliver yachts directly to Admiralty Bay in Bequia for an extra fee.

The usual air route from the US to Bequia is flying first to Barbados, then on to Kingstown, St. Vincent on LIAT, then take the ferry to Admiralty Bay. (It takes about one hour and costs 25 EC dollars one way, or about \$9 USD). The only issue is making the ferry connection; if you don't make it in time for the last ferry, you have to spend the night in Kingstown. The more dependable and

Shopping at open-air markets is a great way to pick up garden-fresh produce, while getting to know some locals.



faster (but more expensive) route is flying directly to Barbados, then catching an SVG Air flight direct to Bequia.

Every weekday there are usually five ferries going each way between St. Vincent and Bequia. Service is more limited on weekends and holidays. The ferries are typically quite reliable. I was going to mail a charter deposit from Bequia to St. Vincent last year, but the charter company said no, just take the check to the purser on the ferry. Sure enough, that worked out fine.

For the charter described below, we booked a Jeanneau 45, *Dolphin Dance II*, from Horizon Yacht Charters. I had chartered with Horizon a few times before, and found it to be a really good company. Because I wanted to spend a few extra days in Bequia, we had the yacht delivered to us right in front of the famous Frangipani Hotel. In order to see a lot of different islands without backtracking, our charter was scheduled one way from Bequia to Barbados, January 9–17.

We were a crew of four: me and Yumi; and our friends Steve Hunter and Viviana Wolinsky. After a quick checkout with the delivery skipper, we realized that it was getting late, and that it was probably too late to make it to Mayreau before dark. So, we opted for Mustique, a short 10-mile sail to the southeast on a close haul from Bequia.

Once we got underway, Steve realized that he'd forgotten his iPad at the Frangi, so we stopped on the other side of the island and anchored in Friendship Bay. Our friend Kai, a great Bequia taxi driver (784-532-5073), drove it over to the Bequia Beach Hotel. Steve and I dinghied in, picked it up, and we were soon back on our way.

Within the cruising community, Mustique does not have a good reputation compared to the other SVG islands. It is expensive (\$200 EC for a three-night-minimum mooring ball); there is no anchoring permitted; there is arguably racial segregation (the West Indian locals



ALL PHOTOS COURTESY ART HARTINGER

live in "the village," and mainly service the rich homeowners, vacationers and celebrities); and the island is often on "lockdown," meaning that access by visitors is limited to a relatively small area due to celebrities being on the island.

But Mustique is beautiful, and Viviana and Steve said the snorkeling right off the boat was one of the best spots on the entire trip.

A cocktail at world-famous Basil's Bar is obligatory, but we opted to taxi up to The View in the village for dinner (theviewmustique@outlook.com; 1-784-488-8807). The View specializes in good local food, and we had a great dinner.

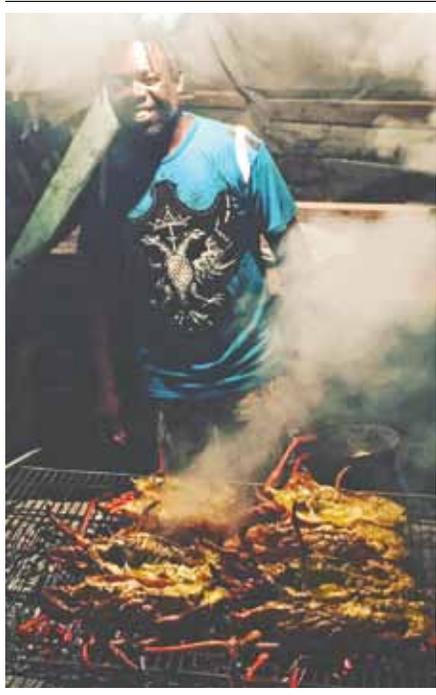
The next day we shoved off after noon for Mayreau. We sailed on a broad reach in 12 knots of wind, about 20 miles to the southwest, and we had the anchor down in Saline Bay by early afternoon.

We made our pilgrimage up a steep hill to visit the always-entertaining Robert Righteous. We also stopped at Owen's Cool Spot, a 'club' down the hill. Owen was the police officer on Mayreau for a time, and I first met him more than

OF CHARTERING



Above: A typical SVG scene: clean, clear water in an uncrowded anchorage. **Inset:** Lobster on the grill. **Below:** Anybody up for limbo?



10 years ago when he opened a small bar. He is now a member of the "black squad" — a special group of SVG police who come when there is serious trouble.

In the morning, we weighed anchor and took a ball at the Tobago Cays. The Cays are less than five miles, directly upwind from Mayreau. So we motored in, choosing a spot close to the turtle sanctuary at Baradal. The Cays are always beautiful but crowded, with lots of local boats from Union Island and Mayreau approaching us often with offers to sell everything from rum, to ice, to T-shirts, to lobster.

We ended up accepting an invitation to a beach barbecue on Petit Bateau, on its north-shore beach. The lobster dinner was fantastic, and we were glad we made the choice (\$90 EC per person or \$33 USD).

The snorkeling here was the best we encountered on our sail. We dinghied up to the pass in Horseshoe Reef, off the east tip of Baradal. Then we dropped the dinghy anchor in a sandy patch, and rolled in. The coral looked good, and we

saw hundreds of colorful and interesting fish. The current runs fast here, so if you visit, be careful not to get too far down-current from your dinghy.

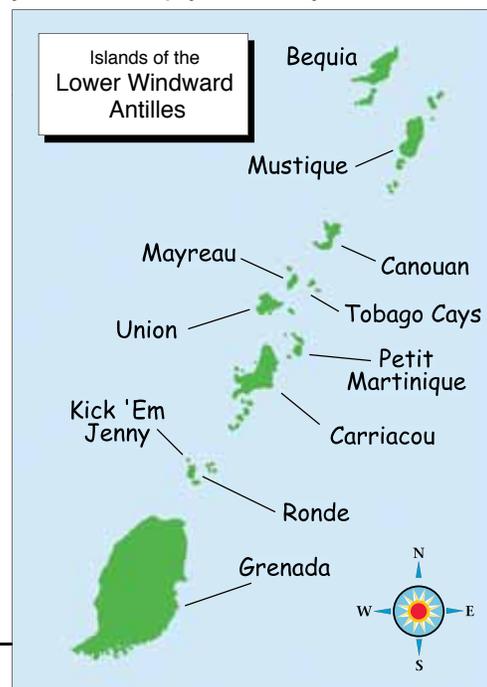
A boat came around and handed us an invitation to a full-moon party at Clifton, Union Island, set for the next day. Sounded good, so in the morning we made the crossing to Union. Within moments of entering the anchorage we were approached by a mooring ball guy. I had planned to anchor, so he left, but the anchoring proved to be tight. Another guy approached, and we learned that the balls in Union Island are now controlled.

Chris Doyle's *Windward Islands* cruising guide warns cruisers that the balls in Union are not trustworthy, but I think things have changed. The boat guys are not allowed to collect money, and instead, an 'official' comes around to collect. The balls are now 'officially' regulated, and I think they are fine.

Clifton is the spot to clear out on Union, so we split up to stock up on provisioning, while I visited customs and immigration. The staff there were really nice people, and checking out was no problem.

The full moon party was fun, with a well-stocked rum bar and kitesurfers doing stunts. They built a bonfire on the water, and took turns jumping over the flames. The DJ was cranking out dance

Due to the lay of the land, organizing a one-directional charter makes a lot of sense. But you will have to pay a re-delivery fee.



WORLD

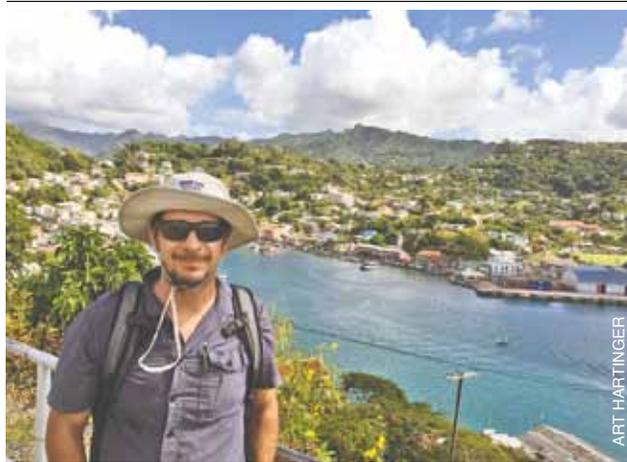
tunes. At the party, we ran into our Bequia friend Kjell on *Treviljor* with his crew of friends, and we ended up dancing away into the night.

In the morning, we cast off from the ball and motored a half hour or so to Chatham, on the west side of Union Island. Chatham Bay is one of my favorite bays in all of the Southern Caribbean, but this day was an exception. A northerly swell had set in, and it was quite roly, with limited water visibility and even flotsam swirling about.

We had a great anchoring spot, up in the north part of the bay, but it was roly, roly, roly.

Still, Yumi and I had sent a pair of shoes to our hiking guide from the year before, Alvin Douglas, and we were dying to see if he had received them. Soon, he appeared from nowhere, and we followed him in to the beach. Yes he did receive the shoes!

