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Boat Yard at Grand Marina, The...13
Marchal Sailmakers......................120
MarineLube...............................134
New Era Yachts.........................144
Pacific Crest Canvas...................20
UK Sailmakers..........................51
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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!

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Sails,’ Tortuga’s inventory is designed to cover a broad range of conditions. The Dacron main is versatile, the Technora genoa both light and strong, the spinnaker shaped to sail low or high as needed. The Moore is a special boat; the sails are specially designed.

Congratulations, Caleb and Caleb!

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

Cover:
Artist, championship sailor, boat designer, sailmaker, all around good guy, Jim DeWitt brings the Bay’s beauty to life.

Cover artwork by Jim DeWitt.

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April 6-9

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The Debutante ~ LAGOON 42

New Girl in Town ~ OCEANIS 38.1

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**CALENDAR**

**Non-Race**

- **Mar. 31-May 14** — The tall ships *Hawaiian Chieftain* and *Lady Washington* will be in Oakland through 4/24; Eureka 4/28-5/8; and Crescent City 5/11-14. Info and tickets, (800) 200-5239 or www.historicalsailseaport.org.
- **Apr. 1** — Launch of the Matthew Turner tall ship, Sausalito. Ceremonies at 4 p.m.; launch at 5; celebration at 5:30 with music, food, drinks. Info, www.educationaltallship.org.
- **Apr. 1** — US Sailing Regional Symposium, Richmond YC, 10 a.m.-4 p.m. Info, www.usssailling.org.
- **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. 1-29** — 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.
- **Apr. 2-30** — 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.
- **Apr. 5-25** — Wednesday Yachting Luncheon Series, SfYFC, 12-2 p.m. Lunch and a dynamic speaker each week for about $25. All YCs’ members welcome. Info, www.sfyc.com.
- **Apr. 5-25** — San Diego’s South Bay Sea Scouts meet aboard the schooner Bill of Rights at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.
- **Apr. 7** — Latitude 38’s Circumnavigator, Baja Ha-Ha, Pacific Puddle Jump and 40th anniversary party, booth #C-10, Pacific Sail & Power Boat Show, 6-8 p.m. Cake, drinks, music. Free with show ticket. Info, www.pacificboatshow.com.
- **Apr. 8** — Latitude 38’s publisher John Arndt presents San Francisco Bay and Beyond at Pacific Sail & Power Boat Show, 10:30-11:30 a.m. Free with show ticket. Info, www.pacificboatshow.com.
- **Apr. 8** — Pacific Offshore Academy #1, Craneway Pavilion, Richmond, 11 a.m.-4 p.m. $45 includes admission to the boat show. Sign up at www.pacificboatshow.com.
- **Apr. 8** — Berkeley Bay Festival, Shorebird Park, 11 a.m.-4 p.m. Free. Info, www.ci.berkeley.ca.us/BayFestival.
- **Apr. 8** — Trekking the Model, a ranger-guided tour of the Bay Model, Sausalito. 1:30-2:30 p.m. Info, (415) 332-3871.
- **Apr. 8-9** — Fisherman’s Festival, Westside Park, Bodega Bay, 10 a.m.-5 p.m. Info, www.bbfishfest.org.
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  - 42.5' Catalina 425 3-cabin, 2017 .......... 268,211
  - 38' Catalina 385, 2017 ................. 222,808
  - 35' Catalina 355, 2017 .............. 187,375
  - 31' Catalina 315, 2017 .................. 131,142

- **Pre-Owned Catalina Yachts**
  - 47' Catalina 470 Tall Rig, 2006 .......... REDUCED 295,500
  - 28' Catalina 28, 1990 .......... NEW LISTING 26,500
  - 22' Catalina Capri 22, 2007 .......... SOLD

- **Pre-Owned Sailing Yachts**
  - 52' Tayana 52, 1987 ...................... 253,900
  - 33' Nauticat, 1983 ....................... 92,000
  - 33' Hunter 336, 1995 .................. 54,000
  - 32' Rival 32, 1975 ...................... REDUCED 29,500
  - 25' Harbor 25, 2008 .................. NEW LISTING 59,000

- **New Ranger Tugs (base price)**
  - 31' Ranger 31 Command Bridge, 2017 .... 279,937
  - 31' Ranger 31 Sedan, 2017 .............. 269,937
  - 29' Ranger Command Bridge, 2017 NEW MODEL 224,937
  - 29' Ranger 29 Sedan, 2017 .......... 209,937

- **Pre-Owned Ranger Tugs**
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  - 29' Ranger 29 Classic, 2010 .......... REDUCED 149,500
  - 25' Ranger Tug Classic, 2009 .......... 95,000

- **Pre-Owned Power Yachts**
  - 32' Carver 3207 Aft Cabin, 1984 .......... REDUCED 41,500

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Apr. 9 — Swap Meet, 6 a.m. Berkeley YC, (510) 843-9292 or www.berkeleyyc.org.

Apr. 10 — Sail under the full moon on a Monday.


Apr. 13, 2017 — From an editorial in the second issue of Latitude 38: We never thought we were perfect, and now we have proof. As many of you wrote in to tell us, we did forget to include the subscription form we promised in the first issue. Stupid, aren’t we? [The 2017 subscription form is on page 6.]


Apr. 15 — Easter.


Apr. 22 — Open House, Oakland YC, Alameda, 3-5 p.m. Info, www.oaklandyachtclub.net.

Apr. 22 — Earth Day Cleanup, Aquatic Park, S.F., 10 a.m.-1 p.m. Register at www.earthdayaotb.eventbrite.com.

Apr. 22 — Open House, Elkhorn YC, Moss Landing, 10 a.m.-2 p.m. Visitors welcome. Octavia, (831) 724-3875.

Apr. 22 — Sailing Ships of S.F. Bay, Bay Model, Sausalito, 1:30-12:30 p.m. Bring stories to share. Info, (415) 332-3871.


Apr. 23 — WWII in the Shadow of Mt. Tam, Bay Model, Sausalito, 10 a.m.-12:30 p.m. Info, (415) 332-3871.


Apr. 25 — Marine Protected Areas with David McGuire, director of Shark Stewards. Bay Model, Sausalito, 7-9 p.m. $5 donation suggested. Info, (415) 332-3871.

Apr. 26 — Volunteer orientation, Bay Model, Sausalito, 10-11 a.m. Ranger Joanne, (415) 289-3027.

Apr. 29 — Aquatic Invasive Species Workshop, Stockton YC, 8:45 a.m.-2:45 p.m. Info, www.boatingcleanandgreen.com.

Apr. 29 — WWII in the Shadow of Mt. Tam, Bay Model, Sausalito, 10 a.m.-12:30 p.m. Info, (415) 332-3871.

Apr. 29 — Open House, Lake Washington SC, West Sacramento, 10:30 a.m.-3:30 p.m. Free. Mark, (916) 201-0931.


May 7 — Open House, Modern Sailing School, Sausalito, noon-5 p.m. Info, (415) 331-8250 or www.modernsailing.com.


May 14 — Take Mom sailing.

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Apr. 2 — Anniversary Cup/Staff Commodores Cup. SFYC, www.sfyc.org.
Apr. 2 — Legends of Sailing invitational to be sailed in provided J/22s. STFYC, www.stfyc.com.
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'93 J Boats J/92 $44,900

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'85 Islander 48 C $199,000

'93 Lagoon 47 Cat $249,000

'86 Olson 911-S $29,900

'00 Silverton 392 $124,900

'12 J/Boats J/111 $249,900

'13 J/Boats J/70 $39,950

'07 Reichel Pugh 45 - $349,000

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32' Columbia 32 '07 $59K
30' C&C '15 $Call
26' Hinkley 26 '98 $88K

'01 Protector 36 $179,000

'03 Farr 36 $79,000

'82 P. Seacraft 37 $99,000

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CALENDAR

Apr. 29 — Konocit Cup. KBSC. www.kbsail.org.
Apr. 29 — Singlehanded Long Distance Race. MPYC. www.mpyc.org.
May 5-7 — Moore 24 PCCs. SCYC. www.scyc.org.
May 5 — CBRA #1 run by RYC. YRA. www.yra.org.
May 6 — Behrens Regatta. TYC. www.tyc.org.
May 6 — Championship Series #2. CYC. www.cyc.org.
May 6-7 — Great Vallejo Race. YRA. www.yra.org.
May 7 — Spring 4 & 5 PHRF. MPYC. www.mpyc.org.
May 13 — South Bay Interclub #2 run by IYC. Info, www.jibeset.net.
May 13 — North Bay Series #2/Brothers Race. VYC. www.vyc.org.

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April, 2017 • Latitude 38 • Page 21


TIBURON YC — Every Friday night: 5/26-8/11. Cam, (415) 789-9294, race@tyc.org www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/5-9/27. Dave, (925) 580-1499, fleetcapitainsail@tyc.org www.tyc.org.

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- **1937 49' & Meter “Yucca”** 187k
- **2004 46' Tartan 4600** 340k
- **1996 41' Sydney 41** 119k
- **2001 40' J/120** 159k
- **2013 38' Hanse 385** 246k
- **1985 37' Beneteau 375** 64.9k
- **2002 32' Jeanneau Odyssey** 62.5k

**Additional Used Power...**

- **2001 55' Compass 55** Sale Pending
- **1997 54' Fleming 55** Sale Pending
- **2008 40' Ocean Alexander** 109k
- **1983 39' Tiara 3900 Open** 398k
- **2004 36' Carver 366** Sale Pending
- **1988 32' Island Gypsy Yachtfisher 94k**
- **2008 30' Robalo R305** 125k
- **2004 29' Tiara 2900 Open** 60k
- **2004 26' Aquasport 275 EXP** 50k
- **2011 25' Zodiac Pro Rib** 89k
- **2010 17' Sealegs Amphib Rib** 75k

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IN DEFENSE OF THE FIASCO RACE MANAGEMENT

I can understand the frustration many competitors felt waiting to get the results of the Three Bridge Fiasco race. Many of us can remember what it was like in the 1980s, when we had to wait for the results to arrive via snail mail the following week. Now racers, me included, expect the results almost before the race starts!

I did not manage the Fiasco, nor have I ever, but I have managed a fair number of races over the years, including the Vallejo Race for the past 15 years. Back in 2002-2004 or so, it meant finishing more than 300 boats within a 40-minute period. Yes, that sounds doable, but the boats don’t line up single file and cross in an orderly fashion. They come in groups, sometimes 20-30 to a group, usually in light air all drifting together, much as in this year’s Fiasco.

The big difference between the Vallejo Race and the Fiasco is that in Vallejo all the boats are finishing in the same direction. In the Fiasco, they can finish in any one of three directions. So it’s much more complicated.

When finishing the Vallejo Race, I did then and still do have three separate spotter/recorder teams at various points — bow, midship and stern — of the signal boat in an attempt to get sail numbers from all different angles. In addition, I sit on the finish pin boat with two people recording sail numbers and times. There is a digital recorder in my hand as well as in the hands of people on the signal boat. Just for safety, we have also used video on board.

I’d say that’s a pretty fair amount of assets deployed, yet with 300+ boats it never took less than six hours to get most, not all, of the finishes correct. There were a couple of years where it took several days to get everything worked out.

When boats finish in clumps, it is very difficult to ensure you get everyone and in the right order. Add to that some competitors borrowing sails with different sail numbers, which makes it particularly confusing if not impossible to figure out which boat it is. The same goes for so many boats now sporting black or gray sails, with sail numbers that are hardly visible from 20 feet away.

Some of the owners say: “That’s the race committee’s problem, not mine.” Well, that just adds to the mix, so while it may be the race committee’s problem, it’s going to make participants wait longer to get results.

The Fiasco weekend was one of the few weekends during the years when I didn’t have a regatta to manage. So where was I? On a boat, driving for a photographer.

We pulled into the Golden Gate Yacht Club so that my photographer could capture some images from the race deck. While up there for 45 minutes or so during the start, I was amazed at what I saw. The Singlehanded Sailing Society race committee, which manages maybe six races a year, was doing an incredibly professional job. I truly mean that.
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They were organized, with everyone having assigned roles and demonstrating competency in what they were doing. The OCS (over early) calls were spot-on. Everything I could see showed me one of the best race-committee teams I’ve ever seen. OK, so they didn’t have a boat on the pin end. Most clubs don’t.

The SSS has been hosting the Fiasco for decades, and for decades they have consistently pulled in more competitors for a regatta than any other club or sailing group on the Bay. That wouldn’t be the case if they were consistently running sloppy races. To the contrary, those high entry numbers mean the vast majority of competitors feel that the SSS is consistently putting on a great Fiasco.

Was the race perfect? No. I get paid to manage races and I’ve been very fortunate to have been hired for a number of high-profile races around the country as well as a few out of the country. Have I ever managed a perfect race? Hell no! And I doubt that I ever will. There are just too many variables. The trick is to deal with everything that’s thrown at you and make it the best race you can under the circumstances. That’s all you can do.

Lastly, money has nothing to do with staffing. I am very concerned about the future of the sport, especially here in the Bay Area, because not only will most people not volunteer, they won’t even do it for money. Many competitors say they are too busy to give back to their sport. What bothers me is these people feel it is perfectly OK to expect others to give up their time so that they, the competitors, can go play without giving back. The change in just the past few years has been dramatic. If the pace keeps up, you can expect to be paying a whole lot more in entry fees so that professionals can be brought in. I’m not talking PROs, I’m talking mark setting and so forth. The volunteer base just isn’t there anymore.

To the members of the 2017 Fiasco race committee, my congratulations to all of you for having done, in my opinion, a fantastic job under very trying circumstances. I would be honored to have any and all of you on my race committee anytime, anywhere.

Jeff Zarwell, National Race Officer
RegattaPRO Yacht Race Management

Readers — Given Jeff Zarwell’s extensive experience running regattas, his opinion carries a lot of weight with Latitude.

† † † ANOTHER POINT OF VIEW ON THE 3BF

The letter complaining about the conduct of this year’s Three Bridge Fiasco, conducted by the Singlehanded Sailing Society of San Francisco Bay, was an unfortunate outburst by someone who seems ignorant of the basics of amateur racing. I was the Race Chair of the SSS during the 2014 and 2015 TBFs, as well as PRO for the 2016 event. Let me explain how amateur racing works.

Races are guided by four sets of rules: COLREGs (The International Regulations for Preventing Collisions at Sea 1972); the RRS (Racing Rules of Sailing 2017), published by US Sailing; the Notice of Race and Standing Sailing Instructions; and the Supplemental Sailing Instructions published by the SSS (the latter two published by the organization conducting the race); as well as rules and restrictions published in the Notices to Mariners of the local Coast Guard Authority.

When there are modifications of a rule in the first two, these are clearly stated in the Sailing Instructions. These races are generally self-governed. In my 35 years of experience racing and five years as a Race Officer, more than 90% of the problems in a race come...
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from the failure of racers to read and/or comprehend the various regulations. An example is the complaint about the boats entering the restricted zone around the Yerba Buena Coast Guard Station. It is a documented restricted area, and there is also a requirement to keep a specified distance from military vessels. This means that if you are drifting into a restricted area and cannot maneuver out under sail you must start your engine and get out of there, period.

One feels sorry that you must then withdraw and have ‘wasted’ your money but you can certainly sail along and enjoy the rest of the day even though you will not be scored. We often got complaints from other racers that someone was in a restricted area. The offender should be notified and protested by the other racer, and if it is true, withdraw. More important is when the race committee hears five blasts from a tanker or cargo ship. This means someone is impeding the safe passage of a vessel with restricted mobility. If the racer does not start their engine and drop out they could be killed or the organization could lose its right to get a permit for the race again. After a TBF when this happened on several occasions the SSS was threatened with this sanction by the Coast Guard. The epitome of such racer stupidity for me was in 2014 when, in a light-wind year, someone anchored in the ferry entrance to Pier 39. Needless to say neither the ferry company nor the Coast Guard was happy.

The finish of the TBF is always an event. It is not only the largest race in the country but is a pursuit race. Thus, in principle, everyone will finish at the same time. With 350 boats coming from three directions this can be a challenge. In 2014 and 2015 there was light wind and few finishers. In 2014 two boats finished and one of these did not have navigation lights on. Scoring was easy. In 2016, however, with many finishers, we had spotters both east and west of the line as well as on the line along with video and still photos. Nonetheless it took until almost midnight to identify most of the finishers. The next morning I was able to track down most of the rest and get a finishing order. As in almost every race there were a few who did not radio or call in when they withdrew, or had not supplied accurate contact information. I suspect that the situation was similar if not more difficult this year, but eventually, as always, a credible finish order was published.

Lastly, as for money, the TBF raises a significant amount of money for the SSS, as do signature races for other organizations. The money is used to compensate the race committee with coffee, bagels, donuts, pizza and soda. It pays for the very popular TBF jerseys and trophies. Any excess money subsidizes the other six SSS races, which at $145 for the season is one of the best racing deals going.

Amateur racing is a Corinthian sport where the racers have an obligation to know and play by the rules and assist the volunteer race committees by cooperating and having patience.

Allen Cooper, US Sailing CPRO

Krissy, Passport 40

SSS Race Chair, 2014-2016
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HUG THE SANTA CRUZ BREAKWATER FOR SAFETY

As a commercial fisherman for 45 years, I’ve probably entered Santa Cruz Harbor about 20 times at night. When I enter at night, I hug the breakwater. Without a forward light or spotlight, this would be very hard and dangerous to do.

Thank God none of the three crew on the Hunter 39 Ebenezer III were hurt or killed when the boat was smashed up on a sandbank in the harbor entrance in late January.

By the way, my number-one rule for motoring in Northern California at night between late November and May is a forward-facing light. That’s because there are a ton of crab-pot buoys that need to be avoided.

Tim Mulcahy
F/V Calogera
San Diego

⇑⇓

WE NEED CHANGES IN SANTA CRUZ

It’s expected that the Santa Cruz Yacht Harbor will get a new port director on April 1. This change — welcomed by many boaters, non-boaters, harbor businesses, commercial fishermen, neighboring residents and numerous Santa Cruz YC members — suggests the new port director needs to take some immediate actions.

Santa Cruz Harbor may have a unique shoaling problem, but in my opinion, if the harbor was properly managed by an experienced director, the potentially very dangerous grounding of Ebenezer III on January 28 would have been prevented.

If I were the new port director, I would begin my career by accepting the resignations of commissioners Reed Giesrighter, Steve Reed and Dennis Smith. Those who’ve followed the various harbor problems under the current port director and commissioners couldn’t have been surprised when Commissioner Reed recently stated that “a harbormaster doesn’t need to know how to operate a boat.” In my opinion this type of thinking, or lack thereof, played a role in the untimely death of a harbor employee last summer.

Next, as port director, I would restructure office personnel and remind them that the harbor’s original purpose was for the enjoyment of ‘safe’ recreational boating. In my opinion, the current harbormaster places a greater priority on parking citations than on boating safety. I firmly believe that every harbormaster should be required to be knowledgeable about the ocean, the marina, boats and the basics of operating a patrol boat.

The port director, the harbormaster, all harbor employees, and any remaining port commissioners should not take boating safety for granted, as I think they have been doing. January’s grounding of the Hunter 39 Ebenezer III in the channel could easily have resulted in the loss of one or more lives, and could have easily been prevented.

Joril Bort
Santa Cruz

⇑⇑

SAFETY ISSUES IN SANTA CRUZ HARBOR

The grounding of the Hunter 39 Ebenezer III in January

⇑⇑
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luckily occurred without injury. Hopefully, with a few simple safeguards implemented by an experienced port director and harbormaster, episodes of this type will be prevented in the future.