We ended up having dinner with the *Treviljor* crew at the local place run by Seckie and Vanessa, which is right on



ART HARTINGER

Captain Art strikes a pose above Grenada's idyllic St. George's Harbor — one of the last remaining examples of 'the old Caribbean.'

the beach. A fresh lobster dinner, rum punches, limbo dancing, and carousing ensued. (Call ahead to 1-784-531-6965 or email seckietours@gmail.com).

We had 24 hours to clear after checking out at Clifton, so we needed to head to Carriacou, our next stop. It was a short sail, just about DDW to Hillsborough. This was subject to swells, so we decided to go directly to Tyrell Bay, which

is a few miles south and more protected (we thought) from the swell.

We had the anchor down in a good spot, and dinghied in to the Carriacou boatyard, which has really good Internet, and a small café. Yumi and I caught up on email, while Steve and Viviana strolled up the beach.

Clifton turned out to be roly, too, so in the morning we decided to hightail it to Grenada. This was one of our best sails, another broad reach of about 30 miles toward St. George's. Given the swell, we called the Grenada Yacht Club to see if they had a spot for us, but the answer was no. Hmm. We ended up anchoring just south of Moliniere Point, near a marine park, and it turned out to be a lovely spot.

In the morning, we motored over to Martins Bay, and dropped the hook again. We dinghied in to the North Carreenage at St. George's, and had a great meal at BB's Crabback (1-473-435-7058 bbscrabback@hotmail.com). I love this

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OF CHARTERING

place. Our table overlooking the water was fantastic, as was the food.

I really love this part of the Caribbean. The people are lovely, and the sailing is unparalleled. We will return.

— *art hartinger*
pied-a-mer
south beach harbor

Thanks for that inspiring report, Art. Looking back on all the write-ups you've submitted over the years, we think of you as Latitude 38's most dedicated bareboat charter addict. Where to next?

Cruise Notes

Although it may seem that this winter will never end, we're confident that in a few short months it will be **summertime** yet again. So let us remind you that if you've been itching to take a summer sailing vacation, you should not delay in sketching out a game plan and putting down a deposit in order to secure your favorite boat type for your ideal dates.

It's been our experience that once you and your boatmates have skin in



LATITUDE / ANDY

Sunny summer sailing with snow-capped Mount Baker as a backdrop — few chartering venues are more dramatic.

the game — that is, have **laid down a deposit** — you will adjust the various elements of your lives around the trip dates, and savor the anticipation of the big fun that is soon to come. By contrast,

if you let potential boat mates slide on contributing to the deposit, they may procrastinate until the 11th hour — or worse, bail out of the plan and leave you with a cabin to fill at the last minute.

What kind of person makes a great charter crew? Perhaps most importantly, someone who has a **positive attitude** and can roll with the punches if, for example, you suffer an engine breakdown, the head gets clogged, or — God forbid — you run out of ice while in some remote anchorage.

It's great to have seasoned sailors along, of course, but **newbies with a thirst for learning** the ropes can inject fresh enthusiasm into your charter experience, so don't rule them out. **Kids?** Absolutely, but be sure they (as well as adult crew members) have realistic expectations about what the trip will entail.

Wherever you charter this summer, please remember that we're always excited to receive brief **charter reports** and photos. (Email: editorial@latitude38.com.) And we'll gladly give you some official *Latitude* swag as a thank you.

— *andy*

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CHANGES

With reports this month from **Tivoli** on getting ready to recross the Atlantic; from **El Gato** on loving Antigua; from **Quixotic** about repowering with two new diesels; from **Fleetwood** on continuing down the Pacific Coast; from **Ceilydh** on completing an eight-year circumnavigation, and **Cruise Notes**.

Tivoli — Beneteau 42s7 Torben and Judy Bentsen Scandinavia to the Canary Islands (Point Richmond)

December 23 — By Christmas we'd been back in Northern California for two months, having put our boat to bed in Lanzarote in the Canary Islands

in October. Although we'd only been back in California for two months, it felt as if we'd been back for a year! Busy, busy, busy, describes the difference between a life without keys on a boat to full-on work life in a crowded city.

Lanzarote is a popular jumping-off point for transatlantic boats.

In our six-month 2016 season, we'd sailed 4,500 nautical miles, from Scandinavia to the Canary Islands. 'Euro cruising' is very different from the 'swinging on anchor' cruising that we'd gotten so used to in the Caribbean. Last season we spent 98 days in port, only 36 on the hook, and 16 underway. The best nights were the ones when we traveled.

Some of the sailing was awesome, the highlight being a super-quick reach across the sometimes-stormy Bay of Biscay. Also great were some fabulous downwind stretches along the coast of Portugal and a perfect four-day passage to Lanzarote to end our season.

We saw some great places on our 2016

When in Spain, do as the Spaniards. Judy introduces an octopus to garlic, onion and hot sauce — just as the locals do.

cruise: London, Porto, Lisbon, Finisterre, Trafalgar, Gibraltar, Mallorca, beautiful Menorca, and Barcelona. Number One was the trip up the Guadalquivir River to Seville.

Our first goal of 2017 is to get *Tivoli* back to the Americas. Our plan is to be at Saba Rock, North Sound, Virgin Gorda, British Virgins by March 1.

January 29 — It took 10 hours for us to fly from Oakland to London, then another three hours to Lanzarote following an overnight in London.

We found *Tivoli* to be in pristine condition. Some years of experience in putting her away, combined with Judy's super hydrogen peroxide anti-mold treatment, did the trick.

Tivoli was covered in a layer of pink Sahara dust, but that washed off with a spray hose. Inside she was dry and smelled pretty good. Even the bottom looked better than when we'd left!

Judy and I have never come back to a better place than *Tivoli*.

After a 12-hour overnight snooze, we unpacked our 135 pounds of parts and a few clothes. Then I went shopping for basics such as cheese, eggs, bread and Iberian ham. When I came back from the showers in the late afternoon, I was greeted by a tantalizing smell at the gangway. I soon realized that it was coming from *Tivoli*.

When I got onto the boat, I could see that Judy was following the directions of some Spanish/British dude on a YouTube video showing how to properly cook a three-pound octopus. Oh yeah, octopus, garlic, onion, and hot sauce! Judy is experimenting with how to cook like the locals. *Viva España!*

January 31 — The sun rises at 8:30 a.m. here and sets around 8 p.m., so we have slow mornings. That has not prevented us from dropping a lot of acid — as a matter of fact, Judy claims that there is a new study out indicating that a little LSD daily might be good for you. But the acid we are talking about is hydrochloric acid, which takes rust off stainless, brown spots on the deck, and cleans up the teak toe rails.

We have also mounted and wired some new solar panels, assembled the newly-serviced wind generator, done some mi-



nor shopping for nourishment, gotten the engine back in running order, and started the offshore 'we-don't-need-that-so-lets-vacuum-pack-or-toss-it' process.

Judy is in charge of the 'toss it' part, and has so far disposed of one old stiff varnish brush, some dried up Epifanes varnish, and a slightly rusty toenail clipper. The vacuum packing sees more action.

Tomorrow we get the watermaker going again, re-hang the wind generator, finish the shopping list for food, and identify more stuff for the 'toss it' column.

— torben 02/02/2017

El Gato — Catana 472 Eric Witte and Annie Gardner Antigua Love (Point Loma, San Diego)

"Wa gwarn. Cool, cool, cool. Wa gwarn. Me CF (safe)."

This is how the locals greet you in Antigua. I felt like the first non-local to use such terms, because when I did the

LANZAROTE TOURISM



TIVOLI



IN LATITUDES

PHOTOS COURTESY EL GATO



of the British Commonwealth in 1981. Antigua is a hilly island about seven by seven miles, with a population of about 100,000.

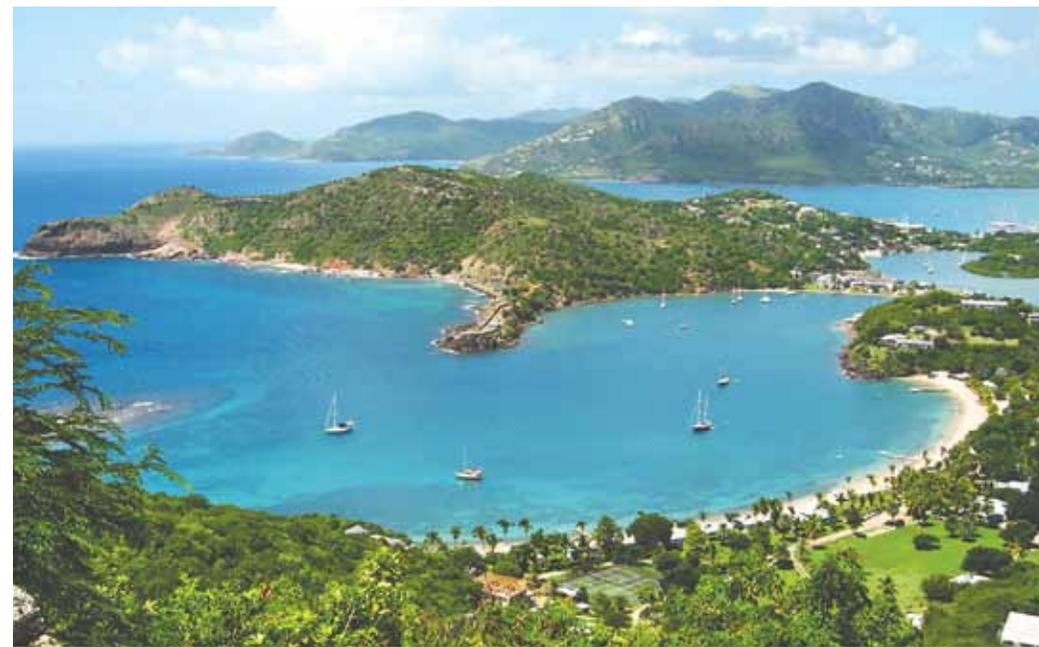
The only downside we've found is that the reefs aren't as good for snorkeling as at some other islands. They've suffered quite a bit of damage from hurricanes over the years. And during our visit, at least, the water was quite silty. Even though the color was gorgeous, we often couldn't clearly see our hands in front of us. Not that it stops the tourists, who are only here for a week, from booking snorkel trips each day.

To sailors, Antigua is famous for historic English Harbour, Falmouth Harbour, and Sailing Week's being the granddaddy of fun regattas in the Caribbean. One of the big local traditions is hiking — or taking a taxi — up to Shirley Heights for the big BBQ, steel band, and rock 'n roll music on Sunday nights. The view looking down on the boats stern tied at English Harbor and anchored in Falmouth Harbour, as well as the island of Montserrat in the distance, is spectacular.

We did our first charter of 2017 with friends Tim and Jen, who were getting their first break from their five kids in some time. We did our best to help them kick back. Deep Bay and Shirley Heights were good stops for them.

Eric and I then had a few days alone to relax and unwind from the hectic pace. After all, we'd recently sailed 1,500 miles from the Northeast to the Caribbean, gone home for holidays, made our way upwind from the Virgins to Antigua, and done a charter. So we made our way to quiet Barbuda. While there we had dinner from Al and Margie Slater of *Sweet Dreams*, whom we'd met in Maine.

Since Eric had to fly home for a week to finish selling his house, I had a 'girl's week' on *El Gato* with Teri, Christy and Sarah. The gals and I windsurfed, snor-
Eric, the dolphins and the blue, blue water of the Caribbean. In some areas of Antigua the water is a little on the murky side.



Clockwise from above: English and Falmouth Harbours as you'll never see them — empty. Hurricane must be coming; Bird life at Barbuda; Eric with a beautiful catch of the day heading toward Dominica; Anne hamming it up at an infinity pool; The veggie lady; The pink sands of Barbuda.

response I got was tremendous. There were always huge smiles — and a bit of bewilderment — that a white woman would speak in their *patois*.

I like to learn about the local customs, foods and such as we travel. So on our first night in Antigua our waiter gave me a small list of words and phrases to try out. I was a little shy — yes me, shy — in the beginning. But my attempts were answered so enthusiastically that now I haven't been able to stop.

Need a break from the fear and hate that is spreading like wildfire in the US? I recommend coming to Antigua and saying "Wa gwarn" to a local. At that point you'll let all that negative shit go. It's One world after all. Sometimes you just can't see it because you're inundated with fearful news.

If anyone were to ask us which was our favorite island in the Caribbean, this month we'd say it was Antigua.

Why? Antigua has plentiful harbors, 365 beautiful beaches of all sizes, decent stores, good restaurants — and most importantly, great people. Everyone has been friendly and greeted us with genuine smiles.

I asked the taxi driver why Antiguan were so friendly. He said it's because they are content with what they have. If they don't have something, someone shares what they have. It sounds like a good plan for happiness to me!

I found Antigua's outdoor markets to be lovely. The ladies wear dresses and hats when they step out, something that warmed my heart. Respect, mon!

Once a British Territory, Antigua & Barbuda, the latter 35 miles to the north, became an independent state



EL GATO

CHANGES

keled, and crossed paths with another cat from California. Her crew was mostly made up of women, and they were skilled kitters. They were inspiring.

From Nonsuch Bay, Sarah, Christy and I sailed around the top of Antigua to St Johns, and then to Deep Bay for the night. I had learned where to go

on our charter, so it was easy to repeat and play tour guide.

Later we sailed to Barbuda, where we got a tour of the frigate rookery. While walking on a dirt road surrounded by wild horses and donkeys, we hitchhiked in the hot sun. Our destination was the caves on the other side of the island.

The Antiguans who picked us up already had four people in their four-seat vehicle, so we had to squeeze. But they shared their beers, knew where to go, and even gave us a ride back to town. They were another example of how nice the people from Antigua can be.

The girls left on the same plane that brought Eric back, so the two of us got some down time in Antigua to do repairs, blog, and hang out watching the Superyacht Regatta. Several sailing friends were here for the superyacht races, so Eric and I sailboarded out to the starting line. It was blowing 15 to 20 knots, so it was Zen time for me. But my body is no longer in shape for long sails, so I was spent when we got back to the boat. We obviously have to do more of that.

Most of our spare time in Antigua has been spent in Jolly Harbour, where we've reunited with a number of friends. Some

'El Gato' spends a lot of time based out of Jolly Harbor. The cat at the lower right is 'ti Profligate' at her off-season home.

EL GATO



Eric and Annie found the locals, young and old, to be very friendly.

LATITUDE / RICHARD



whom we'd met in the Canaries, some whom we met on the Salty Dawg, and others from cruising clubs we've joined. We've enjoyed sharing dinners and stories of adventures. And we're naturally making plenty of new friends.

This world of cruising keeps getting smaller for us as we traverse the seas. And that feels good. When in the Med we knew not a soul, saw no American flags, and didn't speak the languages. Looking back, it's amazing that we did as much as we did.

Eric keeps trying to figure out ways to get back to the Med — meaning sail around the world. I'm not ready to make that commitment, as the world keeps getting scarier. But then I meet people who have not only gone around, but have done it more than once. Dinner tonight was with a couple from Alaska who owned and operated dogsled and fishing camps in Alaska and Chile, and who homeschool their kids. Adventurous souls abound in the world of cruising.

For now I am as happy as I've ever been sailing, windsurfing, snorkeling and swimming in warm turquoise waters. They say you go back to the things you loved as a child, and this is my happy place. Growing up in Miami with parents who loved the water and took us kids cruising to the Bahamas and Keys, it doesn't get much better for this 'southern girl'.

Soon we will head south to Guadalupe and then Dominica for a rendezvous with other cruisers. After that, it's Martinique for Carnival and another awesome charter!

— annie 02/07/2017

Quixotic — Voyager 43 Lewis Allen and Alyssa Alexopolous Replacing the Diesels (Redwood City / New Zealand)

Despite the fact that we were running out of money a year ago, somehow our salvaged catamaran *Quixotic* is being treated to a full refit — while we survive on beans and rice. Ah, the priorities of the brainwashed bluewater sailors. The good news is that our boat is going to be sailing out of New Zealand in incredible shape!

Our refit policy is simple: everything that isn't likely to last 10+ years needs to be replaced. The



'10-year rule' is what changed my mind about rebuilding the engines. A rebuild would have bought us another three to five years. But even if the diesels were still running well, after that long I would be constantly worried about when — not if — they were going to have a major failure.

It was when I was in the engine compartment staring at yet another leaking seal on the saildrive that I made the decision to do a complete repower. As everybody knows, replacing diesels is very expensive. But I managed to take advantage of the strong dollar and utilize our duty-free import status to get an excellent deal on new engines from Australia.

After selling the old engines, the net cost of the complete two-engine repower was only \$17,000. And we still have the old saildrives. By the time we replaced everything remotely related to the engine systems — including propellers — it cost \$21,000.

IN LATITUDES

ALL PHOTOS COURTESY QUIXOTIC



QUIXOTIC

Leading the uncommon life, Alyssa gets to paint saildrives.

Clockwise from above: The 'Blonde Mermaid' rests on the cat's aft beam while on the hard; One of the helpers lifts an old engine out with one hand; With reliable trawling power, Lewis and Alyssa should catch more of these; The couple admire one of their new babies; 'Quixotic' has come a long way.

Here's a breakdown of the costs: The new engines are 30-hp Yanmar 3YM30AEs with SD25 saildrives. We bought each package — panels, wiring, and mounts — for \$8,500. It cost \$1,000 to have them air-freighted to New Zealand. It took 10 days to get them after placing our order. Most of the wait was for New Zealand customs to verify our duty-free status.

The four-day haulout on the slipway, followed by a week on the dock, cost another \$1,000. We estimate we spent another \$1,000 at the local chandlery on installation-related parts. It would have cost more if Alyssa hadn't gotten a nice employee discount. We paid a local mechanic \$50 for one hour to review my work. Throw in another \$1,000 for miscellaneous foreign transaction fees, mandatory customs processing fees, local services, tows, fluids, and it came to

around \$21,000.