Below are a few suggestions to improve the safety of Santa Cruz Harbor and deal with its unique shoaling problem; possibly these fixes could prevent future incidents:

- Post signage outside the harbor’s entrance clearly visible to all boaters. This sign should be illuminated so boaters can be aware of any closure at night.
- Electronic updates and harbor shoal alerts should be posted on the Internet and coastal networks, which would include the US Coast Guard. All updates should also be sent to neighboring coastal ports to both the north and south.
- A telephone number of an office voice recorder with updated conditions or a 24-hour personnel contact number should be posted on the Santa Cruz Harbor’s home page.
- Send an email alert requesting yacht clubs to include Santa Cruz’s current conditions and the port’s channel status in their race instructions. This alert should include a cell or 24-hour contact number.

Santa Cruz Yacht Harbor is currently in a state of change and many boat owners, harbor businesses, tenants, commercial fisherman, neighboring residents, and yacht club members feel the change is overdue. We all welcome the newly appointed port director and look forward to an increase in boater safety and improved day-to-day harbor operations.

Jeff Canepa
SCYC member
Santa Cruz

---

**MY DINGHY COMMUTE IN HAWAII**

I definitely have a challenging commute between my boat and shore, even though, at 300 yards, it’s much shorter than the Wanderer’s in St. Barth, which he reported on in the March 3 Lectronic Latitude. My boat is one of about 20 sailboats on the hook at the Mala Anchorage of Lahaina, Maui. About six of the owners are like me and live aboard.

My inflatable tender powered by a 5-hp usually handles Hawaii’s northeast trades well — except when a squall pounces with wind gusts into the 40s, and we get caught battling wind, waves and current.

We just suffered our third Kona storm, meaning a blow out of the southwest, that lasted all day. I really should get out to lee of Lanai, the island next door where I have previously taken refuge.

A nearby sailor here at Mala named Nico actually rows his tender to and from shore every day, although I have had to tow him a few times when conditions deteriorated en route.

Humpback whales with newborns rest and nurse next to my boat and tender as they blow gently through the night. We are most fortunate to have a place of refuge among these fabulous islands in the center of the Pacific. Aloha.

P.S. We met during the 2010 Baja Ha-Ha, which was a blast.

Emil Giese
Shanti, Catalina 42
Lahaina, Maui, formerly Friday Harbor

---

**DINGHY COMMUTES ARE SOME OF THE BEST TIMES OF MY LIFE**

I commuted from the Richardson Bay anchorage to Sausalito every day in 1984-1985. I was going through a divorce, and like many men who found themselves in such a situation, I moved aboard a boat. At least the boat I called
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home wasn’t a big, rotten powerboat with no engine and those huge sliding windows that let in more water than they keep out!

No, I took a much higher road to living aboard. I lived on Blue Peter, a 26-ft PIC sloop that had been built by Kettenburg of San Diego in 1950. I purchased ‘Blue Pete’ for $500 after she sank behind Herb Madden’s office when it was in the white building by F Dock at the Sausalito Yacht Harbor.

There wasn’t a frame in Blue Peter that wasn’t rotten; her interior was gone, as was her cockpit. I was a couple of years into a career as a boatbuilder, and I bought Blue Pete for a little project to sharpen my skills. Most of my work was done in the Sausalito Yacht Harbor, and I was a member of the Sausalito Shipwrights Co-op. So I could land ashore anywhere from Clipper Basin 3 to the Sausalito Yacht Harbor.

My shoreboat was my 17-ft Whitehall. I had built her after graduating from the boatbuilding school. She didn’t have an outboard, just a pair of spruce oars that I had built specifically for her. Even though the Whitehall was a dream to pull, most often the tide dictated where I would get ashore.

Every day I’d wake up from a real good sleep and feed my dog Sharky, who also stayed at anchor with me. While Sharky ate, I’d enjoy the only provisions I ever kept on the boat — sweet rolls and strong coffee. Then it was off in the Whitehall for the day.

Sharky and I would cruise along the waterfront, usually around 7 a.m. It was so quiet out there! Most days Sharky and I were the only ones on the water. Sometimes I would put Sharky ashore and meet my good friend Pete Strietmann for a little sailing. He would sail his always-overpowered Dory APS. And I would sail the Whitehall.

Back in those days you could tie up anywhere on the Sausalito shore, and leave your oars in the boat all day without fear of their being stolen.

Blue Peter was a remarkably uncomfortable and wet boat. But the ‘commute’ on those peaceful mornings and back to my yacht at night were some of the best times of my life.

Daniel Jones
ex-Blue Peter, Kettenburg PIC 26 Sausalito

Readers — The 1970s and early 1980s, those were the days in Sausalito!

For those who don’t know, ‘Blue Peter’ doesn’t refer to the lack of blood flow to the male sex organ, but rather the blue signal flag with a white rectangle in the center, signifying ‘P’. When flown alone, it indicates that a ship is ready to sail. In racing, the Blue Peter is raised four minutes before the start of a race and lowered one minute before the start of a race.

It’s slightly off the subject, but the most famous racing yacht named Blue Peter is Matthew Barker’s Alfred Mylne-designed 63-ft beauty that was built by W. King & Sons of Burnham-on-Crouch in the fateful year of 1929. She was built using teak that had been bought in Thailand 60 years before. The original owner loved the Blue Peter so much that when he decided he wanted a yacht that was 10 feet longer, he decided to

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lengthen the Blue Peter rather than have a new yacht built.

Back in her day, Blue Peter was a signal flag used to indicate five minutes to the start. The yacht was given the name for good luck.

Barker, who made his money in London finance, bought Blue Peter in 1999. As reported in a Latitude article from several years ago, the yacht was taken to Italy where it took three years to bring her back to her original splendor. Since then Barker has been chartering the beautiful yacht in some of the most prestigious — and difficult — races in the Med and the Caribbean. She’s enjoyed the same success that Blue Peter enjoyed when winning more than 50 races in her youth.

⇑⇓

THE COMMUTE TO MY BOAT

Unlike the Wanderer, who does a one-mile morning commute from his catamaran to his office in Gustavia, St. Barth, I don’t commute to and from my boat in a dinghy. My boat commute starts from Steamboat Springs, Colorado. Assuming there isn’t a Rocky Mountain blizzard, I can drive from there to the Denver International Airport in three hours. From there it’s a two-hour flight to San Diego, followed by a 10-minute rental-car shuttle ride. Then the best part, a nine-minute drive to my boat at Shelter Island Marina. Phew!

Mark Helm, MD
Nalani, Beneteau 373
Steamboat Springs, CO

⇑⇓

WHY I CAN’T SLEEP AT NIGHT

It’s been a couple of years since Anna and I sold our Columbia 34 MkII Ichi Ban in the South Pacific, and I won’t be able to sleep well at night until I am back on the ocean again aboard a proper bluewater sailboat. Anna and I are so pumped up to get back out there!

We're currently in Sebastian, FL, where I am pounding nails for a commercial framing crew. We got excited about a 41-ft Pearson Bounty II, but it turned out that the boat was trashed and the owner was a total weirdo. We’re now looking at a Tayana 37. In the meantime, our boat account is getting bigger, thanks to our remodeling houses in Orlando. We either live in the houses we’re working on or camp out in our land yacht, a Toyota Tacoma with a camper shell, a 12-volt fridge, a solar panel, and four-wheel drive.

We don’t want a boat that is too much of a fixer-upper. We need a boat with a good rig, a good hull and a good engine, and is decent down below. Who knows, maybe by the end of the year we’ll be able to afford a Kelly Peterson 44. Let us know if the Wanderer finds anything he thinks would suit us.

Right now we’re remodeling a classic house in a ghetto. There are gunshots every other night. The one thing I can say is that there is lots of work here in Orlando. Funny how it goes, too, as I’m working with a guy we met when cruising in the Marquesas.

Justin Jenkins
ex-Ichi Ban, Columbia 34 MkII
Orlando, Florida

Justin — We’ll always remember you and Anna doing the cruising you did on the Columbia 34 you’d bought for $2,000. Big bang for the buck!

It turns out that the Pearson Bounty II that the Wanderer started Latitude 38 on is for sale right now in Santa Barbara for $29,000. Because she was designed to the CCA rule and has long overhangs, she’s not a huge boat for her length inside, but she’s strong and very seaworthy. Low maintenance, too.

But if you and Anna have a windfall, we would encourage
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you to step over to the dark side of sailing by purchasing Bill Anderson’s Hughes 42 catamaran Feets in La Cruz. As we’ve written before, if we were five years younger and five inches shorter, we’d have shelled out the money for her the minute Anderson offered her for $80,000. We think Feets is priced below her true value because she’s an unusual-looking connoisseur’s high-performance cruising cat, the antithesis of the typical four-cabin, eight-bunk, four-toilet slow and heavy charter cat. Feets is really light and thus sails as well in light air as in heavy air. She’s got a camber-spar headsail, which means she’s fast off the wind without having to fly a chute. It’s true that she’s got one outboard (new) rather than two diesels. If you don’t know cats, you might think that’s a bad thing. While it does have its drawbacks, if you talk to guys like Danny North or D. Randy West, who have sailed tens of thousands of ocean miles in outboard-powered cats, you’d hear the other side of the story.

A couple of people have soured on Feets because she’s built of a triple layer of doorskins and epoxy. Big mistake. A well-built triple-doorskin and epoxy cat is not only very light, she’s strong as hell.

In our opinion, the super-simple Feets — she has about three thru-hulls, none of them below the waterline — is exactly what a still-young, convention-flouting couple like you need. You’d be sailing twice as fast as the Tayana 37s and Peterson 44s, you’d be sailing almost all of the time instead of motoring, and you’d have tons of room for all your toys and tools.

Feets, which has two big cabins, is not the cat for most people, but if you and Anna could come up with the money, we think she’d be your huge bang for the buck on the dark side.

THE ULTIMATE MERLIN SHIRT COLLECTION

The March 1 edition of ‘Lectronic Latitude had coverage of the Lee 67 Merlin’s recommissioning ceremony, and showed some attendees wearing a couple of old Merlin Transpac T-shirts. It got me thinking, so I looked through the archives and found that I have a pretty good Merlin Transpac shirt collection of my own.


What great memorabilia from sailing aboard what was, at the time, the best heavy-air downwind boat on the planet.

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Readers — Bill is the author of Noodle’s Notes, which we consider to be perhaps the best cruising guide to Hawaii. It’s available online for free.

THE ‘HONIEST’ SAILORS IN THE COUNTRY?
Interestingly, sailors with boats in Sausalito Yacht Harbor and Pelican Yacht Harbor almost always sound their horns when departing — and have a lookout on their boat — because they can’t see past the seawalls unless it is an extreme high tide. This may make Sausalito boat owners among the ‘honest’ in the nation.

This is either helpful or frightening to the fleets of rental kayaks and SUPs that pass up and down the Richardson Bay fairway. The locals tend to row or paddle out in the mooring field to avoid marina traffic.

Tim Dick
Tardis, Lagoon 42
Sausalito

Tim — Actually, most boatowners in those marinas need to sound a prolonged blast — four to six seconds — twice. First, when they are leaving their berth, and second, when they are entering a blind turn at the Richardson Bay fairway. They are two separate situations.

DRYING OUT THE DINGHY
There was nothing ‘wrong’ with the way the dinghy was secured in the photo that appeared in the February 17 ‘Lectronic Latitude. The owner of the dinghy had obviously tied it up in such a way as to allow the bottom of the dinghy to dry out, inhibiting the growth of slime on the bottom. The wheels are in the ‘up’ position, as is appropriate when not being used for a beach landing.

Dave Cohan
Tahu Le’a, Morris 46
Los Altos

Readers — Among the other readers who came up with this clever explanation were David Sanner and Tom Varley.

WHEN LAKE SAILORS GO TO SEA
The dinghy was tied up by lake sailors doing their first ocean charter.

Jan Passion
East Bay

THE PHOTO PROVES THE DROUGHT ISN’T OVER
The photo shows that despite all the recent rains, California’s drought continues to take a toll on Pacific Ocean levels.

David Gauny
Islera, Tayana 52
Ventura

HATE FLYING BUT LOVE THE OCEAN
I have no idea if you will be able to help me, but I placed a sailing advert on a cruisers’ and sailors’ forum and someone suggested I contact your site. I am returning to my homeland of New Zealand in the next few months. But I have a fear of
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LETTERS

Rochelle — There are more to the parameters and details of sailing to New Zealand than you realize. First, sailing to New Zealand is seasonal because of hurricanes and tropical storms. Secondly, most boats will take four to five months to get there. If the owner and crew just wanted to get to New Zealand, they would, unlike you, hop on a jet. Third, you may think you love the ocean based on seeing it when it’s nice, but it can be nasty. Cold, wet, mean and nasty. Even the roughest air passage can be a dream by comparison. And you’d be exposing yourself to periods of fatigue and lack of sleep the likes of which you haven’t experienced before.

Help out “if need be.” Oh dear.
With all due respect, you need to do an overnight sail or two before you consider sailing rather than flying to New Zealand.

Trouble with T-Mobile in Mexico

We’ve run into a snafu with our T-Mobile International Plan that the Wanderer raved about a few months ago. After about four months in Mexico, I got a nasty text from T-Mobile informing me that my account would be canceled irrevocably because of my “excessive roaming.” We had three billing cycles outside of their network. Apparently they define this as “living abroad” rather than “traveling.”

This is the text I got from T-Mobile: “T-Mobile works with wireless partners to provide coverage when traveling outside our coverage area; but this roaming benefit is meant for occasional use. Our systems show most usage for the last several months on your number was roaming off our network. This violates Terms & Conditions, so the line is scheduled for disconnection on March 30, 2017. For details and contact info if you feel this is an error, visit http://t-mobile.com/1NlsgDA.”

After my fruitless conversation with their special department — yes, they have a special department dealing with folks in situations such as ours — I was told that my line will be canceled and I cannot do anything about it. Moreover, I will not be able to open a new account with T-Mobile for three months.

Has the Wanderer ever had to deal with a situation such as this? If so, how did he do it?

I believe it would be useful to let people know that T-Mobile’s “unlimited text, voice and data international T-Mobile
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LETTERS

plans’ carry a nasty surprise after three months of cruising in Mexico or outside the United States.

Marek, Jan, Isaiah and Helen Nowicki
Kaireva, Dreadnought 32
San Pedro

Marek and Family — The Wanderer has had T-Mobile for about 18 months, during which time I’ve spent about 75% of the time in Mexico, France, the Netherlands and Belgium. In other words, outside of the United States. The phone service — 20 cents a minute — worked fine everywhere. The unlimited 2G data was usually good enough for email and sometimes slow surfing in the Netherlands, Belgium and in France. In Mexico, T-Mobile worked great most of the time. Sometimes we would run out of our high-speed data, but only in Mexico there was only 3G data, so we got a free instead of just 2G. We’ve repeatedly had decent Internet 17 miles offshore of Cabo!

Our T-Mobile data and phone service was great in Antigua, no matter if we were in Falmouth Harbour or Jolly Harbour. In St. Barth it has been sporadic in the Corossal anchorage, as Orange, the local French provider, is as flaky as a croissant, as always.

While the Wanderer hasn’t gotten any bad news from T-Mobile, Donia de Mallorca, who has had their plan a few months longer, and used it in the same places, got the bad news you did. They are letting her have the service until the end of the month. She has two options. Either she can let them suspend her service, in which case she can’t receive any phone calls or voicemail until she gets back to the States and signs up again. Or she can sign up with a new plan once she gets back in the States — but won’t get to keep the same phone number. Great.

The whole cell- and data-provider marketing is, to our thinking, the most deceptive of any industry, marketing in which providers use every kind of underhanded method and lies of omission to screw customers. For a long time T-Mobile seemed the exception. For example, the Wanderer pays $140 a month for heaps of data, text and phone use in the US, and data in 122 countries, for four phones. That’s dirt-cheap compared to what AT&T was charging. And it’s a month-to-month rather than a long-term contract. Thanks to T-Mobile’s superior plans and month-to-month contracts, they’ve been killing competitors. T-Mobile’s stock rose 70+% in the last year, while AT&T and Verizon stock has remained flat or slipped. As a result, AT&T, Verizon, Sprint and others have decided to offer more competitive plans to stop losing customers to T-Mobile. The exact details of their plans are, typically, unfathomable to all but highly paid contract lawyers, and full of small print caveats and other deceptions.

Our recommendation is that you keep researching foreign phone plans on Google and avoid getting locked into a long-term contract. When we left Mexico, Telcel and others seemed to be offering interesting programs. Check them out. Skype and WhatsApp also offer viable options for voice.

Let’s talk data alone. While in France for the last two years we used something called Hippocket-wifi, a mouse-sized modem that delivered relatively high to high-speed data almost everywhere in France. It cost about $6.50 a day, which was acceptable for business. But outside of France it was a lot more expensive.

XComm Global may solve data problems for cruisers.

Marek, Jan, Isaiah and Helen Nowicki
Kaireva, Dreadnought 32
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Marek, Jan, Isaiah and Helen Nowicki
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LETTERS

Now there is a company called XComm Global, and maybe others, that will provide high-ish speed unlimited data in most countries for $7.77 a day. If you're cruising and doing business, it might be an option. But, as always, read the small print.

++ WHICH INREACH FOR THE HA-HA?

I was about to buy a Garmin InReach when I saw the Grand Poobah's announcement that everyone will need to have one if they are entered in the Baja Ha-Ha. There are two different models. Which one do I need, or will either one do?

Jeff Casher
Sea Witch, Liberty 458
Marina del Rey

Jeff — Either one will do because both have two-way communication capability. The more expensive one also has navigation capability.

Actually, the two-way Ha-Ha communication requirement can be met by a number of devices besides a functioning SSB radio, including the InReach, the Spot Messenger, the Iridium Go!, and an Iridium satphone with email capability. The requirement is going to be that every boat be able report their 0600 position via SSB or email at 7:30 a.m.

++ LIFE HAS FUNDAMENTALLY CHANGED IN 28 YEARS

Talk about different strokes. I got sad shivers when I read that Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 Talion was delighted by "texting and emailing Talion was delighted by "texting and emailing Talion friends [with her Garmin InReach] all night while on watch" on the way across the Pacific.

In 1989 I was blessed with all the night watches on a passage to the Marquesas due to a companion's fear of being alone on deck at night. I alternated being delighted in the tropical sky and the weird sea creatures occasionally enticed to the surface with bright lights. To this day the lifetime bank of memories cached in my head remains one of the wonders of my now much-shortened life.

If anyone else wants unsolicited advice from a very old salt, at the very least do communicating with humanoids on alternate days. Give the rest of the universe a chance at your creativity. For letting your mind explore the heavens and the skin of the world below us is a gift not to be missed.

Delta Jay Myers
Never Again 3, Newport 41
Sacramento Delta

Delta Jay — Your point about the risk of electronic devices interfering with one's communion with nature is well taken. However, seeing as Patsy is one of the most hardcore cruising women sailors we know, we're not going to second-guess her personal decisions.

We'll also point out that Jeanne Socrates, perhaps the most hardcore woman sailor we've ever known, enjoys a lot of her time at sea communicating with other friends at sea and on shore.

In other words, life has fundamentally changed in the last 28 years.

++ WANDERER NEEDS TO PRACTICE WHAT HE PREACHES

On several occasions I've read reports in Latitude about out-of-control dinghies and resulting injuries because the dinghy operator fell overboard without the 'dead man' lanyard attached to his wrist.