On the positive side, we sold our old engines complete with rebuild kits and spares, for \$4,000. The timing was perfect, as the buyer came with a trailer the day after we pulled the engines from the boat. We used the boom crane to lift them onto his trailer. We used the cash to pay for our new unsinkable plastic dinghy and put toward the parts we bought from the chandlery.

Had we bought the engines here in New Zealand and had them installed professionally, it would have cost twice as much. The lowest quote I was able to get in New

Zealand was \$12,500 for the engine/sail-drive combo. So importing the engines from Oz was a no-brainer.

Let me tell you, the local Yanmar guys were sure pissed off about it. One was even on hand to take pictures when I unloaded the engines from the delivery truck. The Yanmar guy said to me, "I still don't know how you managed to get those engines so cheap. They came from the exact same source that I use, and even I can't get them that cheap."

Even though Alyssa and I did all the work, the engine swap went smoothly and there were no big surprises. We came out on a slipway over a long weekend and used our boom crane to do the swap. The new engines and saildrives bolted straight in to the original beds without any modification required.

Make no mistake, we worked our asses off for a week straight, with long hours in the engine compartments. But that time also includes running all new fuel lines, Racor filters and valves. We also deep-cleaned the engine compartments, installed all new exhaust hoses, waterlocks, anti-siphons, sea strainers, and so forth.

The guys at the yard were surprised when we said we were on time and ready to be splashed the morning after the long weekend. They confessed that they had all chuckled when we said we were

Thanks to the couple's new '10-Year Rule', the stove also had to be replaced, much to the delight of Alyssa. Ready to charter!



QUIXOTIC

CHANGES

installing the engines ourselves over the weekend. We proved them wrong, just as we proved all the naysayers wrong in Savusavu, who thought it would take us 18 months to get *Quixotic* floating again.

Pushing those new start buttons and hearing the engines fire right up and purr will have us smiling for a very long time. Now we just have to book some charters so we can pay off the credit card debt we took on.

— lewis and alysa 02/10/2017

Fleetwood — Nadja 30 Jack van Ommen Countries 54-56 (Gig Harbor, Washington)

I left Puerto Quetzal, Guatemala after the agent brought me my *zarpe* and returned my passport. I ended up having to pay \$180, not the \$160 spoken about before, plus another \$35. What a racket! I hadn't spent much money on my trip to Antigua, but what I saved was eaten up by clearance costs and food at the very expensive restaurant at Marina Pez Vela. The food cost twice as much as in Mexico and more than in the U.S.

The forecast for my passage to Nicaragua, the 56th country on my circumnavigation, was for between two and six knots. So I decided to bring out the tired 150% Mylar genoa, which is 20% larger than the Dacron genoa I'd been using.

As it turned out, the wind strengthened while I was on a close reach. When I checked my speed over the ground, I couldn't believe my eyes. We were doing seven-plus knots, and hit 8.5 knots at times. It is the fastest I can remember *Fleetwood's* ever going without the chute up or without a lot of favorable current.

My destination was the Puesta del Sol Marina, Nicaragua's first and only marina. As the crow flies, it's about 12 miles northwest of Corinto, the main Nicaraguan port.

Happy birthday to a 'Latitude' hero. Jack van Ommen, who didn't start cruising until his 60s, is now 80 and going strong.

When I turned the corner at the unexpected opening in the shoreline, I passed through some mild tidal rapids, and soon felt as though I were entering into a new world. The water was flat and there was no sign of human presence. After another bend in the tranquil slough, the marina and resort suddenly appeared. They are at the end of a seldom-traveled road 20 miles from the nearest village.

The Puesta del Sol Resort and Marina was developed by Robert Membreno, who came to California from Nicaragua with his parents at age seven. He was born in 1932 but doesn't look his age. He has sailed in many parts of the world, and for a long time raced his boat out of the Puerto Vallarta area. It was while cruising Nicaragua in 2002 that he discovered the vast mangrove sloughs where his marina now stands.

The marina and resort are first-class. There is a swimming pool, an excellent restaurant and bar, and the personnel are professional. The showers and bathrooms are much better than what I have come to expect since leaving the St. Francis YC on San Francisco Bay. In fact, the only place in the world I've come across better bathrooms and showers was at Grand Harbour Marina in Valletta, Malta. The marina also has great wi-fi, which saves me a lot of time and money.

Membreno owns vast stretches of the estuary, but is not planning to develop them. The small fishing settlement next to the resort goes on just as before he showed up, but the residents benefit from job opportunities and the school he built for the children.

After a weekend meeting some wonderful people at Puesta del Sol, on January 9 I waited for the 6:15 a.m. bus to 24-mile-distant Chinandega, home to the closest ATM. Fortunately, the marina had advanced me \$72, which allowed me to check into Nicaragua.

The half-hour-late bus took me through fairly flat countryside that is mostly used for raising either sugarcane or cows, although there was a small teak plantation, too. Buses in Central America commonly play loud and annoying videos. You see lots of female flesh dancing to dumb songs, and you see a lot of macho men engaged in gratuitous gun violence.

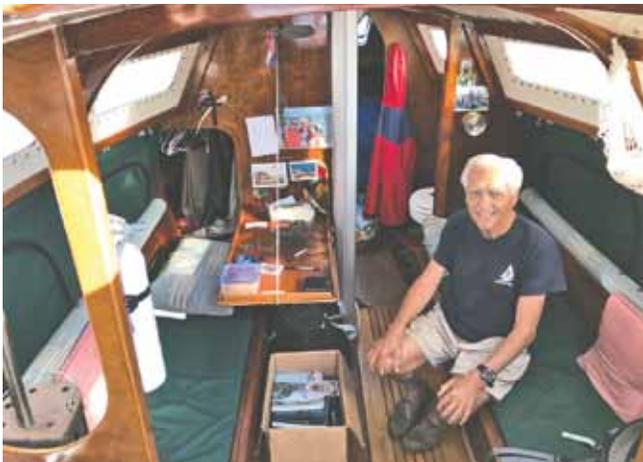
Thanks to lots of trash and squalor, Chinandega



isn't a very attractive town. I wasn't any more impressed with the Bank of America. I wanted both US dollars and *córdobas*, which resulted in the BofA automatically blocking my account. They sent me an email saying they would unblock it when I proved the account was mine. I did, but two hours later I still couldn't use my debit card. Fortunately, I did manage to get \$20 worth of *córdobas* before my account was blocked. Otherwise I wouldn't have been able to pay for transportation back to my boat!

But not getting the money I needed meant I had to catch the 6:15 a.m. bus again the next day, and take another back to Puesta del Sol later in the day. That meant I had to spend much of my day being forced to watch porno and violent movies.

Once I got my money, I had to wait for the customs/immigration/port captain delegation to show up. They finally did late on Wednesday morning, so I couldn't clear out of Puesta del Sol and Nicaragua



IN LATITUDES

PHOTOS COURTESY FLEETWOOD AND OTHERS

most likely the water had come in from following seas through the hand bilge pump. I will keep an eye on it.

The next day I had a terrific sail to Puntarenas. From my days in the late 1950s working as a clerk — at 6th and Spring Street in downtown Los Angeles, at the agency for the joint service of Holland America Line, Royal Mail Lines and Furness Lines, I knew Puntarenas used to be the main seaport for Costa Rica. The ships we worked with loaded bananas, coffee and other goods in Puntarenas on their way from Europe to Vancouver, B.C. But the port became too shallow for the newer ships and a new container port was built at Caldera just to the south.

[More next month.]

—jack 02/15/2017

**Ceilydh — Modified Woods 40 Cat
Evan Gatehouse, Diane Selkirk,
and Maia (15)
Eight-Year Circumnavigation
(Vancouver, B.C., Canada)**

It's not often that a family does a circumnavigation with a catamaran that was built for daysailing, but that's what Evan, Diane and Maia did with *Ceilydh*. Not only did they do a circumnavigation, it was a lengthy eight-year trip around.

("By the way, it's pronounced 'Kay-Lee', exactly how it's spelled," jokes Diane.)

This wasn't Evan and Diane's first cruise. When they were in their 20s they did a 3½-year cruise from Vancouver to Mexico, Central America, the Western Caribbean, and up to Annapolis. That was aboard their Stan Huntingford-designed Fortune 30 monohull. When they got to Annapolis, Evan, a naval architect, started working for Bruce Farr Yacht Design.

"I got to work on America's Cup boats,

One for all, all for one — Evan, Diane, and Maia made it around the world in eight years. And on a cat that was once a daysailer.

LATITUDE / RICHARD



Clockwise from above: The view from the pool at Puesto del Sol; The nearby mountains are explosive; Nicaraguan cruiser and Puesto del Sol developer, Roberto Membreno; The cathedral at Chinandega; A soft porn star Jack saw more of than he wanted; Nicaraguan landscape on the way to Chinandega.

before 1:30 p.m. It looks as if my slogan will have to change from 'Around the World Before 80 Years' to 'Around the World In 80 Years'.

That evening the wind picked up out of the southeast. I tried to work my way back toward the coast where there was less fetch, but I couldn't point high enough. Soon conditions became uncomfortable, and I had no choice but to cut across the windiest part of the Golfo de Papagayao. The Gulf of Papagayao isn't as notorious as the Gulf of Tehuntepec, but as I would find out, it can be almost as nasty.

Before long it was blowing 40 knots, with frequent gusts to 50 knots. The conditions were similar to those of the storm in the Med that cost me my first *Fleetwood*.

Waves would frequently slam across the port beam. And any time I had to do

a sail change or re-tie the genoa, I would get hosed with saltwater. There were a few short times when I got a chance to lie down or get some food during the next four days, but it wasn't until I got close to Ballena Bay in the Gulf of Nicoya that the seas calmed down. Don't underestimate the Gulf of Papagayo!

While hunting down a can of clams for a *linguine a la vongole* dinner, I noticed a lot of water in the bilges. After getting the water out on Saturday, there were five more gallons on Sunday. This worried me. Had the heavy pounding loosened the keel bolts? I pumped and blotted both sides, and came to the conclusion that

CHANGES

around-the-world boats, and all kinds of high-end yachts, so that was fun," Evan says.

But when it came time to go cruising again, the couple, now with young daughter Maia, decided to buy a 40-ft daysailing cat that was built on Gabriola Island near Vancouver in 1987. She was

designed by Brit Richard Woods, who spends half the year on nearby Saturna Island.

"When we bought her she had a tiny cuddy that four people, with knees touching, could sit inside," says Evan. "So I got out a chainsaw and started cutting her to pieces."

Maia, like many 'kids' on boats, is mature beyond her years.

"People think it's inappropriate to take a chainsaw to a boat," laughs Diane, "but there is nothing wrong with it."

A friend lent them his garage, so Evan was able to start putting the boat back together using various amounts of Corecell and Nomex with carbon fiber skins that was Boeing surplus. The result was a spacious if not super-sleek superstructure, and a light cat that sails well in light air.

There were two reasons that the family decided to install a single Yanmar 27 diesel rather than two. "First, we had a limited budget. Second, 95% of the time most owners of catamarans only use one engine anyway."

"The truth is that our cat sails faster than she motors," says Diane.

Ceilydh appears low-slung, but she has a deceptively high bridgedeck clearance of 28 inches. "She slams much less

Can you name the mystery device that made life aboard so much easier for Evan, Diane and Maia? It was so valuable it stayed in the cockpit.

than other cats her length because of a combination of the bridgedeck clearance and the fact that the lowest part of her bridgedeck doesn't start until 20 feet aft of the bow," explains Evan.

Diane says *Ceilydh* handled just fine in heavy weather.

Evan disagreed in the sense he didn't think they really had any heavy weather. "From Seychelles to Comoros Islands we had three days of beating into 20 to 25 knots with gusts to 30, and we had similar conditions on the way from Borneo to Singapore. Nothing bad."

"It was a little rougher than that," Diane corrected. "Remember the boat that sank?"

Maia tends to side with Diane on the heavy weather issue.

After crossing the Pacific, the family spent four years in Australia, where Evan worked as a naval architect.

"It was surprisingly easy to get work," says Evan, "because they were having a mining boom at the time. Foreigners could get work visas up to four years, and the company didn't even have to try to hire Aussies for the job first."

The big issue for circumnavigators these days is what route to take west after Thailand. The traditional route, north to the Red Sea and the Med, lost favor after a number of cruisers were attacked, and some killed, by Somali pirates a few years ago. Diane reports that two years ago 16 boats nonetheless opted for that route, although many of them paid \$10,000 each for machine gun-toting guards, and some had as many as three.

The second route is across the Indian Ocean, a notoriously long and rough trip. Despite an often-nasty final 1,200 miles from Mauritius to South Africa, it is still the most popular route these days.

About 25% of the 100 boats headed west across the Indian Ocean at about the latitude of the equator, which is the route *Ceilydh* took. This included stops at Sri Lanka, the Maldives, the

Chagos, the Seychelles, the Comoros, and over the top of Madagascar to Mozambique. Boats were able to take this route because the area of the route just approaching Mozambique had finally been declared free of danger from Somali pirates.

"We also took the equatorial route because it was the most popular with kid boats," adds Maia.

While Diane is open-minded about the Red Sea



route, Evan is not. "I'm not going to cruise an area when people think they need guards with machine guns! Lots of the commercial vessels have their decks lined with concertina wire."

Among the advantages of the the equatorial route across the Indian Ocean are better weather, the seas getting knocked down in the lee of Madagascar, and Madagascar itself!

"Oh gosh, if you haven't been to Madagascar, you must go!" says Evan.

"He's right!" says Diane.

"The people are as poor as can be, but they are the best sailors because there are no roads, so they have to go everywhere by boat," says Evan.

"They are really fun and playful sailors, too," says Diane.

"They use tarps, sacks, sheets — anything they can for sails," says Maia.

While Madagascar was the favorite stop of their circumnavigation, they had a fine time and a boat-saving adventure in the Chagos, too. [More next month.]

— latitude/rs 02/15/2017

LATITUDE / RICHARD



LATITUDE / RICHARD



IN LATITUDES

PHOTOS COURTESY CEILYDH & LATITUDE / RICHARD



Clockwise from above: 'Ceilydh' on the hook in the South Pacific. Her original daysailer lines are clearly visible; An aerial view of the Woods design as she rests in clear water; Still smiling after eight years in tight quarters; Majunga Harbor, Madagascar, their favorite stop.

Cruise Notes:

McDonald's serves about 250 million hamburgers a year. But big deal, because how many lives do they save? According to NOAA, the **COSPAS-SARSAT** system contributed to more than 300 successful rescues in America last year. COSPAS-SARSAT is, of course, the international satellite system that receives EPIRB distress signals and then forwards them to the authorities via a ground station. In the United States, EPIRB distress signals go to NOAA's SARSAT Mission Control Center in Suitland, Maryland. Signals on land are forwarded to the Air Force, and typically passed on to local authorities. Signals at sea or on the water are forwarded to the Coast Guard.

In 2016, the system assisted in 205 waterborne rescues, 79 rescues on shore, and an additional 23 rescues resulting from an aviation incident. The

biggest EPIRB-assisted rescue of the year was the response to the sinking of the **Alaska Juris**. First responders saved 46 fishermen from the *Juris* — the largest SAR success story in the history of NOAA's COSPAS-SARSAT operations.

So, do you think your cruising boat ought to have an EPIRB or similar electronic emergency signal? We do. And two may be better than one.

Cruiser Jim Van Cleve of **Kalokalo**, type of boat and hailing port unknown, was attacked by two men while anchored off Suva, Fiji, at 11 p.m. on January 25. According to reports from people on boats near *Kalokalo*, two men armed with at least one cane knife confronted Van Cleve in the cockpit of his boat and then attacked him. In the course of defending himself, Van Cleve received severe lacerations on one hand. Doctors

weren't sure if they'd be able to save the thumb, but were ultimately able to do so.

Authorities reported they had apprehended one of the two attackers, and believe they were going to catch the other. It's unknown if Van Cleve knew the attackers or if he had any contact with them beforehand. Fiji has always been considered to be very safe for cruisers, and attacks such as the one on Van Cleve are all but unheard-of.

The Friday Night Outboard Miracle at Falmouth Harbour: After a sleepless red-eye flight to Miami, a draining afternoon flight to Antigua, and checking out of Jolly Harbour, the Wanderer found himself at Falmouth Harbour with two big problems. First, **'ti Profligate's** Yamaha 15-hp outboard wasn't working. Second, he had no Internet on the boat, so being able to get to shore was critical to his meeting deadline and social obligations.

The Wanderer called on his old Ocean 71 fellow skipper Joe Hutchens, who is now in the superyacht-concierge business in Antigua. Despite the fact it was the highest of high season in Antigua, Hutchens answered the phone at a bloody comedy club on Drury Lane in London. The best he could do was recommend West Indian **'Greg Outboard'** as the best man for the job. But given the many shortcoming of DigiCell, contacting anyone on Antigua is problematic.

Bill 'the Wrench' Lilly of the Newport Beach-based catamaran **Moontide** was anchored nearby, and took his best crack at the outboard. But the problem was over Lilly's register. At least he towed the Wanderer and de Mallorca to shore, where there was a faint hope that Greg Outboard might actually meet them at the dinghy dock at 6 p.m. Get an outboard repaired on a Friday night in Antigua? Good luck mate.

Well, Greg did show up at 6 pm, and immediately diagnosed the problem as a carburetor gummed up by fuel that

Joe Naismith also knew what was wrong with the Yamaha, but he had to fly out before he had time to go through the carburetor.



LATITUDE / RICHARD

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had gone bad. Despite the fact that it was already growing dark, Greg wasted no time in attacking the carburetor with uncommon speed and dexterity. Having worked on outboards for 20 years, he didn't even have to look at the carburetor to disassemble, clean, and reassemble it. Despite the speed, he took great care in what he was doing, and checked and rechecked to make sure everything was just as it should be.