Yet the photograph illustrating the Wanderer's morning dinghy commute shows no hand on the tiller of the speeding
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Jim Palermo  
Rat Krewe, Catalina 25  
Lake Pleasant, AZ

Jim — Very observant. The Wanderer is considering running for political office, so he was working on his ‘do as I say, not as I do’ habits that seem so essential when running for public office.

All right, all right, confession is good for the soul. When you dinghy something like four miles a day, complacency sets in, and complacency is the enemy of safety. Thank you for pointing out the error in our ways.

We must say part of our failure to follow good safety practices is due to the fact every nautical safety practice known to man is flouted on a daily basis here in St. Barth. For example, young kids without PFDs riding on the bow of speeding powerboats? Common as tradewind clouds in the sky. People doing 30 knots in big dinghies in the channel where the speed limit is 5 knots? Done all the time, despite the risk to turtles.

THE RALLY ATMOSPHERE WAS REALLY COOL

I did three legs of an Around the World Rally on Les Crouch’s San Diego- and Antigua-based Nelson/Marek 70 Maverick. I got on board in Colon, Panama, and did the Canal transit, and hung out in Balboa before rallying down to Salinas, Ecuador. A great time was had by all. The equator was too much fun!

The next leg was out to the Galapagos Islands, where we based out of Santa Cruz. The diving was amazing, and so were the turtles.

I found the rally atmosphere to be very cool, as among other things we got to meet people from all around the world. I think the one thing we had most in common was rum!

Steve Taylor  
Past Commodore, Lahaina YC  
Lahaina, HI

Steve — While not for everyone, rallies are extremely popular with some sailors. While in Panama recently, Latitude’s Andy Turpin reported that 22 of the 29 boats in the current Oyster Around the World Rally were purchased just so the owners could do the event. And Oysters are very expensive yachts.

IT WAS COMFORTING TO BE PART OF A FLOTILLA

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Girl Four. We did the Ha-Ha in 2013 and 2015, with 2015 being more challenging in terms of the weather. It was so comforting to be part of a flotilla and have radio contact with the mothership and other boats. The Ha-Ha provides a great service to sailors, and the chance to make lasting friendships.

Unfortunately, at the end of the 2016 sailing season it became apparent that because of health reasons we could no longer pursue the cruising lifestyle. So it is with great sadness that our lovely boat — and home — is now for sale. She can be viewed on Yachtworld.

We’re going to miss being part of the 2017 Ha-Ha fleet, and we’re going to miss cruising in Mexico, which we love, but now it is time for something else. Thanks for the memories.

Tom and Emily Martinez
Girl Four, Beneteau 473
Seattle

Tom and Emily — Thanks for the kind words. We’re sorry you won’t be able to make a third Ha-Ha, but we wish you all the best.

⇑⇓

DON’T FORGET YOUR MAIL AND YOUR CREDIT

In the long list of things to do when preparing for the Puddle Jump, a couple of important items that might get missed are ensuring your snail mail gets to you and freezing your credit reports.

I use Dockside Solutions (www.dockside-solutions.com) to scan my mail every day and send it to me via DropBox. This way I get my mail the same day it’s delivered no matter where I am.

Using Dockside, I was notified that someone had opened a JC Penney credit card in my name without my knowledge. Fortunately, I happened to be back in the States when this happened and was able to react quickly to save my credit. Had it happened while I was out at sea, I might not have discovered it until it was too late. Had I frozen my credit reports prior to heading out to sea, it wouldn’t have been a problem either way.

To freeze your credit report, you need to contact each credit bureau separately: www.freeze.equifax.com/Freeze; www.experian.com/blogs/ask-experian/credit-education/preventing-fraud/security-freeze; and www.transunion.com/credit-freeze/place-credit-freeze.

Mark Novak
Betty Jane, Hans Christian 43 ketch
Santa Cruz

Mark — We’d never heard about freezing your credit. Thanks for the heads up.

Another mail-forwarding service that’s been extremely popular with cruisers is St. Brendan’s Isle in Florida. Not only do they offer mail forwarding, they can help you obtain legal residency in Florida. Lots of cruisers from California who don’t believe in high taxes and public employee pensions use St. Brendan’s to become Florida residents.

⇑⇓

LOOKING FOR AN OLD BOAT

Can you help me? I’m searching for information about Hans Christian Heinrich Frohlich, who was my father and a Swedish citizen. I’m also searching for information on the sailing vessel Isabelita Betancor. The last I know is that she docked at Recife, Brazil, in the early 1970s.

As far as I know, Isabelita Betancor is still a Spanish-flagged vessel. From the official Spanish list of vessels from 2002 and
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I wrote in last month about the potential problems of alcohol and crew. I have a few more thoughts.

It's important that the owner of the boat decide on an alcohol-while-underway policy. Our policy was no alcohol while underway — although I would occasionally bring out a bottle of wine with dinner on a calm night.

We did have a crew who stashed liquor in his cabin. We could tell when he'd been drinking. We also noticed that he'd shake and show signs of DTs. Whenever we got to port, he would rush for the nearest bar and party. We ended up paying for it.

He took our dinghy ashore in the Marquesas one night and partied with the locals. He hadn't taken proper care of the dinghy — a 13-ft inflatable with a center console and a 30-hp outboard — so it was found smashed and sunk on the rocks the next morning. It was a significant financial loss.

It was also a huge inconvenience not having the dinghy when cruising from the Marquesas to Tahiti. As there are no marine stores in the Marquesas, we had to get by with a JY, which is a 9-ft sailing dinghy for two people. This what our crew of six had to use to get to and from shore for the next two months.

The crewmember with alcohol issues left the boat in Papeete.

I'd previously had a situation with sick crew. Since he was paid crew, I was required to fly him home and pay for his medical care. Under maritime law the captain is responsible for the safety and welfare of the crew. After that, I required all offshore crew to have a medical exam. I now also make
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A WOMAN'S VOICE WAY TOO CLOSE

Reading the ‘Lectronic item about a guy with an engineless rust-bucket dropping two anchors on top of 'it Profligate's one, with strong winds approaching, sort of reminded me of a somewhat similar incident that happened to us.

One blustery night about four years ago, our Catana 52 catamaran Escapade was safely tied to the second buoy from the beach at Baie de Colombier, St. Barth. As is often the case in that gusty wind tunnel, our big cat was sailing around on the mooring ball. We’d become accustomed to sleeping through such conditions, even with the wind singing loudly through the Kevlar rigging.

But both Debbie and I were awakened by the sing-song sound of an alarmed women’s voice speaking French. She sounded way too close!

Switching on the bright foredeck light as we ran on deck, we could see a beautiful young woman, who we later learned was a Nigerian named Coura, doing a reasonably good job fending her 10-meter boat off our boat’s headstay. George, her boat’s skipper, was at the helm, and in a difficult situation as his boat was broadside to our carbon sprit.

It wasn’t George and Coura’s fault they were in the situation they were. Their boat’s mooring line had chafed through, and set their boat free. Fortunately, we were able to untangle the two boats, and we were all able to retire for the night.

There was about $1,500 damage. It could have been a lot worse.

The next morning George and his lovely wife rowed over as soon as they saw that Debbie and I were up and on deck. He’d been asked to perform an autopsy on that gentleman, who, it turned out, had suffered a fatal heart attack while sitting on a boat in California. I’m so glad I didn’t have to deal with a death on our boat!

Caren Edwards
ex-Rhapsodie, Marquesas 56
Silicon Valley

40 YEARS OF LATITUDE 38

When the first issue of Latitude 38 was published in 1977, I was a sophomore at Novato High School, sailing homebuilt skiffs on the Petaluma River.

I’ve been an avid reader of the magazine, and have about 35 full YRA seasons of racing in San Francisco under my ass. Over the years there have been many fine articles, editorials, satire, and one or two poems published in your rag. (Loomings rocks!)
“Hey fellas, don’tcha know Spauldings’ is THE place to haul out”

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In my humble opinion, the reporting, commentary and
dialog surrounding the loss of "Low Speed Chase" was a turning
point for both your publication and the sailing community at
large. I was on a Hobie 33 that day and made the unpopular
decision to abandon the race somewhere near the S.F. Ap-
proach Buoy.
The dialog between racers, event authorities, the US Coast
Guard and local law enforcement/responders as a result of
Latitude's coverage significantly changed the way we race —
mandatory safety at sea, PFDs with leg straps, etc. — way
more than simply flying a Z flag.
Keep up the good work, Bravo Zulu.

Jeff Bruton
Palo Alto

Thanks Jeff. It's good to know that something positive re-
sulted from such a crushing tragedy. — aet

THE ONLY BIBLE I READ

Latitude 38 is truly a great magazine and the only bible I
read! I have been sailing most of my 56-year-old life and after
moving to San Francisco 30 years ago my sailing path crossed
with Latitude 38. I went to a crew party and got hooked up with
a Catalina 30 owner who took a lot of people out a couple of
times a week. I was hooked on sailing on the Bay. Next came
a Crew List Party where I got a spot of a Knarr boat, and we
raced on Wednesday nights. I have since been full-time crew
on many boats and have done all the Bay races; sometimes
many times. The Jazz Cup is the new favorite. I have also had
a few sailboats on the Bay and currently own a Beneteau that
takes me away. I feel Latitude has been with me the whole
way, as a mentor showing me the way, and keeping my focus
on sailing away someday — Baja-bound with the Ha-Ha soon.
Keep it up!

Greg Clausen
Free Spirit
Beneteau 390, Tiburon

REMEMBERING LATITUDE IN THE PRE-PC YEARS

Your mention of "Pre PC" hit a strong chord. I've been read-
ing Latitude since its inception. Founder Richard Spindler
knows me pretty well. (A cover featuring my daughters suppos-
edly gave him domestic problems.) I must admit that Latitude
was more interesting in the pre-PC days. For years Latitude
was a cover-to-cover nonstop read. But as the years wore on
and PC began to be considered, the intensity of my reading
concentration lessened. And when my wife and I sailed back
from Mexico in 2009, I found that Latitude was no longer the
strong, read-immediately-upon-distribution magazine that it
had been in the decades past.
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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.

Yes, it still carries the sailing information that it used to, and, in some ways, is even better than ever. But the oomph is no longer there.

Sam Crabtree
Catch the Wind, Cal 39
Richmond

Sam — Thanks for your candid critique. We will make it our mission to recapture the ‘oomph’ — at least to the extent that the PC police will allow.

DOCKTOWN’S SHRINKING COMMUNITY

As many of you know, Redwood City has entered into a relocation plan for Docktown, and I think that most boat residents have had interviews with Overland, Pacific & Cutler. Because of the city’s new rules there can be: 1) No transferring of the slip or liveaboard rights. 2) No new watercraft, even replacement vessels, allowed. 3) No new owners of any of the boats.

The City of Redwood has stagnated our community for five years by: 1) Not permitting any new members of our community. 2) Offering a 15-year lease, then taking it off the table, causing much strife in our community. 3) Not doing the necessary maintenance.

We have no harbormaster at Docktown. There is no waiting list for boat owners who need slips. As such, our entire boating community is on ‘hospice watch’. Two of the liveaboards at Docktown have passed away. Their boats need owners and current insurance. An empty liveaboard boat can be a hazard, especially given the high number of homeless people in Redwood City and the fact there is no harbormaster.

Overland, Pacific & Cutler will apparently be making offers to some Docktown residents in the next month, and we think some people will accept them, weakening the remaining community.

What we would like is that all boats that have been taken or given to Redwood City be offered back to the Docktown community, so that the residents can trade their current boats for the ones that have been abandoned or purchased by the city. This would insure that only the best boats would be allowed to stay in Docktown. I would also like it known that Redwood City has destroyed most of the affordable units they have taken control of.

Imagine living in a community where homes better than yours are being destroyed. It seems unfair to all involved. We think as many as 25 units are involved.

Edward Stancil
Docktown, Redwood City
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Eight Bells for Bill Ficker.
The Newport Beach sailor passed away on March 13 at age 89. William Peter Ficker won the Star Class World Championship in 1958 and helmed Intrepid to victory defending the America’s Cup in 1970 for NYYC. Four years later, he won the Congressional Cup. Long Beach Yacht Club established the Ficker Cup in his honor 38 years ago. The America’s Cup Hall of Fame inducted him in 1993, and he was inducted into the National Sailing Hall of Fame in 2016, at a ceremony hosted by St. Francis YC on October 30.

One afternoon in 1970 he ran into Ted Turner after winning a trial race in Newport, RI. “He walked up to me,” Ficker recalled, “and said, ‘Ficka is quicka.’ The next day he arrived with a box full of buttons bearing that slogan. I cringed a little bit.” As he told the L.A. Times, “In those days, none of the sailors wanted to do anything to flaunt himself.” The sailing world hasn’t forgotten. At this year’s Ficker Cup match-racing event at LBYC in late March, burgees were handed out to the skippers bearing the slogan, “Ficker is Quicker.”

— chris

There’s very little in sailing that Pam Healy hasn’t done. But the Bay Area Olympian has added yet another accolade to her résumé. Healy was named US Sailing’s Sailor of the Month in March, recognizing her work coaching Oakland inner-city youth. Healy has pushed for community outreach by bringing sailing to all corners of the Bay Area.

Healy was named the first St. Francis YC Yachtswoman of the Year in 1991, after winning the 470 World Championships. In 1992, Healy and crew JJ Fetter took bronze — also in the 470 — at the Barcelona Olympics.

She currently serves as an advisor to the St. Francis Sailing Foundation and Vice President of the US Sailing Olympic Alumni Association, and is an advisor to the US Sailing Youth Committee.

“I care deeply about leading by example and making sure our juniors have support with their goals and aspirations,” Healy says in her bio for the St. Francis Foundation. On top of all this, Healy volunteers at the Treasure Island Sailing Center. “The skills these young sailors learn are easily transferable to other areas of their lives and empower them to be the very best version of themselves,” Healy’s bio reads.

“It is an absolute pleasure for me to give back to the sport that has enriched my life so deeply and make a difference.”

— tim
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looking astern, looking ahead

We’re happy to announce that with this issue we are celebrating 40 years of publishing Latitude 38.

Forty years!

In the realm of niche magazine publishing, that’s a major milestone, especially since achieving that feat required us to endure 478 mind-numbing deadline crunches. Whew!

In this and upcoming issues, we thought it would be fun to reprise some of the highlights of our four-decade run, and also acknowledge some of our once-tragic but now-comical blunders.

But first, a bit of background for the newly initiated: Back in 1977, having graduated from Cal Berkeley with a degree in philosophy, Latitude founder Richard Spindler got a job selling boats. He “hated it.” But the experience made him acutely aware that he had no idea what was going on in the local sailing community, and he figured there were plenty of other sailors who were equally uninformed. That realization sparked a novel idea: to create a lively, people-oriented sailing magazine that would capture the fun and excitement of the times.

According to Richard, it wasn’t genius but dumb luck that inspired him to create Latitude at that particular time: luck because, as he put it, “Sailing was expanding beyond the yacht clubs,” and all sorts of energetic young people were embracing the sport. In the same year that he produced issue #1 — on the salon table of his 42-ft Bounty II Flying Scud — the revolutionary rocketship Merlin was launched, triggering a novel approach to race-boat design and bolstering Santa Cruz’ prolific era of ‘sled’ building. Also that year, 65 solo sailors entered the inaugural Singlehanded Farallones Race (although only 15 finished) — an indicator of the adventure-hungry wanderlust that was epidemic throughout the ’70s.

In those days, plenty of folks still launched Sunfish, Optis and El Toros off the tops of their station wagons, and the most typical berth sizes in local marinas were in the 25- to 30-foot range. Even among cruisers of that era, a 36-footer was considered a "big boat.” Also, the term ‘political correctness’ had yet to be coined, and few young sailors ever worried about getting skin cancer. In that pre-Facebook era, it was common for both manly men and good-looking girls to send in uncollected shirtless photos of themselves having fun in the sun.

We could fill volumes wafting on about the good old days. But for us, reflecting on the 40-year benchmark is as much about looking ahead to Latitude’s future as it is about reminiscing about the past. Latitude’s new owner John Arndt notes. “During Latitude’s early years, West Coast sailing was being transformed by sailors like Lowell North and the Pardeys, and boats like the Westsail 32. Robin Lee Graham had inspired millions with his circumnavigation aboard Dove. Today, 40 years later, a similar sailing renaissance appears to be taking shape. “During a recent evening at Crissy Field we saw foiling kiteboarders, windsurfers and Moths sailing off the beach, while farther out the all-new carbon Fac52 Invincible Hand was streaking across the the famous Slot off the Cityfront of San Francisco Bay. Meanwhile, a few miles north in Sausalito, the 100-ft (LOD) wooden brigantine Matthew Turner was being prepped for launching, with eco-friendly regenerative electric propulsion unseen beneath its decks.

“In contrast to the latest technological innovations, there seems to be a resurrection of the ‘greatest hits’ of decades past, as many within the next generation of sailors are reviving classic sailboats from the ’70s and ’80s — easily affordable boats that offer access to the freedom of sailing the Bay and beyond. Indeed, my 1974 Ranger 33 Summer Sailstice has given our family of four 16 years of fabulous San Francisco Bay and Delta sailing.

“We’d encourage both longtime readers and newcomers to follow our lead and disconnect from the mayhem ashore, if even for an afternoon or weekend, and participate in one of the finest of life’s pleasures: sailing. We look forward to seeing you out there.”

— andy & john

delta doo dah

Dreamed up at a Latitude 38 staff Christmas party in 2008, the Delta Doo Dah cruising rally has encouraged hundreds of sailors to venture beyond San Francisco Bay into that network of rivers and sloughs just a few miles yet worlds away from the urban jungle.

Free registration is open at www.deltadoodah.com. If you pre-order shirts and burgees with your registration, we’ll waive the postage.

The first official Doo Dah event of the season will be a Kickoff Party and Delta Cruising Seminar hosted by Richmond Yacht Club on Saturday, May 13, 6-9
accepting entries

The entertaining and seasoned Delta cruisers Ann and Craig Perez conduct the interactive seminar. We'll bring some door prizes, and the club bar will be selling drinks.

The 67-mile Delta Ditch Run, from Richmond to Stockton on June 10, invites Doo Dah sailors to enter the Cruising Division or one of the racing divisions. A separate fee and sign-up are required. We recommend keeping the boat up-Delta for the week, because you won't want to miss Owl Harbor’s BBQ on Saturday, June 17.

— chris

like latitude, merlin was born in '77

On Sunday, February 26, Santa Cruz was blessed with a sunny break between winter storms for the recommissioning and 40th birthday party for Merlin. Bill Lee and his wife Lu’s legendary 68-ft sled. Bill drew her revolutionary lines for the purpose of going fast and breaking records, then he built her in his shop, a former chicken coop in the Soquel hills. The slender fiberglass sloop was launched on February 23, 1977, destined to become one of the most famous boats ever built on the West Coast. Thirty-eight years later (in October 2015), after Merlin had enjoyed a celebrated racing career under six other owners, the Lees bought her back and brought her home from the Great Lakes. Since then, work has progressed on preparing her for this July’s Transpac Race from Los Angeles to Honolulu.

The surviving members of Merlin’s record-setting 1977 Transpac crew were on hand for the celebration: Jack Halterman, Dave Wahle, continued on outside column of next sightings page
SIGHTINGS

merlin — continued

Bobbo Larson, Phil Vandenberg, Don Snyder and Bill Lee. Sadly, two of the original crew, Harvey Kilpatrick and Rob Wade, are no longer with us. In 1977 Karen 'KT' Trapp, Bill's girlfriend at the time, broke a bottle of Champagne over Merlin's bow to christen the new boat. In 2017, she draped a lei around Merlin's sprit to recommission her, with a blessing from Lu Lee's nephew Billy Burr.

Chuck Hawley started off the speechifyin' with a reminder of Merlin's Transpac record of 8 days, 11 hours, set in her maiden year. "She held that record for 20 years, until a much bigger boat with a much bigger budget finally beat her in 1997."

"At the start of the '77 race there were five boats in the hunt for first to finish: Windward Passage, Kialoa III, Ragtime, Merlin and Drifter," recalls Bill. "They have a great big carved koa-wood barn door that's the big deal. Windward Passage and Kialoa were 100,000-lb buckets with 100-ft masts. Ragtime, Merlin and Drifter were 68-ft

do as we say,

One thing that's been consistent about Latitude's editorial content throughout the decades is that we don't take sailing — or ourselves — too seriously. And when we screw up, more often than not we willingly swallow our pride and confess our failings in print.

A case in point was during the summer of '94, when Publisher Spindler (aka the Wanderer) invited the entire Latitude staff and a bunch of friends aboard his Ocean 71 Big O for San Francisco YC's Midnight Moonlight Marathon Madness Race.

Beginning and ending in Raccoon Strait, the halfway feature is rounding the center tower of the Carquinez Bridge.

Why do these men appear to be massaging a pier of the Carquinez Bridge? The answer involves a classic 'Latitude' blunder. Do as we say. Not as we do.

continued on outside column of next sightings page
boats with 70-ft masts and weighed 25,000 lbs. The light boats got away from the other ones. After we left the west end of Catalina we didn’t see another race boat until we got to Hawaii. It was in the days of sextant navigation. No GPS. Our navigator, Don, would tell us, ‘If the sun comes out wake me up.’ We had to record our position as of 8 a.m. PDT. As you get closer to Hawaii, the sun isn’t up yet [at that hour]. All you’re going on is the day before’s noon position. Don would plot us on the chart and we’d call in our position, and the other boats would call in and the roll call would be public. We were first and it was wonderful. And then we’d get to noon, and Don would say, ‘Well, I got a new noon shot, and we didn’t go as far as I thought we would. I’ve got us back 30 miles. We’re not in first anymore.’

“The last day we’re 14 hours out of Hawaii. We don’t know where Drifter is. This Coast Guard plane flies over, circles a couple times, leaves us and takes off abaft our beam. We got ‘em, we got ‘em! The plane could see them but we couldn’t. Sure enough, later that day, Drifter did come into view behind us and we slowly converged down to Molokai. And it’s really, really windy. And here’s this other boat, 20-odd minutes behind us. And we say, ‘Y’know, the first rule of match racing is if you’re in front don’t screw up, and the other rule is if you’re behind take chances.’ So we take one spinnaker down, jibe the mains’l, put the other spinnaker up. We looked back, watched Drifter. They took their chances, put their spreaders in the water, got it going again. We beat them across the line by 17 minutes and the next boat by 22 hours.”

Phil Vandenberg told the ‘Cosmic Flush’ story. “The boat was called the Cosmic Thrill. One very dark night — I don’t know why I was elected, probably because I was so brave — we had to take the blooper down. It was quite windy, so Dave and Don were cowering down below. I’m pulling the blooper down, the boat is surfing down waves, it’s probably 22+ knots. The bow went under, so I went up on the wave. The forward hatch wasn’t dogged down and it opened up to receive me. I was the human turd; I went down the hatch. Luckily I had a tether on. I rode the zipline down and was dangling there like in a Johnny Jump Up.”

Don’s wife Susie was over in Hawaii waiting for the finish. “There were a bunch of us there, and we were lucky enough to have access to a boat to go out and watch them finish. It was after dark, about 9. It’s not like today when you know where the boats are. When we went out, we didn’t know which boat we would see first. The race committee shined a light on the spinnaker at the finish and we could see it was Merlin! First to finish! So we went tearing over alongside the boat. They were taking the sails down and stuff — they weren’t jumping up and down like yay, we won — no. They were almost like on their knees, reverent.”

“Thank you all for coming,” Bill said, at the conclusion of the festivities. “On to the next 40 years.” And Jane Larson, Bobbo’s wife, replied, “We’ll all be in Honolulu when you win!” Just like back in the good old days.
baja ha-ha 24 sign-ups begin may 9

The 24th Baja Ha-Ha, the celebrated annual cruisers’ rally from San Diego to Cabo San Lucas, with R&R stops at Turtle Bay and Bahia Santa Maria, will be held from October 30 through November 11 this year. The Grand Poobah doesn’t know about the rest of you, but he can’t wait to do it for the 23rd time.

The goal of the Ha-Ha is a safe passage to Cabo San Lucas, while giving everyone plenty of opportunities to have responsible fun while making scores of new cruising friends. There will be social gatherings in San Diego, Turtle Bay (including the world-famous Ha-Ha-rules baseball game), Bahia Santa Maria and Cabo San Lucas. Just so everyone is clear on this, if your priorities are heavy drinking and/or wild partying, the Ha-Ha is definitely not the event for you.

The Ha-Ha is open to boats of at least 27 feet that were designed, built and have been maintained for safe offshore sailing. Depending on the skipper and the boat, smaller boats may be allowed to participate at the discretion of the Grand Poobah. All entries must have at least two crew and the required safety gear as outlined in the notice of the event.

While there will be daily professional weather reports and roll calls over SSB radio, the Ha-Ha is not an offshore handholding or babysitting service. If you, your boat, and your crew do not have overnight offshore experience, and/or you are not fully prepared to sail to Cabo San Lucas on your own, you are not ready to do a Ha-Ha. That said, members of the Ha-Ha fleet have historically often gone to great lengths to help each other out. And that’s a big part of the fun of the event.

A new requirement for the 24th Baja Ha-Ha, as suggested by the Coast Guard, is that each vessel have a reliable long-range method of two-way communication. Having a VHF radio will no longer be enough. This could be a SSB radio, a Garmin InReach, an Iridium Go!, a SPOT Messenger or an Iridium satphone with email capability. While having an SSB radio is the most fun because you get to listen into the morning net while the fleet is offshore, an InReach, Iridium Go!, SPOT Messenger, or Iridium satphone with email capability will suffice.

Every boat owner will be required to do his/her own immigration and paperwork for Mexico, including the required Temporary Import Permit (TIP) for your boat. It’s neither expensive nor should it be difficult.

It’s suggested that skippers looking for crew as well as sailors looking for a ride attend the Baja Ha-Ha Crew List Party in the Bay Area in September (date and location TBA) for face-to-face meet-ups. Those looking to crew on boats need to be aware that it is their responsibility alone to vet the skipper they plan to sail with and the boat they plan to sail on. Getting a trip survey is useful for anyone not qualified to vet a skipper or boat.

Those looking to crew, or for crew, can also avail themselves of the Latitude 38 Crew List. As always, when dealing with the public, there are no guarantees, and people need to use normal safety precautions for their personal well-being.

While Ha-Ha weather has almost always been less than 20 knots from astern, all entries must be prepared for whatever weather the Pacific may dream up. While there has never been a tropical storm or hurricane that has crossed the Ha-Ha fleet’s path, the event has been moved back a week later than it used to be to make the already-very-slight chance of a tropical storm even more remote.

Over the last 23 years more than 2,500 boats and 10,000 sailors have done a Ha-Ha. Many sailors have done multiple Ha-Ha’s. The Wanderer will serve as the Grand Poobah for the 23rd time, while Doña ‘the Sheriff’ de Mallorca, will serve as the Chief of Security for the 22nd time. Profligate, the 63-ft catamaran, will be the mother-ship for the 21st year.

continued on outside column of next sightings page
— continued
and etched an impressive array of battle scars along the port side, but no one was hurt and we weren’t sinking. A bit the worse for wear, we finally made it around in a few more tries, and finished the race around 1 a.m. The damage put the boat in the yard for almost a month."

We wish we could say that was the only time we had to eat crow in print, but sadly, it wasn’t. In the coming months, our anniversary coverage will reveal more memorable blunders and bloopers.

— andy

ha-ha-continued

Registration for the 24th Ha-Ha rally will begin at noon on May 9 at www.baja-haha.com. One reason so many boat owners always sign up immediately is that berths in Cabo San Lucas are assigned in the order that boats signed up. Every year somebody who signed up 155th or so moans, "But I really wanted a berth in Cabo!" Don’t be that person. If you really want a berth in Cabo at the end of the Ha-Ha, sign up on the first day. In any event, remember the Ha-Ha motto: "No Whining!"

The entry fee for the Baja Ha-Ha is $375. As many Ha-Ha participants have noted, Ha-Ha discounts in the United States and Mexico can easily more than offset the cost of entry.

See you in San Diego at the Pre-Halloween Kick-Off Costume Party on October 29.

— richard
Okay, so Michael Johnson isn’t actually from the West Coast, but we think of him as one of us because Latitude’s Crew List has been one of his main sources for recruiting crew for sailing expeditions to the far corners of the earth — such as the Northwest Passage.

In any case, we’re very proud that last month ‘our boy Mike’ was awarded the Cruising Club of America’s highly prestigious Blue Water Award for his 40-year career of adventurous sailing, which includes rounding Cape Horn in both directions — once in a Westsail 32.

A true southern gent who originally hails from Virginia, Mike is a warm and wonderful storyteller, whose occasional visits to our offices always brighten our day — yet require us to dust off our world atlas. Cheers to you, Mike.

— andy
boat show this month

marine meteorologist, will host an Advance Seminar on seamanship and navigation.

The show will also present the Northern California debut of new boats such as the Hanse 315, Dehler 34 and Catalina 425. 101 Surf Sports will host a stand-up paddleboard race — open to all experience levels — on the Inner Harbor Basin. There will also be small-boat demos of the Weta trimaran and the Hanse 303W.

And don’t forget Latitude 38’s 40th Anniversary party on Friday, April 7, at our C1 booth. We’ll provide snacks and beverages, you bring a smile and a story!

— Tim

circumnavigating in style

“There were two things I always wanted,” says Don Smith of Coronado. “For many years it was my dream to own an Oyster yacht, and ever since I was a kid I always wanted to sail around the world.”

When we caught up with Don in Panama last month, he was a very happy guy, as both of these lifelong fantasies had come true. Having bought his Oyster 54 Sea Avenue in 2009, he joined 28 other Oyster owners in signing up for the 2017-2019 Oyster World Rally, which is now in progress. There are three other American entries, but Sea Avenue is the only West Coast boat.

Given Don’s ambition to circumnavigate, the announcement of the Rally presented him with what you might call a put-up-or-shut-up decision: to continue his 41-year career as a stock broker, or hang up his spurs and sail around the world in his dream boat. “It really wasn’t that hard of a decision,” he recalls with a smile, “I was ready for a change.”

A long-time member of San Diego’s Southwest YC, Don has owned boats for most of his life — and we were happy to learn he is also a long-time reader of Latitude 38.

While his son was in school Back East, Don timed his visits each fall to coincide with the Annapolis Boat Show. “I always used to spend hours in the Oyster section,” he says, “and one day they finally caught me in a weak moment and I made the commitment to purchase one.” Although most sisterships are built in the UK, Sea Avenue was built in New Zealand and commissioned in Seattle’s Lake Union. Since then, Don and his sailing buddies have had a lot of fun doing weekend club races and some local cruising.

But the Rally has been a whole new experience. They shipped Sea Avenue from Ensenada to Ft. Lauderdale, then charged south to Antigua on January 3, arriving just three days before the January 15 start of the rally, due to a rip in the main.

After a pitstop at Martinique, Sea Avenue made a quick 450-mile run to Bonaire, then roared west to Panama.

“I haven’t decided if I want to believe the knotmeter or not, but one afternoon [on the downwind run to Panama] I saw 12 and 13 knots, surfing on swells. It really was a sleigh ride!”

Unlike some rallies, the Oyster Rally’s schedule includes a number of rendezvous points, between which each boat makes its own itinerary. We’re told the first rally in 2013 was meant to be a one-time event. But so many Oyster owners — and prospective new owners — showed interest in a repeat, that creating this year’s event was a no-brainer. The associated factoid that stunned us — and will undoubtedly pique the interest of other manufacturers — is that 22 of 29 participating owners bought Oysters specifically to do the 2017-2019 rally. (Some upgraded and some were first-time owners.)

That’s what we call successfully stimulating the bottom line by thinking outside the box — especially since this year’s fleet ranges from 45- to 82-footers.

— Andy
breeding ground for kite racers

In the late 1990s, when kiteboarding was emerging globally as the new 'extreme sport', Bay Area kiters were still trying to figure out how to use their odd new equipment on the Bay. Once they'd got it all dialed, the kiters — like generations of sailors and windsurfers before them — were eager to see who was the fastest around a course.

Veteran kiter Chip Wasson recalls approaching John Craig, then race director at St. Francis Yacht Club, about racing kites. According to Wasson, the conversation went something like this: "John said, 'But you guys can barely stay upwind!' To which Wasson and his fellow kiters replied, 'Well, run it on an ebb and see how it goes!'"

Craig was game, and the St. Francis YC — which had long hosted a windsurfing race series — took the kiters on board, and has since featured races every other Thursday from April through October. The venue has helped hone the skills of a generation of up-and-coming kite racers who compete around the world, as kiteboarding (frequently called kitesurfing) is vying to be included in the 2020 Tokyo Olympics.

According to Wasson, in the early days in San Francisco, the gear took a while to catch up with the passion for racing. He says the progression of equipment development eventually made it easier to compete. "Initially, there were about 15 kiters on twin tips trying to go upwind before surfboards came along in 2007," Wasson explains. "I was the first on a foil around the end of 2007. I used snowboard boots so I could go really upwind on one tack. On the other tack I was toe-side and couldn't go upwind as well, so the net result was that the foil would crash everywhere."

Wasson rode his foil while everyone else was still on surfboards and twin tips. The three-fin board, which grew popular around 2009 and was far more efficient than Wasson's foil, became the racing board of choice for the next five years, before a new generation of foils emerged.

At about the same time, Marin siblings Johnny and Erika Heineken were making their mark on the international kite-racing scene. Johnny was crowned the men's 2011 Kite Racing World Champion in course racing. A year later, he and Erika shared the podium as winners of the Kiteboard Racing World Championship in Cagliari, Italy. Johnny was also awarded the 2012 Rolex Yachtsman of the Year, while Erika was again crowned World Champion in 2013.

"Training with the guys on the Bay in all kinds of wind was all the coaching I needed," Erika said. She had no qualms listening to younger brother Johnny back when she was one of the very few women kite racing. "I listened to him; he was the best in the world!" she laughed.

Johnny maintains that his ideal training ground is Crissy Field, because it offers an abundance of local talent and challenging conditions. "The Bay's always been the hot spot for kite racing," he says.

around the world

The instant responsiveness of small, tiller-steered sailboats makes them excellent platforms for introducing neophytes to the joys of sailing. And when under the command of experienced sailors, the best of them — such as Santa Cruz-built Moore 24s — can be successfully raced both around the buoys and offshore. But only a naive beginner would attempt to cross oceans in a tiny Moore, right?

Wrong. As reported earlier, five-time circumnavigator Webb Chiles, now 75, is close to three-quarters of the way through his sixth lap around the planet (westabout with stops) aboard his Moore 24 Gannet. After completing a 23-day
passage from Durban, South Africa, to remote St. Helena Island, he checked in with this report:

“Garrett is on one of 22 or 23 moorings put down for visiting yachts at St. Helena Island, about two-thirds of which are full. When I was here 29 years ago you had to anchor in very deep water and use your dinghy to get ashore, which, with a lot of surge, was an adventure... This isn’t a harbor, just an indentation on the lee side of the island.

“The weather this year never provided even 72 hours of fair wind along the South African coast. I got tired of waiting and decided to make this an ocean

continued in middle column of next sightings page

in a 24-footer

kite racers — continued

“I love it and think the Cityfront is the best place in the world.”

Today, kite racing — both in the Bay Area and at the international level — is dominated by foils, which, according to Wasson, “just keep getting better.” It’s not unusual to see upward of 35 foil-boarders on the starting line at Thursday night races, including Daniela Moroz.

At just 16, Moroz is one of the youngest competitive kiters and currently holds the women’s World Champion title. She was named US Sailing’s 2016 Rolex Yachtswoman of the Year, and is quick to praise Crissy Field for teaching her all she knows about racing.

“The consistency of racing every other week has had a huge impact on what I’m learning,” says Daniela, who literally effervesces when she talks kiting. “Being able to try out all the different equipment available locally, and racing the same course as Johnny, Erika, Chip and Joey [Pasquali] has helped me figure out exactly what I am doing. If I hadn’t started in those races, I wouldn’t be where I am now.”

— michelle slade

continued in middle column of next sightings page
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April, 2017 • Latitude 38 • Page 75
In March 20’s ‘Lectronic Latitude, we asked readers to share their thoughts on the Trump administration’s proposed 14% cut to the Coast Guard’s budget. According to the New York Times, the administration wants to shift funds from the Coast Guard, the Transportation Security Administration and the Federal Emergency Management Agency in order to beef up security on the US’s southern border.

“A significant portion of the money would go toward erecting a wall along the border with Mexico,” the Times reported on March 9, and for hiring more agents for US Customs and Immigration and Customs Enforcement.

The proposed budget change is just that, an ideological blueprint that will undoubtedly be heavily debated before being passed by Congress, a process that will likely drag on for some time.

The majority of comments supported the Coast Guard’s rescue operations — although several respondents believe sailors should be more self-sufficient and were critical of “unnecessary rescues.”

Ralph Brickner wrote: “Cutting the Coast Guard budget is a bad idea which will impact the safety of people who make their living on the water, as well as recreational boaters. According to the Seattle
Can mariners make do with 14% fewer Coast Guard search and rescue operations?

**coast guard — continued**

*Times,* he added, "the US Coast Guard intercepts and confiscates three times more cocaine than all the border enforcement and law enforcement agencies in the US combined. Finally, according to NOAA, the total US shoreline is 95,471 miles long, compared to the US/Mexico border, which is 1,989 miles. So we’re going to cut back on the service with the biggest job?"

David Barten echoed those concerns: "If we rally behind a wall between Mexico and the United States, whether to stop immigration or smuggling, it is only natural that an increase in ocean-based attempts will follow. The USGC is the first line of defense, and the only interdiction we have to curtail that."

James Norval wrote: "I have always been thankful that the Coast Guard is available in all conditions to attempt a rescue or provide support. I know that these men and women also are a first line of defense against drug runners on the open water. It is short-sighted and dangerous to cut budgets to this organization."

Candy Morganson said the Coast Guard’s multiple roles are invaluable. "Their mission in coastal patrols, rescues, fisheries patrols and drug smuggling interdiction cannot be discounted. They are the only ones who can respond in a critical situation. Hurricane Katrina ... was their biggest operation ever. Nobody else goes out in horrible conditions when a vessel or crewmember gets in trouble for whatever reason."

Brooks Townes reminded us that the Coast Guard has faced threats of budget cuts before that did not come to fruition. "Every time the federal budget comes around, the Coast Guard’s share appears endangered — then its funding is restored by Congress in the final bill. Mid-March is too soon [in the budget process] to start the hand-wringing, though notes to your Congressional reps could be worthwhile," Brooks said, adding, "One of the great appeals of going to sea in one’s own boat is to test self-sufficiency — or it once was. [What’s] troublesome to some of us is the trend among yachties to call the Coasties due to a hangnail."