Having had his ass saved by Greg, the Wanderer would have been happy to pay just about any amount for the overtime emergency work. Greg said, "Let's see, I charge \$40 an hour, but I didn't work a full hour so . . ." Before he could finish, the Wanderer shoved a hundred-dollar bill into his hand. "You take this, as I consider it to be the best \$100 I've spent on a boat. Thank you sooo much!"

"About 10 years ago I purchased the 1986 Valiant 40 **Valiant Lady** from her original owners as she was lying in Antigua," writes Thomas Shafter of Oakland. "Even though that boat got my feet wet in sailing the Caribbean, it didn't turn out so well. I'd purchased the boat



ROAD LESS TRAVELED

Oakland's Thomas Shafter returned to Antigua with a second Valiant 40 — and Robbyn, a hardcore sailor and delivery skipper from Buffalo.

with a partner, and the partnership fell through. I'm now writing to report about my triumphant return to Antigua aboard my second Valiant 40, a 1975 pre-blister beauty named **Road Less Traveled**. I

found her in Annapolis and purchased her without a partner. I brought her down through to Intracoastal Waterway after the usual months of survey work, delays, and heartbreaking discoveries.

"I left Annapolis at the end of October with the goal of outrunning winter. I was able to do that — and I was also able to meet a sweet sailorette by the name of Robbyn from Buffalo, New York. Don't let looks fool you, as she's the mother of five grown daughters, owns an Endeavour 33, does sailboat deliveries, and can cook hot meals in the worst of conditions. We touched bottom four times on the ICW, but always got off without assistance. Anybody who says they did the ICW without touching bottom is lying.

"Once we departed the States, we hit all the islands along the way, seeing the swimming pigs of the Exumas, the Dominican Republic, Puerto Rico, and the Virgins before eventually making it to Antigua. The trip took about six months, after which the boat was put on the hard at the Slipway in English Harbour. I soon learned that Deion was still running the

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place, and that my original Valiant was still being stored there in the off-season.

"Some dreams just don't fade away," concludes Shafter. "I did have several boats and did lots of sailing in between the Valiants. I even had an Ericson 38-200 called **Surface Charge** that three friends and I sailed in the 20th Baja Ha-Ha back in 2013. But all along my Caribbean dream remained strong. I now cruise my second Valiant six months a year in the Caribbean."

Shortly after **Jack van Ommen** made this month's report in *Changes*, he transited the Panama Canal. While in the Lake Gatun part of the Canal, the newly minted 80-year-old noticed a Guayacan tree.

"They bloom in January/February," he wrote, "and produce the lignum vitae that has a natural lubricant. My grandfather in the Netherlands used Guayacan wood for the sheaves in wooden rigging blocks. When I worked for a hardwood importer in California, we sold lumber from Guayacan trees to the White Brothers in San Francisco. They used the wood

to make billy clubs for the San Francisco Police Department."

The mast and boom on Mike and Deanna Ruel's Marina del Rey-based Manta 42 **R Sea Kat** survived a long circumnavigation with no problems. But not the 80-knot winds of an East Coast hurricane last fall.

"We had 15 tornado watches and warnings during the hurricane," reports Mike. "I believe the damage to the mast and boom was probably caused by some kind of rotational force or torquing from the very strong winds."

Berkeley's Jim Fair and Linda Powers got a new head gasket put on the diesel of their Outbound 46 **Chesapeake** while in Martinique, after which they headed to Dominica, the next island north, for



When the area around the weld for the tack fitting on your mast looks like this, it's time for a replacement, not a repair.

Carnival. They'd never seen so many Jumbie Men before. At last report, they were headed toward Panama, coming ever closer to completing what will be something like a nine-year circumnavigation.

One of the most colorful Northern California cruising couples that we can remember, with one of the most colorful cruising boats, was Peter and Antonia

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Murphy and their Point Richmond-based Mariner 36 **Sereia**. They took off in 2006 with their ketch painted in wild colors. From time to time they reported in to *Latitude* with their unique perspectives on their adventures as they made their way down the coast and across the Pacific. The couple later split up, and we don't know what happened to Peter.

Antonia, on the other hand, is continuing to lead an unusual life as she is now the co-owner of The Bach in Whangarei, New Zealand. She describes The Bach as "a one-room ethical brothel intended to bring prostitution out of the shadows."

Born and raised in San Francisco, Murphy graduated from Columbia University with a degree in European history and comparative politics. Following graduation, she spent years traveling and doing odd jobs before taking off cruising with Peter. She arrived in New Zealand 10 years ago, where after much controversy prostitution had been legalized four years before. Murphy's philosophy is that women own their bodies, and thus it's their business if they want to



NEW ZEALAND HERALD

Antonia Murphy, formerly of the Pt. Richmond-based Mariner 36 'Sereia', and currently of The Bach, an "ethical brothel" in New Zealand.

'monetize' them — as long as they are not under pressure to do so.

You think the water in Mexico is bad? Christian Lauducci of the Sausalito-based Stevens 40 **Shawnigan** drank some creek water downstream of some

horses in Woodacre, California. We're not exactly sure what it did to him, but it made him sick for months. He was barely able to sail the boat from San Carlos to La Cruz with kids Nina, 13, Ellamae, 8, and Taj, 3. They were joined in La Cruz by wife/mother Josie, who was earning cruising chips at her old job as a nurse at UCSF. Christian is quite a bit better now, but the family have decided to postpone their Puddle Jump for a year. Besides, they are having a great time in Mexico.

One of the many reasons it's easy to have a great time cruising in Mexico is that the cost of living is so low. For example, the Wanderer, now in Antigua with a leaking inflatable, would love to be able to buy a nice quality — seriously — inflatable dinghy with an aluminum floor such as on sale for less than \$800 at Costco in Vallarta. Anything similar costs three times as much in Antigua.

But the biggest difference between **Mexico** and the **Caribbean** is the quality/variety and price of food, both in stores and in restaurants. In Mexico, there is a great selection of food in the

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stores, and prices are usually very low. In Antigua and the rest of the Caribbean, the food selection is poor and the prices are often very high. But nothing like the prices of restaurant meals.

For instance, if the Wanderer and de Mallorca wanted a simple but filling meal in La Cruz, we'd get a big, delicious bowl of chicken pozole at **La Caves de Familia Martinez** for \$3.50. The pozole was so good that we once had it three nights in a row. If we wanted a more fancy/smancy dinner, we'd go to **Marsala**, where the special three-course meal, including an artisan dessert, came to \$20 each. Fish tacos on the beach? You get three big Baja-style ones for about \$5 at the waterfront **La Cabana** restaurant in Punta Mita. A huge chicken Parmesan dinner at **El Coral** is \$10.

The other night the Wanderer had spaghetti with garlic and olive oil, while de Mallorca had lasagna, at an Italian place at Jolly Harbour, Antigua. Despite being airline-size portions, and with absolutely nothing else on the plate, they were about \$20 each. Honestly, there

wasn't more than \$1.50 of food in either one of them. But that's the way it goes at most any kind of restaurant in the Caribbean. If you want a nice steak at the Antigua YC, it's stateside prices — which oddly enough are twice as much as in Paris. The saving grace in Antigua is the inexpensive and often delicious meals on the side of the road by locals.

Big **M&M cats** on the prowl in the Caribbean! According to Gino Morrelli of Morrelli & Melvin Yacht Design in Newport Beach, no fewer than 10 of their big catamaran designs are racing in the Caribbean this year. They are Gunboat 62s **Tribe**, **Zennyatta**, and **Elvis**. Gunboat 66s **Coco de Mer**, **Moondoggie**, and **Extreme H2O**. The Gunboat 90 **Sunshine**. Others are HH 66s **R-Six** and **Nala**, and the M&M 65 **Gizmo**.

However, we don't know if any of these



Unconventional in every way, Greg Slyngstad's catamaran 'Fujin' now has an unconventionally busy race schedule to match.

cats has as intense a six-month racing schedule as the one planned for Greg Slyngstad's unusual looking Bieker 53 cat **Fujin**. For the Seattle-based cat, which has kicked around the Caribbean since her birth three years ago, will have done the Caribbean 600 before this issue went to press. In early March she'll do another Heineken Regatta, in late March

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CHANGES

she'll do the St. Thomas International Regatta, and on April 10 she'll do her third Voiles de St. Barth.

But wait, there is more! Following the Voiles, all the cruising gear in storage in St. Martin will be piled back on and she'll begin the 4,000-mile trip to Long Beach, with a cruising stop at the San Blas Islands. Why Long Beach? Because she's going to compete in the Los Angeles-to-Honolulu Transpac in July. Only after the Transpac will she finally get a chance to see her nominal homeport of Seattle.

Two other multihulls spending the season racing in the Caribbean are also intending to do the Transpac. They are the lightning-fast MOD70 trimarans **Phaedo3** and **Maserati**, owned by Lloyd Thornburg and Giovanni Soldini, respectively. Both boats are capable of 40 knots and setting a new Transpac elapsed-time record. The *Phaedo* crew is really nuts, however, because after finishing the Caribbean 600 they have but 18 days to cover the 4,000 miles — and make a Canal transit — in order to make the start of the Newport to Cabo Race. That's not cruising!