Barry Foster said many rescue operations are "unnecessary." "Others are plain stupidity. If the Coast Guard spent less time on boarding small boats merely for an inspection, they wouldn’t notice a 14% reduction."

Myron Eisenzimmer said not having the Coast Guard so readily available would encourage better seamanship. "The budget reduction may influence boat owners to perform routine maintenance, a common cause of boat breakdown, or check the weather before going on the water — basic skills that we all were taught at one time or another. There will always be the unexpected but at least a good effort will have been made to avoid breakdown."

Jason Shell asked: "Will a large cut in the Coast Guard budget open an opportunity for a private company to do more than a Boat US? Will people pay three grand a year for a service that has more protection? I want more Coast Guard, but why is someone in Iowa paying for me to go boating?"

Our thanks to all who took the time to comment.
In celebration of reaching our 40th year of publishing, we thought it would be fun to hitch a ride back to the freewheelin’ ’70s when Latitude was born, and reminisce about some of the highlights of our early issues as we sail through the years to the present. (Look for Part II next month).

**The Late 1970s** — “Who needs another yachting publication?” asked Publisher Richard Spindler in the first issue of Latitude 38 in the spring of 1977. Answering his own query, he wrote: “We feel the Northern California sailor deserves better ... We can promise you we’ll try and make Latitude 38 interesting, different and sometimes funny.”

The first issue featured the now-venerable Merlin (see Sightings), an ultralight downwind flyer built by Bill Lee for the 1977 Transpac (which she won). Reflecting the varied tastes within the West Coast sailing community, San Francisco’s Bird Boat fleet was also profiled in that first issue.

**1978** featured a very young John Bertrand (the soon to be famous Bay Area dinghy sailor, not the Australian helmsman who would take the America’s Cup away from the US). We spotlighted the 1978 Star Worlds, which boasted an impressive who’s who in the top four slots: Buddy Melges, Dennis Conner, Tom Blackaller and Paul Cayard (as crew).

We featured renowned marine artist and San Francisco sailor Jim Dewitt (whose artistry graces this month’s cover), describing him as a renaissance man with achievements in...
sailmaking, engineering, teaching and swimming.

In several installments, we showcased outstanding female sailors of the Bay Area. And we published our first attempt at covering offshore racing, admitting, “We were scared!” Our coverage of the ’78 Master Mariners Regatta featured acclaimed photographer Diane Beeston’s brilliant portrait of the famous 73-ft schooner Lord Jim, which would later circumnavigate several times.

1979 saw a profile on the hot new Six Metre, an international racing class referred to as “big league racing, probably second only to the America’s Cup in prestige and the caliber of people involved.” Our spotlight also shone on two particularly hot late ’70s sailors: Gary Jobson, the quiet, thoughtful tactician, and his cigar-smoking, rascally skipper, Ted Turner (featured in an article titled The Phantom Gynecologist.)

And we featured more than a little nudity in the 70’s — mostly unsolicited pictures of young bare-skinned cruisers with nothing to hide.

The 1980s — Reagan was in the White House, the Dow broke 2,000 for the first time, and people were incensed about buck-a-gallon gas. While Baby Boomers were procreating Millennials, Latitude 38 was growing from a rambunctious toddler into swaggering adolescence. Not to brag, but, well, along the way, some damned fine journalism occurred. In addition to the usual cruising and racing coverage far and wide, Latitude put its unique spin on some of the following subjects. (If


The schooner ‘Californian’ takes shape. She would eventually be named the state’s official tall ship.

Dubbed ‘the Wizard’ for good reason, Bill Lee’s ‘Merlin’ was a game-changer.

Bernard Moitessier, legendary singlehanded circumnavigator, author and self-proclaimed vagabond.
all goes as planned, in the coming months you’ll be able to read all articles mentioned here at www.latitude38.com.

The year 1980 kicked off with articles on young wonderkind Ron Holland, whose breakthrough 40-ft Imp had dominated the IOR wars of the late ’70s. The Singlehanded TransPac — only in its second year — was won by the oldest boat in the race’s history: Bob Counts’s 24-ft Golden Gate Sanderling, which was built in 1930. We attended the launch of a little boat whose young owners had big dreams of writing about their cruises. Their names were Lynn and Larry Pardey. A contributor calling himself Max Ebb published his first unique take on local sailing, and his insightful writing has continued monthly ever since.

1981 featured an interesting chat with sailing’s most famous oddball, Bernard Moitessier, and introduced readers to Alan Olson, his educational mission, and his schooner Stone Witch.

1982 — Probably the major story of this year was the tragic Doublehanded Farallones Race, ravaged by high winds, which destroyed several boats and took the lives of six sailors. In Latitude’s only three-part interview (Feb/Mar/Apr), we debriefed Doug “Hurricane” McNaughton, who — ahem — hand-steered his Express 27 the whole way to Hawaii in the ’82 Solo TransPac, and still took second in class.

1983 — The lead piece for January 1983, was about the disastrous December storm that beached two dozen boats in Freemantle, Australia, 1987. Dennis Conner reclaimed the América’s Cup. 

“Butts to the back rail! Anything to keep the boat flat on a reach” — the original caption from the well-attended 1988 Big Boat Series.

Every cruiser seemed to be trying their luck as spinnaker flying during the 80’s.

‘Thursday’s Child’ slips under the Golden Gate, breaking the 135-year speed record from New York to San Francisco set by ‘Flying Cloud’.
Cabo – one of which was Moitessier’s famed Joshua. Most (including Joshua) were refloated and sailed on. We also covered the figuratively ‘disastrous’ 1983 America’s Cup in which the winged-keel Australians finally wrestled the Auld Mug away from the US for the first time in 132 years.

Thankfully, 1984 turned out to be quite a bit better than George Orwell had imagined. We interviewed Aussie AC winner John Bertrand, published our first Crew List, and got a ride on the new state tallship, Californian. We also published a few interesting historical pieces, among them, the more famous Wrecks of the Golden Gate, and some famous lighthouses that resulted from some of them.

1985 brought an end to the question that had dominated Letters for months: the correct way to express speed on a boat is “knots per hour.” So there, “No Swan This Penguin” proved truth was stranger than fiction — and that you can go cruising on pretty much anything that floats if you want to badly enough. The two-part article almost every longtime reader remembers is our 1986 interview with Bruce Perlowin — held at San Quentin where he was serving a sentence for smuggling drugs into the Bay Area, almost entirely aboard a “fleet” of boats. That same year, Managing Editor Shimon Van Collie became the first to boardsail around the Farallones.

In 1987, Dennis Conner rescued the Mug from the Australians in the windiest A-Cup ever off Fremantle. In May, we launched the first issue of the short-lived, Southern Cal-
in '84 we called John Bertrand the hottest dinghy sailor ever to come out of the Bay Area.

In June, we named Bill Lee as the Sailor of the Decade.

When we covered the Big Boat Series in 1988 we didn’t know it would be the last time a fleet of maxis raced on the Bay. A photo sequence called Sgt. Schultz’s Wild Ride immortalized the J/24 of the same name going faster than any J/24 probably ever did — before also performing one of the most spectacular roundups in photo history. We also covered the first “hostile-Deed-of-Gift” America’s Cup bout involving Kiwi Michael Fay’s giant 123-ft winged-deck monohull New Zealand, which was soundly trounced by Dennis Conner and crew on a catamaran that was half the length. A court battle the next year decided “a catamaran may not defend the America’s Cup” — Ha! — and the Cup was given back to New Zealand. The lawyers got richer in more court battles in the ’90s, which resulted in the San Diego Yacht Club keeping the Cup.

At the boat show in 1989, we tested 121.5 Mhz EPIRBs and found many were inaccurate.

Future superstar John Kostecki, back when he — like the rest of us — had lots of long, bushy hair.

Warren Luhrs’ Open 60 Thursday’s Child broke the old clipper record from New York to San Francisco, setting off a slew of clipper-record assaults over the next decade. We covered October’s Loma Prieta earthquake, and as the ‘80s came to an end, bid a sad goodbye to one of the Bay’s best sailors and most colorful characters, Tom Blackaller.

We’ll hit the brakes here, but rev up again next month with a look at the 1990s and more.
THAT'S A LOT OF CANVAS

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The Great Drought of the Twenty-Tens lasted so long that Californians stopped believing in rain. Optimistic, excited weather gurus were practically salivating when they predicted an especially stormy Super El Niño for the 2015-2016 winter, but El Niño’s punch came late, not showing his ‘Super’ powers until the Pacific hurricane season, called La Niña.

In case you just moved to this part of the world, an ‘El Niño’ weather pattern occurs when the Pacific Ocean water temperature is above average, usually resulting in heavier than normal rainfall on the West Coast. A ‘La Niña’ is the opposite, when the ocean temperature oscillates back to cooler than average.

For four winters, sailors and race committees had been secretly grateful for the sunny, pleasant weather while bemoaning the level of the state’s water supplies. This year they struggled to squeeze in racing between the storms brewed up by La Niña.

During the winter of 2016-2017, sailors would discover which of their foulies still kept them dry and which needed replacing. Boat owners found that their vessels had sprung new leaks, or rediscovered old ones that had been forgotten.

A discussion ensued on ‘Lectronic Latitude about coping with all the season’s mold and mildew.

As in any rainy, stormy winter, it was a matter of random chance whether any given race or regatta would be shut down by adverse weather. With four race weekends scheduled, in early December, January, February and March, Richmond Yacht Club only got lucky half the time.

Traditionally held on the first Sunday of the month, the RYC Small Boat Midwinters split off the little kids in 2011: The Optimists and Green (beginner) El Toros sail on Saturday now, with plenty of support from coaches and volunteers in the relatively protected Potrero Reach racing area.

“The purpose of Green Fleet racing is to give juniors who are new to racing a chance to participate in a regatta in a supportive learning environment,” explained Ornaith Keane, the RYC Junior Program co-chair, who organizes the Saturday kids’ racing. “The sailing rules are adhered to, with the exception that some on-the-water coaching is provided. Juniors new to racing get a handle on how to conduct themselves in a regatta setting. They learn about the Notice of Race, Sailing Instructions, flags, whistles, timing, starts, thanking the race committee, team-building, and sailing in the Corinthian spirit. We are getting these kids ready to be the type of competitors that we all want to race against in the future.

“One of our regular coaches and a cadre of older juniors (those who sail in the regular RYC Midwinters) help out with coaching the Green Fleet racers. The older juniors are introduced to running a regatta — how to score, communicating with the fleet, being nimble with flags, posting the scores after a race, etc.”

On Sundays, the El Toro Seniors (over age 16) and intermediate and advanced Juniors take over the Potrero Reach racing area. Other small-boat classes race
ON RYC SMALL BOAT MIDWINTERS

skippers a few days in advance just to make sure that no one showed up. "We canceled Green Fleet in January, as we were expecting gusts in the 35- to 38-knot range," said Keane.

A storm was forecast for the afternoon of February 5, but the rain and wind held off until Sunday's races were almost completed, and those who stuck it out worked on their heavy-air chops when the front arrived.

On the Southampton course, which was actually set up just outside the Richmond breakwater and not out near the Southampton Shoal platform, the Wylie Wabbits and Ultimate 20s had complained about starting together in December. "A Wabbit revolution," Principal Race Officer Kersey Clausen called it. "We'll start them together in the first start as per the Sailing Instructions and see how it goes. We may separate them at the second start." The two classes started together for all four races that day.

Before the first start, crew aboard the race committee trawler, Pelican, were reading the wind at 160°. "It's going to be like that all day," said Clausen. "We're not moving buoys today." Of course, plenty of moving around ensued. While the mark-set boats were positioning the inflated tetrahedrons: "I'm seeing a big left. Set at 145°." While setting the startline: "15° righty. Reset at 150. I'm playing the average between these shifts."

According to the book Richmond Yacht Club 1932-1982, Corinthian YC had started the first midwinter series on San Francisco Bay in 1954. Other clubs quickly picked up other available weekends, but they were mostly for big boats. "When Cathy Truman started a Midwinter Series for Small Boats at Richmond, kind of an extension to the Junior Program which her mother and dad were running, it went over big." RYC member Suzanne McMeans narrowed the year down for us. "I think it was close to 1976," she said.

"The RYC Winter Series for dinghies has been one of the El Toro Class's premier regattas for over 30 years," said Gordie Nash. "I have sailed 26 of those years."

"On the Bay, some of the best racing is when the wind is from the east and the chop is flattened. It is sometimes low-pressure racing," continued the midwinters entry in the RYC history book. "It was nice," said one of the adult El Toro sailors about the first race weekend of the 2016-2017 series on December 3-4. "It didn't rain."

But the forecast for the second race weekend on January 7 and 8 was so dire that the club emailed all the registered International 14s and the eventual Wylie Wabbit winner, 'Weckless', at a mark rounding. The crew on 'Weckless' were John Claude (trap) and Ricky Driscoll and Cory Schillaci (middle).

close to the entrance of the Richmond Harbor, between the breakwater, the old ferry landing, and the WW1-era Terminal 1 property. Bigger, faster boats, including two keelboat classes, race outside the breakwater on the 'Southampton' course.

Ultimate 20s and Wylie Wabbits started together, with 'Pelican' marking one end of the line.
The wind shifted more to the right and softened, so the hardworking volunteers shortened the distance to the windward marks. Two were set up, one for the first three classes (Wabbits, U20s and International 14s) and one for the other mostly smaller or slower boats. The wind went to the right more, then back to the left and picked up again. At noon the starting sequence began. The wind took a major left turn during the sequence, all the way to 130°. The Wabbits, U20s and I-14s started, then the postponement flag went up for the next fleets.

The race committee reset the start pin and the yellow windward mark (the one for the shorter course) toward Berkeley. Everyone got Course 1 (one lap) for the first three races.

In Race 2 an I-14 capsized at the windward mark. It would be the first of many capsizes that day.

After the start of the third race and uncountable moves, Clausen said: “Thanks to the support team. I guarantee there won’t be any more shifts for the rest of the day.”

For the fourth race the RC went with Course 2 (two laps). It was one lap too many in the approaching storm. Boats were put away in the rain.

On the final race weekend, hopes of getting in some sailing held out until the morning of March 5. The dock was littered with El Toros, 29ers, Lasers and other craft all rigged up and raring to go. But, alas, the checkerboard ‘November’ flag, signaling abandonment of racing, was flying from the yardarm of the club-house flagpole.

The forecast called not only for high winds, but also hail — sure enough, a heavy hailstorm hit the Bay Area during the noon hour, and Marinites on Mt. Tam had snowball fights later that day. Choppy whitecaps stirred up the normally flat water inside the harbor. Gail Yando, one of the regatta volunteers, commented: “That looks nasty out there.”

Two El Toros went out sailing anyway: Sam Nash, a junior, and his great-uncle Gordie, “to keep an eye on Sam.”

Kersey Clausen asked the gathered
The club that was "built for fun" didn’t miss a beat. The very next weekend was the Big Daddy Regatta (see our coverage in *Racing Sheet* starting on page 104). The next major regatta at RYC will shift the focus back to small boats, with the Big Dinghy Regatta on April 8-9. Saturday will feature buoy racing much like in the Small Boat Midwinters, but on Sunday, the dinghies and such will sail in a pursuit race. They won’t have to go around Angel Island and Alcatraz, but the long course will go around Red Rock, Southampton and Brooks Island. The short course will only circumnavigate the outside breakwater and Brooks Island, southeast of RYC. For more info, see www.richmondyc.org.

—latitude/chris

On Sundays at the Small Boat Midwinters, youth and adults compete. Young people sailed Laser Radials on the Inside Breakwater course and 29ers on the outside course. 

sailors, who were geared up in foulies, wetsuits and PFDs: 'Who wants to go sailing?' That’s 65. Who doesn’t want to go sailing?’ That’s 65. It’s a tie. We’re going to call the series now and race just for fun inside the breakwater. We’ll have two divisions: Lasers and an open class. Those of you not used to sailing inside the breakwater, beware of ships. We have to stay out of their way."

A little later Kersey came back and announced: "That was a 35-knot gust. We’re not sailing today."

All that remained was to give away the prizes: pottery mugs handcrafted by Lynn Woodward of Lake Tahoe, unique and excellent souvenirs of a victorious series. "It was one of those years," commented Gail Yando. "Well, we got it half done. It’s not surprising with the amount of rain we got."

—latitude/chris

### RYC SMALL BOAT MIDWINTERS

**WYLIE WABBIT** (Br, 1t) — 1) **Weckless**, Tim Russell, 13 points; 2) **Mr. McGregor**, Kim Desenberg, 18; 3) **Wild Bunch II**, Sarah Deeds, 18. (9 boats)

**ULTIMATE 20** (Br, 1t) — 1) **U Decide**, Phil Kanegsberg, 12 points; 2) **Uhoo!**, Mike Josselyn, 17; 3) **Breakaway**, John Wolfe, 19. (5 boats)

**THISTLE** (4r, 0t) — 1) Hans Williams, 5 points; 2) Brian Bauman, 8; 3) Dan Clark, 11. (3 boats)

**I-14** (Br, 1t) — 1) **Chris Rutz**, 12 points; 2) **Kirk Twardowski**, 17; 3) **John Clark**, 20. (8 boats)

**29ER** (Br, 1t) — 1) **Aitor Iriso**, 16 points; 2) **Jack Sutter**, 18; 3) **Neil Marcellini**, 22. (11 boats)

**RS AERO** (Br, 1t) — 1) **Ryan Nelson**, 7 points; 2) **Craig Perez**, 15; 3) **Luther Strayer**, 19. (3 boats)

**MOTH** (Br, 1t) — 1) **Brooks Reed**, 10 points; 2) **Matt Svocek**, 13; 3) **Paul Kilkenny**, 14. (3 boats)

**Laser** (Br, 1t) — 1) **Emilio Castelli**, 15 points; 2) **Will Benedict**, 21; 3) **Roger Herbst**, 25. (14 boats)

**LASER RADIAL** (Br, 1t) — 1) **Nicholas Ses-
RYC SMALL BOAT MIDWINTERS

1) Bren Meyer, I-110, 11 points; 2) Kelly Pike, VX One, 19; 3) David Bacci, Wyliecat 17, 20. (8 boats)

BREAKWATER OPEN CLASS (8r, 1t) – 1) Steve Lowry, Day Sailer, 9 points; 2) David Hodgnes, Wing Dinghy, 12; 3) Devon Stapleton, 420, 25. (8 boats)

EL TORO SR (10r, 1t) – 1) Mike Quinn, 22 points; 2) Nick Nash, 34; 3) Gordie Nash, 36; 4) Fred Paxton, 39. (18 boats)

EL TORO JR (10r, 1t) – 1) Chase Engleharte, 18 points; 2) Wesley Seifers, 20; 3) Rebecca Baumman, 39; 4) Janne Bruhns, 12. (8 boats)

SNIPE (8r, 1t) – 1) Doug Howson, 11 points; 2) Packy Davis, 16; 3) Vince Casalaina, 16. (4 boats)

FJ (4r, 0t) – 1) Neil van der Plas, 6 points; 2) Sophia Jacobs, 7; 3) Noelle Scheer, 12. (5 boats)

BYTE (8r, 1t) – 1) Michele Logan, 8 points; 2) Eugenia Harris, 15; 3) Laurie Davis, 19. (8 boats)

SOUTHAMPTON OPEN CLASS (8r, 1t) – 1) Megan Gimple, 9 points; 2) Janne Bruhns, Wyliecat 17, 20. (8 boats)

LASER RADIAL BREAKWATER (8r, 1t) – 1) Megan Gimple, 9 points; 2) Janne Bruhns, 12; 3) Jayden Benedict, 21. (8 boats)

SNIPER (8r, 1t) – 1) Doug Howson, 11 points; 2) Packy Davis, 16; 3) Vince Casalaina, 16. (4 boats)

EL TORO GREEN (10r, 0t) – 1) Sam Smith, 10 points; 2) Ethan Young, 26; 3) Xylia Kowalskie, 30. (8 boats)

OPTI CHAMPS (12r, 1t) – 1) Jude Paggaguitan, 22 points. (1 boat)

OPTI GREEN (12r, 1t) – 1) Kate Mitchell, 16 points; 2) Evan Sullivan, 19; 3) Gabrielle Myers, 51. (5 boats)

Full results at www.richmondyyc.org

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Left: In February, RYC’s docks were swarming with kids and grown-ups prepping their El Toros and Lasers. Right: Bytes and El Toros were ready but racing was canceled in March.