It hasn't been the best of seasons for *Latitude* friend/hero Jeanne Socrates of the Victoria, B.C.-based Najad 380 **Ne-reida**. It started when a series of storms thwarted the start of the 74-year-old's attempt at yet another singlehanded around-the-world record. Early on, fortunately, in her second attempt a critical part of her genset's cooling system failed. Repairing it took so long that any record attempt was out of the question for this year. So she decided she'd sail to La Cruz to rest, relax and regroup. She was chased all the way down Baja by some of the worst weather to hit south of Point Conception in years. And she had issues with the top of her roller furler. But she made it.

Chuck Naslund of the Mazatlan-based Catalina 36 **Alhambra** was recently honored by other mariners in the area for providing "clear and concise" daily weather reports for the last seven years. Chuck and his wife Diana were given a certificate for "El Chayito, the great

Sinaloan restaurant."

Well done, Chuck! We still remember the time you brought *Alhambra* down to the Banderas Bay Regatta and took class honors.

Jason Hite of the Long Beach-based Caribbean 50 **Volare** reports that a group of locals and cruisers managed to free a whale shark that had gotten stranded on a sandbar in Bahia de La Paz. Swimming with whale sharks is one of the favorite cruiser attractions in Baja.

The Wanderer is pleased to announce that the **Latitude** winter office in St. Barth will be open from March 1 through the end of April. **'Ti Profligate** will generally be anchored next to the last green buoy off Corossol. de Mallorca sundowns at Le Select, while the Wanderer normally keeps tabs on her and the rest of the riff-raff while enjoying a bottle of Pellegrino at L' Oubli. Stop by and say 'hello'.

The Wanderer is delighted to learn that Jim 'Twinger' Tantillo, one of his all-time favorite *Profligate* crewmembers, has chartered a boat to come to St. Barth to watch the Bucket. Can't wait to see you, Jim. And all the rest of you!

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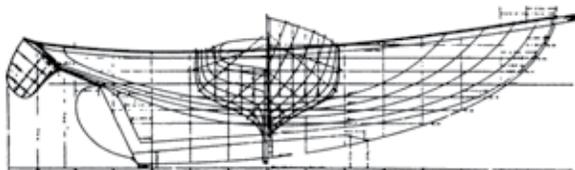
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20-FT O'DAY, 79. Susanville, CA. \$2,500/obo. 8hp Mercury OB. New covered berth cushions, 2 headsails, 1 main, sails in fair to good condition, trailer. Must sell. (530) 228-7266 or Scotts01@icloud.com.

22-FT CAPRI, 2003. Richmond. \$11,500/obo. Fun, fast, boat. Great condition. Winged keel draws 2.5'. Large cockpit; 2014 Yamaha 4hp. Bottom paint. Roller furling, self-tailing winches, more. See photos online at: <http://marcyzim.smugmug.com/Sports/C22>. (510) 912-1819 or mzimmerman@sonomaconnections.com.



24-FT NIMBLE, 1990. Minden. \$21,500. Excellent condition - with trailer. Complete refurb/refit. Long equipment list, please contact for details. See www.sailboatlistings.com/view/63244. (386) 366-1537 or poehlsmedic@hotmail.com.

27-FT J/80, 2001. Monterey, CA. \$27,500. Hull #344. Great condition. With Triad trailer. See photos.

25 TO 28 FEET



28-FT ISLANDER, 1976. Emeryville, CA. \$10,000/obo. Well maintained sturdy classic, Robert Perry racing design, tiller, Pineapple jib, new bottom 2016. Reliable Volvo diesel, enclosed toilet, alcohol stove. Clean, equipped, roomy, ready to sail. Slip available, secure marina. (510) 435-6073.

25-FT CATALINA, 2005. Benicia. \$17,500. Catalina 250 water ballast. Tiller, 9hp engine, excellent interior, outside needs a bath, trailer in great shape, pics upon request, Autohelm, 120v AC inverter, AM/FM/CD, VHF. Email for more info: gjdebouis@comcast.net.

25-FT MERIT, 1984. Alameda. \$4,000. Honda 2hp, 2 sets of sails. Contact Lee. (510) 219-1092.



27-FT PEARSON RENEGADE, 1968. Marina Bay Yacht Harbor. \$8,400/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or Techdiverx@yahoo.com.

26-FT COLGATE, 2001. Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. www.mytus.com or jvirkki@gmail.com.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$9,000. Well cared-for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko_2@comcast.net.

25-FT INTERNATIONAL FOLKBOAT. 1975. Morro Bay. \$4,500. Price reduced. Formerly well-known on SF Bay. 2 mains, working and storm jib, genoa, spinnaker and awning. New headstay and backstay. New halyards, electric and manual bilge pumps, battery charger and spreader lights. New self-contained head. New anchor and line. Nissan 5hp outboard recently overhauled, needs cosmetic attention. Health forces sale. (805) 772-3701.

26-FT ANDREWS 26 RACE, 1989. Dana Point, CA. \$9,900/obo. Nicely restored Andrews 26 race boat. New Ullman sails, 2 kites and pole. Fresh paint, Honda 3hp. Upgraded keel and rudder. Text for photos. Divorce compels liquidation. (949) 547-1000.



24 FEET & UNDER



24-FT J/24, 1987. Berkeley, CA. \$13,000. Sail for free, be connected to a sailing school, tax benefits, and ease of ownership. I have had this boat for over 10 years in the fleet at OCSC Sailing School in Berkeley. It is time for me to move on, but there are many advantages to this boat and so she is priced higher than other J/24s, but well worth it. Call and get the full story. (916) 208-3606 or gary.greule@gmail.com.

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27-FT CAL 2-27, 1975. Stockton Sailing Club. \$7,200. Well maintained, sleeps 6, Atomic 4, jib, main, symmetrical and asymmetrical spinnakers, new Garmin echoMAP, rigging in very good condition. Photos upon request. (209) 981-2449 or kittygutierrez@comcast.net.

29 TO 31 FEET

30-FT NEWPORT, 1973. San Diego, CA. \$10,500. 2 years new - standing/running rigging, thru-hulls, winches, Lofrans manual windlass, 200' 5/8" HT chain + 150' rode, Yanmar 30 (less than 600 hr), 3 new aluminum fuel tanks (approx. 115 gal), 2 new S.S. water tanks (approx. 115 gal), refrigeration, solar panel, 3 new batteries. Health changed plans. Contact David. (714) 713-7575.



30-FT OLSON, 1981. Brickyard Cove Marina. \$15,000. Single-axle trailer. Main cabin. 2-burner stove. Good innery poles. I'm in Tahoe, boat in the Bay Area.



NEWPORT 30 MK II, 1976. Alameda Marina. \$3,000. Good condition. Has jib, genoa, main and 2 spinnakers. Nice mahogany interior. Passed insurance survey last year. Atomic 4 motor. Contact (408) 627-5432 or (408) 946-8622 or jdouglass@linear.com.



30-FT NONSUCH, 1981. Berkeley. \$47,500. Beautiful Nonsuch 30C, clean, well cared-for and well loved. Fun to sail, easy to singlehand, comfortable and dry with hardtop dodger. Newer Beta Marine diesel w/Gori 3-blade folding/reversible prop, cockpit cushions, wind/depth/speed/radar/GPS chartplotter, electric windlass, Rocna anchor w/all-chain rode, dinghy davits, new batteries w/battery monitor and much more. All LED, new refrigeration, and much more. Buying larger boat and priced for quick sale. Contact through website: www.Nonsuch30SFBay.com.



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 solo sailing. Contact Bruce. (831) 768-8482 or barbandbruce@att.net.

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



30-FT CATALINA, 1981. \$18,000/obo. Well maintained with a Harken roller furler, 120% jib and rebuilt Atomic 4 with brand-new carburetor. Less than 70 hours on engine. New bottom paint, May 2016. Contact Budd. (415) 897-2053.

30-FT YANKEE, 1971. Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info: http://doubleplay.website.

32 TO 35 FEET



33-FT NAUTICAT PILOTHOUSE, 1986. Oceanside. \$55,000. Nauticat, the roomiest 33 footer on the West Coast. Wonderful liveaboard. Sold for heavy use. 360-volt solar, 200hr Ford engine, rigging, fin keel, bow thruster, 2 settees. And much more! Sleeps 6. Very good condition. Low price for quick sale.

32-FT CLIPPER MARINE, 1976. Alameda. Boat Auction: March 8, 10:00 a.m. 32-ft Clipper Marine ketch with diesel engine. Minimum bid \$1,625. 3127 Marina Drive, Alameda. Contact Ed for additional info. (510) 521-2000 or capt.edpayne@att.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



33-FT WESTERLY STORM, 1987. Glen Cove. \$37,495. Built and designed for heavy weather. Lloyd's Register of construction iron fin keel, spade rudder. Very well maintained. Everything works. Beautiful teak interior with forward and aft cabins. Volvo model 2002 2-cylinder is very clean, runs great. Very rare vessel in US. Gimballed propane stove, nice complement of sails. Very crisp new GPS, chartplotter, depth sounder. She will survey well. Contact me for more information. Thanks. (707) 372-8660 or bferevr@gmail.com.