Samantha Prince

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Photo by Leslie Richter / www.rockskipper.com
We always get a vicarious thrill when we meet sailors who are about to sail west across the Pacific to dreamy, palm-fringed landfalls in French Polynesia and beyond; especially since we know how hard it is to get everything together — from boat systems to a cruising kitty — in order to make the 3,000-mile leap with confidence.

“...Our boating career started on the Rideau River, outside Ottawa. One night we were sitting outside having a drink when the moon rose out of the water. I said to Phil, ‘I could do this forever.’ And he said, ‘I could, too.’”

Fast forward to the present and they are about to sail west on a nonstop, 3,000-mile crossing to the Marquesas.

Tiger Beetle — Morgan N/M 45
Rob Macfarlane III, San Francisco

We’d be surprised if many — if any — other members of this year’s fleet have more offshore passage-making experience than singlehander Rob Macfarlane. He’s already crossed to Hawaii five times; a delivery, a Pacific Cup and three Singlehanded TransPacs.

“This is part of a logical progression for me,” he explains. His SoPac cruising plan is also a bit unusual — although smart, as it avoids charging all the way to New Zealand in one season. Over a three- or four-year period he plans to zigzag from French Polynesia up to Hawaii, down to Samoa, up to the Marshall Islands, then perhaps on to Japan, Russia and back to the West Coast. A later trip may include visits to French Polynesia’s Gambier Archipelago, then on to New Zealand and Australia. Rob’s girlfriend Kristin will fly in whenever he makes a particularly enticing landfall.

Spill The Wine — Jeanneau 42DS
Chris Barry, Zap, ND

We don’t meet many sailors from the Dakotas. But as Chris explains, he endured years of nudging before committing to his current South Pacific game plan.

An optometrist, formerly from Cincinnati, Chris explains that every time a particular client would come in for a checkup, he would give Chris a different classic book about sailing the world.

Over time, the idea of following in their wakes became a life goal for Chris. As his wife Nancy Patterson explains, “He’s been telling me since we were dating in our 30s that offshore adventuring is what he wanted to do.” But at this point, Chris has wisely put the idea of a complete circumnavigation on the back burner. “As of today, the short-term goal is to reach Australia safely, then reassess my options,” he says. Nancy opted out of the week-long crossing to the Marquesas, but will fly in to join the boat at various points along the way. “I’m going to be his girl in every port,” she laughs.

Daybreak — Nordhavn N60
Jerome & Karen Fisher, USA

“We’ve wanted to do something like this since we were first married, 41 years ago,” recalls Jerome. “But, of course, we didn’t have any money back then.”

Of all the possible stopovers on their way west, Karen is most anxious to see New Zealand. After a year or more there, the couple tentatively plans to visit Australia, Thailand and Hong Kong. There, Jerome says, he’ll “hand the keys back to the builders and have them redo the boat.” (Their comfy Nordhavn is one of only two powerboats in the fleet, the other being the Nordhavn 46 Starlet.)
Mayaluga — Hans Christian 38T
Tony Roberts & Karen Lengger
Victoria, BC, Canada
How did their cruising plans get started? Karen explains, “In an earlier life, Tony had planned to do a trip around the world. He built a boat in South Africa, but unfortunately the plan fell apart and he ended up selling it to a friend who sailed it twice around the world — and used to send Tony postcards, while he was stuck working in an office.”

Tony’s cruising fantasies remained in hibernation until he met Karen. After hearing his sad story, she helped him dust off his voyaging fantasies and bring them back to life.

Today they’re chasing that decades-old dream across the horizon. “Actually, we like to think we’re on a continuous honeymoon,” explains Tony. “We got married on July 1.”

Terrapin — Dufour 45
The Nance family, San Diego
Although Phil and Aimee were thrilled to take their daughters Jessica, 13, and Emma, 11, cruising, hanging a left to the South Pacific wasn’t in the original plan. “We were too green,” admits Amy. “We didn’t feel we were ready for it. But now we are. We have had to say goodbye to far too many friends who were heading west. But now we figure, if they can do it, we can do it. And if we can do it, then anyone can.”

As of now, their itinerary is open-ended. “After hurricane season, we don’t know where we’ll go,” Phil admits.

Monark — Dufour 35
Robin Urquhart & Fiona McGlynn
Vancouver, BC, Canada
Fiona grew up sailing in Vancouver, but Robin’s first adventure under sail was sailing a lightning-fast ice boat on a frozen lake. Unlike the drenching results of a traditional-boat capsize, that experience left him with a broken nose.

“We’ve got many possible plans,” says Fiona. “We might sell the boat in Australia.”

Robin adds, “One thing we’ve been talking about with some of the younger cruisers is that the pressures on us are a little different. We don’t have retirement income, so this isn’t like an endless journey for us. At some point we have to go back home and work. So the challenge is to balance the cruising lifestyle with making money.”

Slow Flight — Morgan 452
Trevor Donnelly & Kimi Willison
Seattle, WA
“For us this actually hasn’t been a longtime dream,” explains Trevor. “It’s an opportunity that suddenly came up, and in about six months we were able to shift over and do this.”

As with many Jumpers, their long-range plan is to keep going “until the money runs out.” “We’re really looking forward to seeing the South Pacific Islands,” says Kimi. “And after that we’d love to visit India and Africa.”

Rocketeer — Atlantic 55
Glenn Howell & Bona Hebert
Miami, FL
“I grew up in Puerto Rico, and have been sailing since I was a kid. I’ve always dreamed of extended offshore sailing, and bought this boat to do that. In 2015 I was ready to go but my crew got very ill.”
That stalled his plans until he met Bona last year. After she helped Glenn bring the boat north from Panama to Mexico, one morning he said, “You know, we should do this ‘round-the-world cruise.” Without hesitation she said, “Okay, let’s go.” So this month they’re taking the first step in what may end up being a complete circumnavigation.

**Wiz — Swan 44**
**The Clark family, Seattle, WA**

Before the interviews started, we encouraged fleet members to think up a quotable quote. And when we met 11-year-old Cooper, he was ready with his: “I can’t not like sailing!” Cute. But not surprising, as he’s been cruising for several years each year since he was an infant — Susan became pregnant back in 2006, when she and Darrell were prepping for the Baja Ha-Ha.

Susan explains, “On our second date 16 years ago, he told me how his parents took him and his brother out of school for a year to do a South Pacific sailing circuit. I decided right then, I’m going to marry this guy and we’re going to do the same thing with our kid.” That was 16 years ago, and they’re now cruising on the same Swan 44 used by Darrell’s family 35 years ago!

**Katie G — Kelly Peterson 46**
**Chuck Gauthier & Karen Thomas**
**Banff, AB, Canada**

For Chuck and Karen, the spark of inspiration to cruise internationally came years ago in Rhodes, Greece. “I was walking the docks,” Chuck recalls, and I met this Canadian couple from Alberta who’d been cruising for about 12 years. They were just so cool and so mellow that it put the thought of cruising in my head.”

**Shakedown — Herreshoff 55**
**Hal & Nancy Rogers**
**Useless Bay, WA**

“For me sailing the South Pacific has been a longtime dream,” says Hal. “During my naval career I traveled the world, but Australia is the one continent that I’ve never set foot on — so that’s one of our goals.” He and Nancy went to high school together in Concord, CA, but never dated until getting reacquainted shortly after their 30th class reunion — they hadn’t seen each other in 32 years!

They bought the boat 12 years ago with this retirement cruise in mind. Now, finally, it’s “Australia, here we come.”

**Blessing — Outbound 46**
**James & Carolyn Madden**
**Kirkland, WA**

It wasn’t until they became empty nesters 15 years ago that James and Carolyn got into boating. They’ve cruised Pacific Northwest waters extensively since then, but eventually decided they were ready for bigger challenges.

“Shakedown” sailors.

**Cap’n Bill and the happy ‘Music’ crew.**

“Music” was definitely our first choice,” says Carolyn. “I love sand and sea, and warmth and snorkeling.”

Having recently retired, then sold their house and most of their possessions, the couple’s future is wide open. As Carolyn says, “It’s like whatever we decide to do, we’ll do!”

**Cap’n Bill and the happy ‘Music’ crew.**
10 years. As with many Jumpers, he made his way to Mexico via the Baja Ha-Ha rally, and at this point he's all smiles and rarin' to go. 'I'm eager to see New Zealand,' says Bill. After that, who knows?

**Me Too — Catalina 42 Mk1**
The Corbin family, Coronado, CA

One reason Cap'n Clayton and his wife Jill are heading west this year is that they figure it's the last opportunity they'll have to spend extended 'quality time' with their 17-year-old daughter Briley before she flies the coop and is on her own.

What does Briley think about crossing that big, blue ocean? 'I'm really excited,' she says. 'Ready to go see what's out there.'

If the family sticks to their 'Plan A', they'll make landfall at New Zealand by November.

**All Day — Dufour 44**
Vlad Vassiliouk & Nicole Sandmark
Alameda, CA

'I started sailing with OCSC in Berkeley three years ago, and absolutely fell in love with it,' explains Vlad, 'and now I want to see how far it can take me.'

'Nicole has been 'the admiral' since we left San Francisco last fall,' he adds, 'and she's been doing great.'

'We did the Baja Ha-Ha,' she explains, 'which was a really great introduction to the lifestyle.' Despite the couple's wide-eyed enthusiasm, though, Nicole admits that friends back home aren't convinced: 'They think we're crazy — loco' she confides. Nevertheless they're totally psyched to make the crossing.

**Southern Cross — Hylas 46**
Richard Dauben, Newport Beach, CA

When we caught sight of Richard, he and his longtime friends Phil and Carol Quirk were strumming guitars and singing harmonies. As we soon learned, the guys used to be in a band together and have sailed extensively together also. (Carol will fly in to join them.)

'The first few trips out in the boat were a little interesting,' she admits with a smile. 'Every time the boat heeled over an inch, I was convinced it was going all the way over.' But that was 13 years ago. Today, they're both loving the cruising life. 'This has been phenomenal!' she says. As they head west, their plans are open-ended.

**Sky Blue Eyes — Hunter 49**
Karl Esrason & Julie Winn
Channel Islands, CA

When we met Karl and Julie at the Baja Ha-Ha Kickoff Party last fall, they were both dressed like Vikings. Turned out Karl had a direct connection to his costume, as he was actually born in Iceland — possibly the first Icelander to do the Puddle Jump. 'I've been dreaming about doing this for 30+ years,' says Karl, 'and I finally found a good woman to go with me.'

He met his American-born wife Julie at work and introduced her to sailing soon afterward. 'The first few trips out in the boat were a little interesting,' she admits with a smile. 'Every time the boat heeled over an inch, I was convinced it was going all the way over.' But that was 13 years ago. Today, they're both loving the cruising life. 'This has been phenomenal!' she says. As they head west, their plans are open-ended.

**Beach Flea — Gulfstar 50**
The Bridges family, Bend, OR

Lisa (aka Mom) explains, 'About four years ago the idea was pitched to buy a boat and move aboard. The next thing we knew we were sailing south with the Ha-Ha. Now we've set our sights on the South Pacific, and we feel we can do it as a team — as a family.' The rest of the
crew are Captain Greg, daughter Abby, 14, and son Luke, 11.

“We’ve rebuilt the whole boat,” says Greg, “so we know the systems inside and out.”

Young Abby says, “I’m really excited to jump, because I’m looking forward to a more challenging travel experience than coastal cruising in Mexico.” Meanwhile, Luke has embraced his role as cabin boy — and on the day of the party he’d just earned his basic scuba certification.

Kristy is probably the only fleet member who has actually worked in Tahiti. Twice, she enjoyed the eye-opening experience of doing marine biology research at Moorea’s Gump Research Station. During her second stint, she remembers thinking, “The next time I visit Tahiti, I want to be on my own boat.”

Today, she’s about to do just that, along with her willing boatmate Daniel. “We’re just taking a break from the rat race for two or three years,” he explains. “After crossing to the Marquesas, we’ll just see what happens.” Sounds like they already understand that every cruiser’s plans are ‘written in the sand at low tide’ and are easily altered.

Just to be clear, we don’t publish profiles of lucky cruisers such as these to frustrate you, but to inspire you. After all, one of the greatest compliments we receive from readers is that we “kept the cruising dream alive” for them during years of pipe dreaming and preparation. So, if the idea of bluewater cruising to idyllic tropical landfalls is high on your bucket list, we’d encourage you not to give up. We’re often told that casting off the docklines and getting out of town is the hardest part.

Look for our complete 2017 PPJ recap this summer.

— latitude/andy

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April, 2017 • Latitude 38 • Page 95
If you were lucky enough to witness America’s Cup 34 on San Francisco Bay four years ago, the memories are undoubtedly still vivid. In addition, even some international race fans who watched the Cityfront action remotely regard it as the most extraordinary sailing event the world had ever seen.

In 2013, Cup defender Larry Ellison’s Oracle Team USA, racing under the burgee of the Golden Gate YC, ultimately won that historic event in an almost unbelievable comeback. But months later, after considering various site proposals, OTUSA elected to move the next edition, AC 35, to a brand-new venue: the British Overseas Territory of Bermuda, which lies roughly 1,100 miles off the US mainland.

With the start of AC 35 events beginning in May, we went to that isolated isle to check out the scene and take the pulse of both the AC sailors and their fans.

Why Bermuda?

According to AC 35 organizers, the main reason is its location. We asked Russell Coutts, CEO of the America’s Cup Event Authority (ACEA) to explain: “San Francisco had some unique characteristics that we really liked, but Bermuda offers more. First, the island’s location is in between the time zones of Europe and the US. So more people can watch the races live on TV. Second, the weather conditions here are better. We can sail year-round in the Great Sound. Because of the surrounding reef, there is no ocean swell and we only have small windwaves. That means that the foiling catamarans can put in a lot of hours on the water. The wind is less predictable, which makes for more tactical sailing.”

Golden Gate YC Commodore Norbert Bajurin clarified another factor that influenced the move: “San Francisco was a great venue for the AC in 2013. Of course we would love to have it here again. But the ACEA couldn’t come to an agreement with the city of San Francisco.”

Jimmy Spithill (Team Oracle USA) says: “Here in Bermuda, we are big fish in a small pond. People know us, and the Bermudians are enthusiastic about the America’s Cup. I love it here.”

Peter Durhager, chairman of ACBDA, is the liaison between the Bermudian government and ACEA. “Bermuda is a safe island with outstanding natural beauty. Apart from the wonderful sailing conditions and our experience with handling sailing events, we also offer facilities for a wide range of visitors. To give you an example: Bermuda is in the middle between the Med and the Caribbean. That means that a lot of superyachts will be visiting too.” He adds: “Bermuda has only 60,000 inhabitants. We are a small country, so the lines are short between the ACEA and the government.”

Which Teams Will Compete?

Now let’s have a look at the boats and the athletes who race them. AC 35 has attracted five challengers: Land Rover BAR (GBR) with Sir Ben Ainslie on the helm, Artemis Racing (SWE) with skipper Nathan Outteridge, Groupama Team France with Franck Cammas, Softbank Team Japan with Dean Barker and Emirates Team New Zealand with Glenn Ashby. Jimmy Spithill, 2013’s winning helmsman, will again skipper Team Oracle USA.

The overall lineup of athletes is impressive: Olympic medalists and one-design world champions work alongside veterans of various foiling sailboats. The new 48-ft raceboats require a crew of six: helmsman, wingtrimmer/tactician and four grinders. The grinders perform other tasks as well, most importantly, trimming the headsail and the foils. “These boats are very physical.” says Nathan Outteridge. “The grinders burn about 6,000 calories per day. They generate the power in the hydraulic system which we need to control the boat.”

The jobs of the wing trimmer and helmsman are not easy either. The boats can foil at speeds up to 50 knots, which makes a lot of noise. With the foils slicing the water and the wind screaming past the wing, the need for a communications system is clear. The helmsman and wingtrimmer have microphones attached to their helmets, the rest of the crew can only listen. There is no time for lengthy conversations. Racing sailboats at these speeds has become almost an intuitive sport. “You need two years to learn how to sail the boat before you can start racing,” Nathan Outteridge explains.

Has it become a sport only for young people who can deal with the physical demands? “I hope not,” laughs Dean Barker, who is now in his early forties. Nathan Outteridge (who just turned 30) is more adamant: “Yes, it is. The grinders..."
are all in their 20s. They are selected on their weight/output ratio, and for that you need to be young and very fit.” And lightweight: the total crew weight of an America’s Cup Class raceboat cannot exceed 1,157 lbs, which works out to 193 lbs per crewman.

Why are there no women competing? “There is no reason why women couldn’t sail in these boats,” says Xabier Fernandez, who is a wingtrimmer on Land Rover BAR. Outerridge adds: “It may be unlikely that a woman would prefer to specialize on a position as a grinder, but for wing trim and helming there are no limitations.” Barker has seen plenty of talented young females competing in youth teams. “It is only a matter of time,” he concludes.

About the Boats
After the America’s Cup win in 2013, Team Oracle USA decided on the way the 35th America’s Cup would be organized. The aim was to make it more exciting to watch, and to generate more exposure for sailing fans and sponsors. Also, the cost of fielding a viable team needed to be lower, so more teams could participate. In 2013 it cost roughly $100 million to campaign a 72-ft foiling catamaran. This time around, that number can be significantly lower, depending on the choices the teams make.

It is important to know that there are, in fact, three different boats per team. First, the AC45F: a 45-ft one-design foiling catamaran. These boats have been used in the AC World Series.

The actual America’s Cup races will be sailed in America’s Cup Class (ACC) boats, which are 48-ft foiling catamarans. The hulls, beams and wings are all the same, but each team can implement its own designs for other elements. That is, the wings, foils, rudders, aerodynamics and controls are all unique to a given team. While the ACC-boats are being built, the teams use their third boat: the AC45S or AC45T. These are 45-footers with hulls similar to the AC45F, which will never be used in races. They are design platforms, used for training and development. Every time one of these boats is out on the water, a small armada of chase boats follows. The lead boats are packed with laptops to receive all the data that the sensors on the cats send. The second-row boats are packed with cameras to investigate the ideas the other team is working on. Spying and playing psychological games is part of the America’s Cup tradition.

“It’s a design race,” says Ian Burns of Team Oracle USA. The number of variables is staggering: The foils can tilt forward, backward and sideways, and go up and down. Same for the rudders: they can go up and down and backward and forward. The wing and foresail present thousands more possibilities.

What makes these boats sail fastest in the range of wind angles and speed? They can handle windspeeds between 6 and 25 knots. To manage the systems, most boats are equipped with a hydraulic system that controls the foils, wings and foresail. All input has to be manual, but
there is a computer that translates this input to the actual movement of the various elements, such as foils. Jonathan Nicholls, Hydraulics Systems Manager of Artemis, explains the complexity of the controls of the ACC boats like this: “Compare it with the brake in your car. In the past, you’d hit the brakes and a cable made sure that the brake started braking. Now there is a computer that makes sure your car doesn’t skid, and you stay in control. These kinds of fly-by-wire systems are everywhere in the ACC boats.”

It is incredibly hard to sail these boats and make split-second decisions all the time. “In the old days, an America’s Cup race took two hours.” Russell Coutts explains. “Now we do the same in 25 minutes. Every two to three minutes there is a maneuver. The crew has to be fast, agile and smart.” Barker adds, “With only four square meters (36 square feet) of the boat in the water when it’s foiling, every detail counts. You have to get everything right.”

Tyson Lamond of Softbank Japan adds: “Our boat and that of other teams are so different from what we thought they’d be in October 2016, and what they are now. No ACC-class boat which is launched in the first months of this year will be the same when we actually start racing. It is a continuous struggle between the athletes and the engineers. The athletes want to be out there on the water and train. The engineers need time to collect and process the data and train. The boat is a development race and it will stay that way until the end of the races.”

The power in the hydraulics system plays a decisive role. Five teams have chosen to use grinders. Each of them can generate between 800 and 1,200 watts in a few seconds. During a race, the output of all four of them together is around 800 watts. That is what the engineers and designers have to work with. The Kiwis decided to use foot pedals and ‘cycle’ the hydraulic pressure. The first footage of the Kiwi boat was released when we were on Bermuda. Reactions were mixed. “I think they are very brave,” says Xabier Fernandez. “We also looked at it, but dismissed it,” adds Ian Burris. “It takes too long to get off the pedals, across the trampoline and back on the pedals again. They sit higher, so there is more drag also.” An engineer added more information: “With your arms you have 20% less power. But with a lot of training we can eliminate that difference.” Time will tell who is right.

Previews to the AC Finals

Although the big show is yet to come, officially, racing for the America’s Cup has already started. To promote the sport and reach more fans, the ACEA decided to stage the Louis Vuitton America’s Cup World Series. In 2015 and 2016, two-day events were staged at nine venues around the world, which helped build enthusiasm for the main events. Overall, Land Rover BAR won the series with 512 points, and Team Oracle USA came in second with 493 points. With these wins, they earned points that they can use in the Qualifiers: May 26 to June 3 on Bermuda’s Great Sound. (See sidebar for more about scoring.)

Adding to the excitement this summer, a special regatta for superyachts will be staged between June 13 and 20. Due to their depth, they will be racing on a course to the South of Bermuda. And get this: Seven J Class classics will be racing also, on a course northeast of Bermuda.

The future

There’s no doubt that the 2013 A Cup in San Francisco Bay inspired lots of innovation in the sport of sailing. But some wonder if the new emphasis on foiling will drive a division within the sport. Time will tell.

In the meantime, if you’re a fan of cutting-edge marine technology and top-tier sailing competition, we suggest you study the event schedules and prepare to be impressed. And be sure to fasten your seatbelt, because you’ll be in for a wild ride.

— janneke kyusters

More about Scoring

Each team races each other team twice, with one point scored per win. It is important to know that in AC 35 the defender, Team Oracle USA, will participate in the Qualifiers — which is not usually the case. The team that wins the Qualifiers gets one point. If that team ends up sailing in the Final Match, they will have a one-point advantage.

The top four Qualifiers advance to the Louis Vuitton Challengers’ America’s Cup Playoffs. These take place from June 4 to 12. In pairs of two, the teams race each other in a ‘first-to-five’ series. The winners race each other, also in a ‘first-to-five’. The winner of the Finals is the Challenger for the Cup.

The races for the 35th America’s Cup Match are held on June 17, 18, 24 and 25. Each win results in one point. The team that can take a point from the Qualifiers has a big advantage. The team that wins seven points first wins. If there is no winner on June 25, the racing continues on June 26 and 27.
2017 Great Vallejo Race

May 6th & 7th

Join us for the 118th GREAT VALLEJO RACE Weekend

- Cruising division added
- New finish line on Sunday, just south of the bridge
- Awards for Saturday, Sunday and Overall

- Don't miss the Post-Race “Captain Ron” Party complete with a “Captain Ron” Costume Contest!
- After race Mai Tais will be flowing!
- Delicious BBQ Dinner will be served!
- Featuring music from The Steel Drum Band Shabang & Darrell Edwards Heavy Weather Band!

Enter Online at www.yra.org
"How can they expect anyone to keep up with this stuff?"

As usual, my dock neighbor was complaining about something. She’s almost always complaining about something, but this time it was about racing rules. Or, more accurately, about the equipment requirements for the ocean race she had entered.

She had bought a boat set up for long-distance cruising, complete with a marine single sideband transceiver. Now, with a copy of the Notice of Race and the equipment requirements in hand, she was discovering that she had to have a saathophone, too. And position reports had to be in text messages or email, so not just any old saathophone would do.

I was there on her boat to hold a wrench from under the aft deck so she could fasten down some padeyes for the back ends of the jacklines.

Now, when I can’t reach both sides of a through-bolt, I use a vise-grip with a screwdriver through the jaws to keep the nut from turning. In fact I usually use two vise-grips, with one screwdriver going through both of them, so I can tighten up two bolts before I have to run below again. But my friend seemed to thrive on asking her neighbors to do little chores like this for her, and I didn’t mind helping her out.

I was about to suggest that maybe she should be the one to crawl into the aft end of the cockpit locker with the wrench while I worked the screwdriver and Lee volunteered to worm her way under the deck and save me from the contortionist exercise.

"It saves time on the radio," I remarked, "but in some ways it’s too bad they’re doing away with the voice roll call every morning over the SSB. I liked to hear all the navigators’ voices; you could tell if they sounded stressed or confident. And I fear that switching from voice to data will take all the fun out of Children’s Hour."

I had to explain the cultural phenomenon of the SSB Children’s Hour, now lost forever, it would seem. Six to seven every evening, the race frequency would come alive with reports about the wind, the top speeds, the size of the fish caught, which bottles of wine were opened for dinner, and bad limericks. All lies, of course. The Sailing Instructions explicitly suspended the rules about outside information from other boats during this hour — but since it was all fake news, no one ever gained any advantage. It was a great party line, and promoted the sort of group pathology in which even the worst jokes seemed funny.

During this explanation, another dock neighbor rolled up. He was in a manual wheelchair, pushed along by an attendant. Known as the oldest berther in the harbor, he had brought his boat in during the first year the marina was open.

"Still on manual power," I observed. "You know, you can get those things with motors now."

"Never had an engine in my boat," he said proudly, "and won’t never have one in this chair neither."

While I worked the screwdriver and Lee held the nuts from underneath, the boat owner continued her complaints about the new communications gear she would be forced to buy. "Even my VHF isn’t good enough any more," she said. "Now it has to have DSC and AIS."

"You kids have it easy," said the old sailor, "with or without a single sideband. Why, when I raced in the first Singlehanded TransPac back in ’78, he recalled, "we couldn’t even get a weather map over the radio. They would send us Morse code with the coordinates of a few points on the 1020 isobar, and the positions and strengths of the highs and lows. I wasn’t fast enough with my Morse to read it as broadcast, so I had to tape record it and play it back at a lower speed. You kids don’t appreciate how lucky you are to have them newfangled grim files, or whatever they’re called.

"G-R-I-B, for GRIdded Binary," said Lee Helm, appearing from the lazarette hatch to ask for a different size wrench.

"I think you’re mixing that up with Transpac," added the attendant pushing the chair. "I don’t think the Singlehanded Sailing Society ever did those coded isobar charts."

"My external memory unit," the old man said as he gestured to the attendant behind him. "So many races, so many Aloha parties . . . Course, the one thing that was good about plottin’ your own weather map from Morse code, the old ocean racer continued, "was that you could use any projection you wanted for the map base. I liked the tangential projection best. It’s not conformal as you move away from the point of tangency, but every straight line on a tangential projection is a great circle, so you see the undistorted positions of the weather systems on the synoptic chart."

Lee decided that this was someone she could talk to.

"Every great circle is in a plane that passes through the center of the sphere," Lee deduced, apparently thinking out loud. "And the intersection of any two planes is a straight line. You’re right! Any

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Image: This is how we made weather maps at sea in 1980. The isobars were drawn from coordinates broadcast to the fleet in Morse code.
straight line on a tangential projection is always a great circle. But, like, there
is distortion, so the point of tangency
should be close to the route you’re sail-
ing."

"Sharp kid," the old man acknowledged.

"When did you sail your fi rst Trans-
pac?" Lee asked.

"He did foredeck for Noah on the Ark," said his attendant.

"When you sail your fi rst Trans-
pac?" Lee asked.

"It was before we even had to have
radios," the old sailor responded. "And let
me tell you, those were the days. The best
part of racing incommunicado, without a
radio, was that you had no way to know
how you were doing till you came around
the last jetty and got your fi rst look at
the yacht club guest dock at the fi nish.
If it was empty, you won. If it was full
of boats – especially boats smaller than
yours – you were in the tank. You see,
kids . . . " he leaned toward Lee as if to
impart a deep secret, "the main thing was that for the
whole race you could make the crew imagine they were
winning — or at least, that it was close — and that
kept the pedal down. As soon as we started having
daily position reports, it kind of ruined the whole
thing, because if you found out you were in the bottom
half, you couldn’t keep the crew from lollygagging the
rest of the passage."

"I know what you mean," I said. "I’ve been on boats
where they go into cruise mode if it’s clear we don’t
have a shot at the podium. And now that all the boats
have real-time trackers, it’s even worse."

"How so?" asked the boat owner. "Doesn’t keeping
tabs on all the competitors make it a more exciting
contest?"

"Maybe for some folks," admitted the old salt. "But
with position tracking you don’t even have the sus-
 pense of each morning at roll call, when you fi nd out
if you gained or lost over the last 24 hours."

"Or fi nd out if your main
competitor took the same jibe you did
last night," added Lee. "It really changes
the tactical game, because now you
have to play it as if the whole fleet
can see you for the whole race.
Makes it more
like a two-week
buoy race."

"At least
the price of all
the required gear
is coming down," I said to the own-
er after she read
more items from
the required-
equipment list.
"Even as the ca-
pabilities keep
going up, I think
it’s cheaper than
ever to prepare a
boat for an ocean race, if you cost it out
in inflation-adjusted dollars."

"Yup. The SSB used to be the big-tick-
et item," the old man agreed. "And you
couldn’t just bolt it on and hook up the
power. You needed a ground plane, and
a tuner, and copper foil from the tuner
to the ground plane, and an insulated
backstay for the antenna. Most racers
had a professional do the installation.
Even then, half the time those sets didn’t
work, or made you sound like Donald
Duck. Also, before GPS, you needed a
 sextant and books of tables, and you had
to have someone who could do celestial
navigation. Come to think of it, that’s
how I got my fi rst ride as navigator. I
could do celestial, and when I didn’t get
seasick I was promoted. But it was a
big obstacle for a lot of would-be cruis-
ers and racers back then. Remember
LORAN? It only worked good in coastal
waters, and SatNav was far too expensive
for us yachties. We had to use celestial
navigation for real."

"And don’t forget that you also needed
a separate Weatherfax machine if you
were serious about winning," I added.

"You mean, like, you couldn’t just
bring a laptop computer and hook it up
to the single sideband?" Lee asked.

"Not when I started sailing," the old
man responded. "My onboard computer
was a number-two pencil."

"But by the mid ‘80s," added the
wheelchair attendant, "people were
replacing the Weatherfax receiver with
software that would send the maps to
their computers directly from the SSB."

"Oh yeah, getting the Weatherfax
machine off the boat was good," said the
old man. "I sure don’t miss that thermal

When they move the clock back to 1977 for the
Celestial Division, these are the only tools you’ll
be allowed to use to fi nd Hawaii.

Back in the day, we kept track of competitors by plotting their morning roll-
call positions by hand on the celestial plotting sheets. It was SOP to tape
them all together to document the race strategy. Some navigators still like
the old-school method of fleet visualization: Jon Shampain of the SC50
‘Horizon’ was still doing it this way in 2013, and he’s won too many Hawaii
races to count.
Paper. The Weatherfax dealer charged an arm and a leg for that ‘special roll of paper,’ he remembered. "But I beat the system. All you had to do was buy regular old thermal paper at the office supply store, then unwind the third of the roll so it would fit in the Weatherfax machine. Saved a bundle."

"I'm old enough to remember trying to get weather maps off a short-wave receiver with my first laptop computer," I said. "It wasn't easy, had to be tuned in just right, and it took forever because it was an analog scan. And if you missed the broadcast of the forecast map you really needed, you might be out of luck till the next day."

"But then they PacTel modems came along," said the old salt. "And it finally got sort of reliable. And those G-R-I-B files, you could get the map you wanted any time."

"Thanks to the volunteers who set up Saildocs and SailMail," I added. "But didn't you still need the SSB installation?" asked Lee.

"Oh yes," said the old sailor. "But then the satphone came along. We didn't think much of it at first, but then it proved that it could actually be much better than a radio in a distress situation. Remember that 40-footer that was hit by a whale and sunk on its way back from Hawaii? They sank fast, and the radio was underwater when they phoned home for help. You can pop a satphone out of its cradle and keep talking as you climb into the life raft. Try that with an SSB."

"It was a big cost saver, too," I added. "With satphone check-ins, no more SSB required. Even though we lost the evening Children's Hour."

"And now I have to have data capability too," complained the boat owner. "It's cheap," Lee assured her. "And, like, the latest satphone data-accessory systems put WiFi on your boat, so you can use a laptop from anywhere. You'll love it. You can log in from the back of the quarter berth in the middle of your off-watch to download the latest weather map, and even run the routing software, without ever getting out of your sleeping bag or turning on a cabin light. And, like, that's the only good thing about Windows 10. You can bring up a soft keyboard on the touchscreen so you don't need to put on your headlamp to see the keys."

"That reminds me," I said to the boat owner, "You'll want to buy the routing software too."

"Not if you're on a budget," said Lee. "There's free, open-source stuff out there that works fine."

"They're requiring that I rent a YellowBrick tracking device," complained the boat owner, looking up from the Notice of Race document. "That's another new expense that just got tacked on in the last couple of years," I said.

"But it's going to go away in another couple of years," predicted Lee. "There are little personal tracking gadgets that have two-way text-message capability, perfect for roll call. And, like, who needs position reporting anyway? When every boat is tracked – just an 'all's well' message should do it. The gadgets are not expensive. The coverage doesn't go all the way to Hawaii yet, because they don't use the satphone satellite network, but that's coming. In a couple years all we'll need is one cheap little device that takes the place of the SSB, the satphone and the tracker. OK, I guess we'll still need email capability for weather maps, but that's optional as far as race requirements go."

"It doesn't help my budget this year," sighed the boat owner. "But I'm not going to skimp on the raft, or on the emergency rudder. What I really hate, though, is buying flares. You never use them, you have to replace them after three years, and there's no place to throw them away. All the flares that came with the boat are out of date. And the hazardous waste recycling center won't take the old ones."

"That might change too," said the wheelchair attendant. "Once they figure out how to make those laser flares helicopter-pilot-safe, I think we'll see the pyrotechnics phased out completely."

"Maybe, maybe not," opined the old sailor. "You know, there are some things that a rocket flare still does better than anything else."

"For sure," said Lee. "But on balance, like, I'd rather have an extra waterproof VHF, and strobe lights that will work all night, instead of three flares that each last for less than a minute."

"The AIS mostly replaces radar for small boats," I said. "That's another big-ticket item that has become much less important in the last few years."

"Except maybe for tracking squalls," Lee pointed out. "But for that, a cheap radar does fine. It's the expensive sets that try to filter out the rain. For squall tactics, the rain is what we want to see."

"Bah!" exclaimed the old man. "Radar to see squalls. That's not how we did it. Just watch for the dark part of the sky with no stars. I still think we're missing the best of old-school ocean racing, what with all the newfangled weather maps, a computer program that tells you exactly what course to sail, and the every-instant position output from any one of ten different GPS-equipped devices on the boat. Let's play the game the old way: Every race to Hawaii should have a Celestial Division. Turn the clock back to 1977. No weather maps, no GPS, no routing software. Only celestial and RDF, and extra credit if you do all the celestial calcs by hand, no computers allowed. Just the voice-only 'high seas forecast' for weather. They do still broadcast that, don't they?"
"They have a Celestial Division in the Marion-Bermuda race," the wheelchair attendant pointed out.

"Yeah, they do, and they use celestial, but they still get to use weather maps and routing software. And they still get to use GPS for the final approach to Bermuda, those wimps.

"Hey, Bermuda can be a really tough landfall," I noted.

"Turn the clock back!" The old codger insisted. "We did fine without GPS."

"I think you would have to, like, put masking tape over the displays on all the instrumentation with GPS data," Lee pointed out. "And, like, the RC has some major liability exposure if they make you turn off your AIS. To make this work, each boat would probably have to have a 'navigation safety officer' who would monitor the GPS and other modern nav gear, just to keep the boat out of trouble. I've almost hit Middle Farallon first night out on the way to Hawaii, even with a GPS and a chartplotter..."

"Well, maybe," conceded the old man.

"But there should be extra credit if you reduce all the celestial sights by hand, and extra-extra-extra credit if you get all your longitudes by lunar distance, instead of using one of them newfangled chronometers."

"Would you allow radio time signals?" I asked.

He thought for a second. "I guess we have to," he said. "Mechanical chronometers are too expensive, so it would be tough to do this without using any electronics at all."

"I've been reading up on the lunar-distance method," added the wheelchair attendant. "Even though they've had chronometers since the late 18th century, the lunar-distance method was still widely used all through the 19th. Chronometers were expensive and you needed three of them: if one started to go off you could tell which one it was. It seems that it was not the chronometer that put lunar distance out of business—it was the radio time signal. With a time check, you only needed one chronometer, and if it drifted off you had an easy way to check."

Lee was trying to take in the implications of ocean racing with only 40-year-old consumer technology.

"But as navigator, what would I do all day?" she asked, "without a new set of weather maps every six hours, without competitors' real-time tracks to analyze, and without an optimization program to run?"

"Try to figure out where the heck you are," said the old codger as he rolled away. He was speaking from experience.

— max ebb
A rare one-design win upsets the status quo in the GGYC Seaweed Soup Regatta: RYC’s Big Daddy enjoys perfect weather; OYC’s Rites of Spring are less riotous than usual; SBYC’s Island Fever sees shades of gray; Bay Area sailors win the Nichols Cup in Louisiana; BYC crowns a Champion of Champions; and Stanford hosts the McIntyre Team Race. Box Scores includes a slew of spring classics and midwinter series.

One Design Wins Soup Cup
Race 5 of Golden Gate Yacht Club’s Seaweed Soup midwinters was held on Saturday, March 4, alongside St. Francis YC’s Spring One Design regatta along the San Francisco Cityfront. The race committee gave all divisions a relatively short course in order to get everyone back to the clubhouse for the awards presentation, as this was the last race of the series.