35-FT HUNTER 356, 2002. Tradewinds Sailing Club, Marina Bay, Richmond. \$59,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Surveyed on 4/6/16, valued at 65K. Contact Ken for more info. (325) 347-2349 or cordero@wcc.net.

32-FT GULF PILOTHOUSE, 1989. San Francisco. \$30,000. Clean with 1300 hours on Universal M40 diesel engine. VHF, Autohelm, radar, plotter, inside steering station. Extra sails, anchors, 4-burner CNG stove and oven, refrigerator. Recent upgrades: new standing rigging and lifelines, all thru-hulls replaced, new bottom paint, no blisters. (408) 891-2851.



32-FT JEANNEAU SUNFAST 3200. \$89,500. Well equipped for shorthanded racing or cruising. Asymmetric and symmetric spinnakers. Many extras including satphone, AIS, DSC. Excellent condition. Recent Baltoplate bottom and saildrive seals. Make an offer. More at www.mechdesign.com/3200. (435) 640-0587 or sail@mechdesign.com.



34-FT SABRE TARGA II, 1989. Monterey Municipal Marina. \$69,000. Monterey slip is transferable. Only 2 owners since build. Outstanding quality and condition. Beautiful. Five sails, RF headsail, double jiffy reef, Westerbeke 30 B3 w/about 2000 hrs, high-performance full-draft lead keel. CNG gas stove, oven, pressure water. Original owner's manual. Much extra equipment. Sailed Seattle to SF to San Diego. Wonderful adventures. (831) 444-5947 or glmckee@hotmail.com.

33-FT CS, 1981. Tiburon, CA. \$5,000. Last call for CS 33. \$5,000 gets you a project boat that is ready to sail now. Call or email: pburkeb@hotmail.com or (925) 200-8411.

36 TO 39 FEET

36-FT HUNTER, 1981. Moss Landing. \$39,000. Cherubini design, new bottom paint, custom V-berth mattress, great slip at Moss Landing on Monterey Bay. Kevlar main, great sailing, great looking, custom interior, email for lots of pictures. (209) 988-2012 or wajwriter@aol.com.



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46-FT PASSPORT, 1999. St. Augustine. \$315,000. Passport 456 center cockpit. Beautiful, well maintained and equipped world cruiser with two staterooms and two heads. Numerous upgrades including in-boom roller furling main (full battens), digital radar, AIS, Gori prop, and much more. Convertible cutter rig with detachable running backstays and inner forestay. Beautiful teak joinery below and abundant storage - a comfortable, safe and luxurious yacht to take you anywhere. See <http://passport456.com>. Contact (720) 480-3237 or passport456.staugustine@gmail.com.



48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, MX. \$109,000. Sleek and graceful Mayflower 48-ft ketch. Properly equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadel II, the *Oriana* has proven performance, good construction, and attention to detail. Ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the dependable Perkins 92M, under power the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300-ft. chain anchor rode, three sturdy anchors, watermaker, and more. See www.theoriana.com. (480) 447-7316 or info@theoriana.com.



41-FT SYDNEY, 1996. Oceanside Harbor. \$119,000. *Twister* (2015 SDYC Yachting Cup class winner) is a beautiful and well maintained version of this highly sought-after racer/cruiser. With her powerful carbon rig, Nelson Marek deep keel, and efficient hull shape, the Sydney 41 is one of the few boats as comfortable on the race course as she is cruising the Islands. Ian Murray design, Bashford-built, the Sydney 41 was designed around the principle of performance. The basis of the 41's hull shape comes from the latest of grand prix thinking and is readily evident when under sail. (See Yachtworld ad). (760) 439-0011 or (760) 579-2899 or jwert007@gmail.com.



36-FT HUNTER VISION, 1993. San Diego. \$63,500. Excellent condition. Includes GPS and generator. Updates are new bottom paint, prop, pumps, halyard, mainsheet, fridge, all service current. Roomy interior. Contact (602) 292-0461 or (858) 775-4821 or kimmariesmith@gmail.com.



46-FT HUNTER 466, 2003. Puerto Vallarta, MX. \$199,900. Fully loaded - repeat, fully loaded - three-year Mexico cruising veteran. Virtually all systems and sails upgraded within last two years. Raymarine MFD Series E electronics, solar, wind, watermaker and much more. (925) 864-7374.



47-FT CUSTOM. Performance Cruiser, 1983. Pittsburg, CA. \$187,500. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More at www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.com.



50-FT GULFSTAR KETCH, 1975. Honokohau Harbor, Kailua-Kona, HI. \$150,000. Three-cabin version with large aft owner's cabin. Extensive refit over the last 12 years. Beautiful interior with new cabin sole. 85hp Perkins. Full set of Raymarine electronics. A great, comfortable, well-performing bluewater or coastal cruiser. More at <http://gulfstar50hawaii.com>. Contact gnkjep@yahoo.com or (808) 883-9136 or (559) 907-1210.

38-FT BLUEWATER INGRID, 1977. San Rafael. \$35,000. Archer/Atkins ketch. 14T. 2-cyl Sabb diesel. Bluewater fiberglass hull with teak and oak traditional deck system. Solid teak interior. Tanbark sails. Fully found. Needs topside hull paint. Includes 7.5-ft Livingston tender. Will trade for real estate/homestead. (562) 899-0774.

43-FT SERENDIPITY 43, 1982. Delta. \$84,000. Bluewater performance cruiser. Open transom, hard dodger. Spacious teak interior, aft queen, large crew berths, convertible dinette, separate shower. Similar to Baltic and Swan 42. See more at <http://youtu.be/P7-NJ5KeMn4> and www.sailboatlistings.com/view/54312. Email hookedsailing@gmail.com.



44-FT CATALINA MORGAN, 2007. Anacortes, WA. \$245,000. A real deck salon, light and airy. Tons of storage for live-aboard or cruising. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 900 hrs. Newer batteries and two 85-watt solar panels. Cruising spinnaker, power winches, hydronic heat. Raymarine L120 radar, chartplotter autopilot, bow thruster. New dodger and glass. Leisure Furl boom. May consider powerboat trade. (408) 666-3261 or jerryfsaia@aol.com.



41-FT ERICSON, 1969. Newport Beach. \$55,000. Custom classic Bruce King design. Family-owned since 1980. A real head turner that has been very well maintained. Westerbeke 44hp diesel engine with 890 hours. Fresh LP done a year ago, and brightwork is always meticulously maintained. (949) 285-5874.

38-FT ISLAND PACKET 380, 1999. Long Beach, CA. \$199,000. Extensive refit 2014, all systems overhauled or replaced with new. New canvas 2016; two autopilots, Monitor wind vane, life raft, radar. Excellent condition. (949) 285-8362 or bchristie@fullerton.edu.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$75,000. Aft cockpit, 2 strms, 2 heads, spacious, well equipped and well maintained for cruising. Single-handed all over Pacific Mexico in comfort and now lying in a fantastic location. Not a charter boat! More at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.

40 TO 50 FEET

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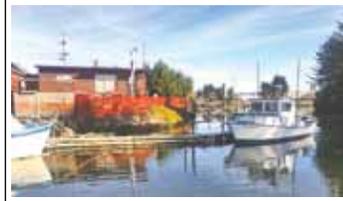
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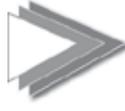
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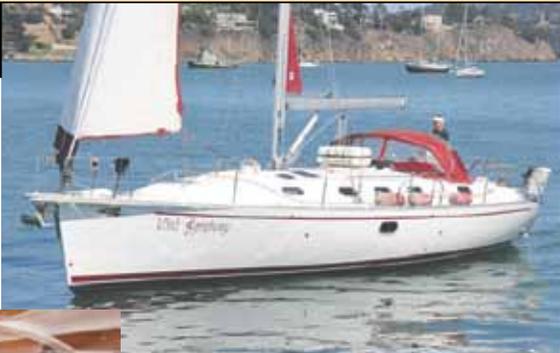
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43' DUFOUR GIB'SEA, 2003



This four stateroom, dual helm sloop was just detailed, is lying in transferable Sausalito YH slip and is **VERY** competitively priced!

\$109,000

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44' NORSEMAN CENTER COCKPIT CUTTER, 1984 One of Bob Perry's best designs. This particular example was just detailed and shows nicely, realistically priced by motivated owner. **\$149,000**



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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**

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

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24' PACIFIC SEACRAFT DANA, 1996 Very nice turn key pocket cruiser. Lying in Morro Bay so shown by appointment please. **\$61,900**

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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**

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30' NONSUCH, 1981 Professionally maintained example shows Bristol inside and out. **WAY** newer than actual age. Potentially transferable Sausalito YH slip. **\$38,000**

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30' CATALINA MkII, 1989
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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**

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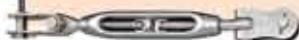
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