While many of the division winners were already a done deal, a mystery remained as to who would win the coveted perpetual trophy.

After handing out division prizes, race director Ray Davis said, “The big question is, who’s the overall winner of the 46th annual Manuel Fagundes Seaweed Soup Regatta? We had a tie.”

The trophy goes to the boat with the lowest score. In the PHRF divisions, Twisted and Gentoo each had five points. In the one-design classes, Queimada, Narcissus and Polruan each had four points.

“We’ve come close before several years running to finally make it up here and grab a keeper and get our name on the Cup. The fleet has been racing this 20 years now. This is my 12th year, and it’s a good time out there — the same winds and crazy currents we all fight with, and we have a refrigerator onboard that keeps the beer cold.”

Next up for GGYC is the Small Craft Beer Regatta, with different small craft breweries featured after each Friday night race. The series will start on May 5 and run every other Friday night through August. The club is also promoting the new Rainbow Regatta on June 17. GGYC is co-sponsoring the first LGBT-friendly regatta with Barbary Coast Boating Club, a San Francisco-based organization for gay sailors.

— chris/latitude

GGYC SEAWEED SOUP REGATTA (5r, 1t)
PHRF 1 — 1) Twisted, Farr 40, Tony Pohl, 5 points; 2) Zamazaan, Farr 52, Greg Mullins, 9; 3) California Condor, Antrim Class 40, Buzz Blackett, 13. (11 boats)

PHRF 2 — 1) Gentoo, Soto 30, Paul Dorsey, 5 points; 2) Snowy Owl, Express 37, Jens Jensen, 15; 3) Jeannette, Frers 40, Bob Novy, 16; 4) Sapphire, Synergy 1000, David Rasmussen, 17. (16 boats)

PHRF 3 — 1) Arcadia, Mod. Santana 27, Gordie Nash, 6.5 points; 2) Serenade, Sabre Spirit, Hank Easom, 6.5; 3) Insolent Minx, Melges 24, Zhenya Kirueshin-Stepanoff, 12. (16 boats)

Queimada’s skipper, David Sanner, said Queimada’s skipper, David Sanner, Easom or Nash has won it. But Queimada scored a perfect row of bullets in a seven-boat fleet. Even their throwout was a first place.

“It’s good to see the Catalina 34 win,” said Queimada’s skipper, David Sanner, Queimada’s skipper, David Sanner, Queimada’s skipper, David Sanner.

The crew of ‘Queimada’ won GGYC’s other Cup. Left to right: Nathan Hadlock, John Curren, Ray Davis (GGYC race director), David Sanner (skipper), Jackson Haring (partner), Leslie Iacopi (GGYC rear commodore). Not present: Michael Jordan.
he was tired.

"This race should have more boats, especially when there's weather like this," opined a race committee volunteer.

For the last three years, the music at Big Daddy's Saturday night party has been provided by a DJ rather than a live band. An ABBA disco tune got the partiers up and dancing, and the Village People's "YMCA" is always a crowd pleaser.

On Sunday at noon it was looking like a "You should have been here yesterday" kind of weekend. The westerly was stubbornly filling, and the start of the pursuit race in the Southampton Shoal area was postponed. "We're not going to race in no wind and current," said Paxton. "We'll post the start time and then it will be a word problem." A volunteer on the 'Whaler 1' RIB called in from the Central Bay reporting, "It's flat-ass calm.

PHRF 4 — 1) Youngster, IOD, Ron Young, 6 points; 2) Xarifa, IOD, Paul Manning, 9; 3) One Hundred, IOD, Paul Zupan, 11. (6 boats)

CATALINA 34 — 1) Queimada, David Sanner, 4 points; 2) Crew's Nest, Ray Irvine, 11; 3) Motley, Chris Owen, 13. (7 boats)

KNARR — 1) Narcissus, John Jenkins, 4 points; 2) Knarr 134, Eric Gray, 8; 3) Fifty Fifty, John Bobincheck, 13. (6 boats)

FOLKBOAT — 1) Polruan, James Vernon, 4 points; 2) Nordic Star, Richard Keldsen, 8; 3) Shanty, Mark Slichter, 14. (6 boats)

Full results at www.ggyc.org

Picture-Perfect Big Daddy

Richmond YC could not have asked for better weather on March 11-12 for their late-winter classic, the Big Daddy Regatta — particularly on Saturday.

Saturday featured three races on each of three courses, all of which started on time. Deep Water Course race committee volunteers reported that the westerly stayed consistent and the races were fast.

It was the first regatta for Frank Slootman's new Pac52 Invisible Hand. Between the first and second races, PRO Fred Paxton got on the radio and called the pin-end starline boat, asking, "What do you think about moving the pin?" As soon as he said that, Invisible Hand snagged the inflatable mark. "Oh, never mind," said Paxton. "We'll wait for them to get done with it, and then we'll figure out what to do with it."

The Express 37's had a great second race. They were super-packed up at the finish after a double-sausage course, finishing within seconds of each other. Paxton asked them if they wanted Course 3 or 2 for the third race (three or two laps) — they said 2. They used a #1 genoa for the first race, then traded down to #3 jibs for the second race (no #2s are allowed per class rules). Three different boats got bullets in the three races. "Maybe because Kame wasn't there?" mused a crew on the top boat, referring to perennial winner Kame Richards and his Golden Moon.

One of the skippers was critical of the Olympic Circle Course, claiming it was way too short, with the leeward mark too close to the line. The racers were asked, "Do you want Course 3 for the third race?" The bowfolk rebelled, shouting "No!" They got Course 2. "We were back in and drinking by 3," was one comment. "That bar is not going to empty itself."

The Southampton course had rally nice conditions with 10-15 knots of breeze. The Santana 22 class was given Courses 2-2-3 — seven laps — tiring, but all of them finished. Richard vonEhrenkrook singlehanded his Cal 20 Can O'Whoopass. He took two bullets then dropped out of the third race because he was tired.

"This race should have more boats, especially when there's weather like this," opined a race committee volunteer.

For the last three years, the music at Big Daddy's Saturday night party has been provided by a DJ rather than a live band. An ABBA disco tune got the partiers up and dancing, and the Village People's YMCA is always a crowd pleaser.

On Sunday at noon it was looking like a "You should have been here yesterday" kind of weekend. The westerly was stubbornly filling, and the start of the pursuit race in the Southampton Shoal area was postponed. "We're not going to race in no wind and current," said Paxton. "We'll post the start time and then it will be a word problem." A volunteer on the Whaler 1 RIB called in from the Central Bay reporting, "It's flat-ass calm..."
"We’re going to give it another 30 minutes," said Paxton, "to see if that breeze comes around the corner."

One racer grumbled: "What is this? BART?"  "I’m half a mile from the Golden Gate Bridge with 4 to 6 knots," was the next report from Whaler 1. "Looks solid."

Paxton was hoping for an even one-hour postponement to make the "word problem" easier. But the postponement ended up lasting for 70 minutes. The breeze filled in and held for the duration of the race. Despite the delay, all but two of the 73 boats that started finished well within the 5 p.m. time limit.

"We’ve got 3-4 knots out here," came another report from Whaler 1. But the postponement ended up lasting for 70 minutes. The breeze filled in and held for the duration of the race. Despite the delay, all but two of the 73 boats that started finished well within the 5 p.m. time limit.

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"We’ve got 3-4 knots out here," came another report from Whaler 1.
was worried for a while, especially about Tiburon (C&C 30), until I saw them jibe to get away from the hole.”

Crew this year were Rachel Fogel and Alex Hanford. Moore has won RYC’s pursuit race on Kwazy twice before, including in 2013’s Great Pumpkin Regatta.

“It was a gorgeous day with moderate winds,” he added. “We used our big jib and never really lit it up on the way back from Alcatraz. I was a little worried we’d get waterlined, but a Wabbit gets rides from Alcatraz. I was a little worried we’d never really lit it up on the way back.”

Ross Groelz’ Eagle was the first Express 27 to finish, having gone clockwise. They had a photo finish with Froglips, but the J/24’s spinnaker won the match.

The first Moore 24, the Seifers family’s Flying Tiger, had a junior skipper and two junior crew aboard, plus two adults. Boat owners are encouraged to invite youngsters along for Sunday’s race.

— chris/latitude

PHRF A — 1) Invisible Hand, Pac52, Frank Slootman, 6 points; 2) Twisted, Farr 40, Tony Pohl, 7.5; 3) Bodacious+, 1D48, John Clauer, 8.5 (6 boats)

PHRF B — 1) Encore, Sydney 36 CR, Wayne Koide, 3 points; 2) Jeannette, Frers 40, Bob Novy, 7; 3) Phantom, J/44, Jack Clapper, 8 (4 boats)

PHRF C — 1) Tiburon, C&C 30, Steve Stroubl, 6 points; 2) CentoMiglia, Flying Tiger 10, Mark Kennedy, 7; 3) Courageous, J/88, Gary Panariello, 8 (8 boats)

PHRF D — 1) La Viasera, J/109, Brian Richards, 7 points; 2) Another Girl, Alerin Express 38, Cinde Lou Delmas, 7; 3) Serenade, Sabre Spirit, Hank Easom, 7.5 (11 boats)

PHRF E — 1) Uno, Wyliecat 30, Steve Wonder, 7 points; 2) Ahi, Santana 35, Andy Newell, 8; 3) Arcadia, Mod. Santana 27, Gordie Nash, 8 (7 boats)

PHRF F — 1) Froglips, J/24, Richard Stockdale, 3 points; 2) Shark on Bluegrass, Olson 25, Falk Meissner/Tom Nemeth, 7; 3) Frisky, Open 5.70, Dale Scoggin, 9 (5 boats)

EXPRESS 27 — 1) Stewball, Bob Harford, 5 points; 2) Escapade, Nick Schmidt, 6; 3) Bullet, Larry Baskin, 9 (4 boats)

EXPRESS 27 — 1) Dianne, Steve Katzman, 3 points; 2) Ergo, Chris Gage, 8; 3) Eagle, Ross Groelz, 9 (4 boats)

WYLIE WABBIT — 1) Mr. McGregor, Kim Desmond, 3 points; 2) Bad Hare Day, Erik Menzel, 7; 3) Kwazy, Colin Moore, 8 (4 boats)

SANTANA 22 — 1) Albacore, Michael Quinn, 5 points; 2) Alegre, Chris Klein, 6; 3) Carlos, Jan Grygier, 7 (5 boats)

ULTIMATE 20 — 1) U Decide, Phil Kanegsberg, 3 points; 2) UAgain, David Woodside, 7; 3) Peabody, Donna Womble, 10. (4 boats)

CAL 20 — 1) First Rodeo, Stephanie Stroubl, 6 points; 2) Can O’Whoopass, Richard vonEhrenkrook, 7; 3) Green Dragon, Marcus Choy, 7. (3 boats)

BIG DADDY PURSUIT RACE, 3/12


MULTIHULL — 1) HMB Boys & Girls Club, D-Class cat, Alan O’Driscoll; 2) Shadow X, Extreme 40 cat, Peter Stoneberg; 3) Khimaira, F-25c tri, Mark Zimmerman. (6 boats)

Full results at www.richmondyc.org

OYC Rites of Spring

As has become Oakland YC’s tradition, there is a quote to set the tone for
A diverse fleet of boats raced in Encinal YC’s Jack Frost Series on the Central Bay this winter. Left to right: a Santana 22 (they had a one-design class), an Olson 30, and a Cal 40.

THE RACING

Down the the Rites of Spring race and this year’s was from John Paul Jones: “Give me a fast ship, for I intend to go in harm’s way.” Although it truly did no harm, the first surprise of the day was when the committee boat and racers arrived at the Berkeley Circle, where the start was to be, only to find the Big Daddy at the Circle as well. The OYC committee quickly adjusted and set the start off the Berkeley Pier.

The wind was good, and with only a short postponement we were in count-down. The fleets were split between two courses, the winds were blowing 15-20 knots with gusts to 25, and racers had to account for a relatively heavy ebb. The progress was steady for those rounding Harding Rock. The wind and current moving from Harding toward Blossom Rock had that surging and surfing feel. Next, racers headed for Mark 33 on the south side of the Bay Bridge, the final mark on all the courses, and then down the Estuary to finish in front of OYC.

Hmm, boats seem to be slowing, boats seem to be sailing less than optimum lines, boats are stopping, and there many sat. The wind died, and with the ebb at about 3 knots, some boats were being sucked backward, back under the Bay Bridge, toward Yerba Buena, toward the Oakland side of the bridge. One racer said it looked as if a magnet was pulling boats away from the mark. Boats were maneuvered, but the wind gods got the best of some as one by one engines or had enough room so as not to be

THE BOX SCORES

Thornburg; 2) Mighty Merloe, ORMA 60, H.L. Enloe. (3 boats)

Full results at www.nyccaborace.com

NHYC/SDYC ISLANDS RACE, 3/11-3/12

MONOHULL — 1) Pyewacket, Andrews 70, Roy Disney; 2) Grand Illusion, SC70, Patrick O’Brien; 3) Holua, SC70, Brack Duker. (23 boats)

MULTIHULL — 1) Mighty Merloe, ORMA 60, H.L. Enloe. (1 boat)

Full results at www.islandsrace.com

NHYC/SDYC ISLANDS RACE, 3/18

EXPRESS 27 — 1) Motorcycle Irene, Zachary Anderson. 7 points; 2) Wile E. Coyote, Dan Pruzan; 3) El Raton, Ray Lotus, 15. (7 boats)

J/105 — 1) Arbitrage, Bruce Stone, 14; 2) Godot, Photographs, Laby, 15; 3) Jabberwocky, Brent Vaughan, 20; 5) Blackhawk, Ryan Simmons, 20. (21 boats)

MELGES 24 — 1) Looper, Duane Yoslov, 11 points; 2) M1, Ian Collignon, 13; 3) Smokin’, Kevin Clark, 19; 5) MOORE 24 — 1) Moregasm, Steve Bourdow, 8 points; 2) Banditos, John Kernot, 14; 3) Immoral, Matt Van Rensselaer, 18. (7 boats)

Full results at www.stfyc.com

NHYC NEWPORT TO CABO SAN LUCAS RACE, 3/11-3/12

ORR 1 — 1) Zephyrus, R/P 77, Camon Guizot. (4 boats)

ORR 2 — 1) Grand Illusion, SC70, James McDowell; 2) Holua, SC70, Peter Isler. (6 boats)

ORR 3 — 1) Horizon, SC50, James McDowell. (3 boats)

MULTIHULL — 1) Phaedo3, MOD70, Lloyd

EXPRESS 27 — 1) Verve, Ron Snetexiger/Stanly Martin; 2) Wetsu, T’hai Krasner/Hachel Fogel; 3) Tequila Mockingbird, Matt Kroger/John Inellier. (8 boats)

MULTIHULL — 1) Papillon, F-27, Andrew Scott/Gordie Nash; 2) Wingit, F-27, Amy Wells/David Wihte; 3) Ma’s Rover, F-31R, Mark Eastham/Cam Tuttle. (7 boats)


RACE TO THE BAR (DHG7)

ULDB — 1) Insolest Minx, Melges 24, Zenana Kirshenkin-Steparoff/Ian Ferguson; 2) Conceivable, J/88, Steven & Zach Gordon. (2 boats)

MOORE 24 — 1) Rare Bird, Joseph Dillard/Gilles Combrison. (1 boat)

IYC SADIE HAWKINS, 3/16

SPINNAKER — 1) Faster Faster!, Merit 25, Junette Kushner; 2) Lelo Too, Tartan 30, Emily Zugoni; 3) Dire Straits, J/24, Lonnie Zarem. (4 boats)

NON-SPINNAKER — 1) Obsession, Harbor 20, Katie Mayers; 2) Dominatrix, Santana 22, Heidi Schmidt; 3) Ghost, Tartan Ten, Pam
sucked to land, and were still willing to stick it out a bit longer. A slight tickle of a breeze, ever so slight, then a little more breeze came up, and, in a little more time, there was enough to sail once again. Eight boats of the 29 signed up finished the race at OYC.

— debby ratio

**THE BOX SCORES**

5; 6) **Balein**, Dan Coleman, 15; 3) **Alchemv**, Nick Ancel, 16 (3 boats)

**SANTANA 22** — 1) **Albacore**, Larry Nelson, 7; 2) **Zingaro**, Jennifer McKenna/Fred Paxton, 9; 3) **Carlos**, Jan Gryger, 11. (7 boats)

**SIC ISLAND RAYS** (3r, 1t)

**SIZE MATTERS** — 1) **Obsession**, Harbor 20, Dave Vickland, 4 points; 2) **Meliki**, Santana 22, Deb Fehr, 11; 3) **Fun**, Santana 22, Chris Nicholas, 11. (7 boats)

**SPINNAKER** — 1) **Dire Straits**, J/24, Steve Bayles, 6 points; 2) **Faster Faster!**, Merit 25, David Ross, 18; 3) **Double Agent**, Merit 25, Scott Ollivier, 17. (7 boats)

**COLUMBIA 5.5** — 1) **Sonic Death Monkey**, Dominic Marchal, 5 points; 2) **Carina**, Scott McCoy, 7; 3) **Wings**, Mike Jackson, 14. (6 boats)

**SPINNAKER E** — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch, 5 points; 2) **Horus**, Ericson 37, Josh Dvorson, 9. (2 boats)

““There are chips and beer down below.” Joining the pre-race milling around was Santana 35 **Breakout**, whose crew had gone to great pains prepping for the day. Two team members called out tasks completed: “Got ice,” and “put on pants,” while another admitted to “spending 45 minutes in front of the mirror to get ready.”

Four Saturdays into the series, only one of those actually logging a completed race. South Beach YC’s Island Fever enthusiasts were chomping for action. Fortunately, following a one-hour postponement plus a few shifts of the floating tetrahedrons, the race committee raised the prep flag and the fleets queued. Organizers hastily started and finished two short heats for all fleets. Race 1 offered max winds barely touching 10 knots in a few spots on the course, plus a decent ebb to aggravate a few boats at roundings. Race 2 featured shades of gray skies and acts of dominiance, including a more forceful blow.

— martha blanchfield

**SFTYC SPINNFET SERIES 3/18-19 (6r, 1t)**

5o5 — 1) **Mike’s Boat**, Mike Martin/Adam Lowry, 8 points; 2) **Larry’s Latest**, Howard Hamlin/Jeff Nelson, 11; 3) **Stimulus Package**, JB Turner/Tommy Fink, 20; 4) **Williamette Sailing**, Kerry Poe/Paul VonGrey, 21. (17 boats)

**LASER RADIAL** — 1) **Wings**, F-27, Amy Wells/Dave Wilhite. (8 boats)

**SEQUYC WINTER SERIES (5r, 1t)**

**SIZE MATTERS** — 1) **Obsession**, Harbor 20, Dave Vickland, 4 points; 2) **Meliki**, Santana 22, Deb Fehr, 11; 3) **Fun**, Santana 22, Chris Nicholas, 11. (7 boats)

**SPINNAKER** — 1) **Dire Straits**, J/24, Steve Bayles, 6 points; 2) **Faster Faster!**, Merit 25, David Ross, 18; 3) **Double Agent**, Merit 25, Scott Ollivier, 17. (7 boats)

**COLUMBIA 5.5** — 1) **Sonic Death Monkey**, Dominic Marchal, 5 points; 2) **Carina**, Scott McCoy, 7; 3) **Wings**, Mike Jackson, 14. (6 boats)

**SPINNAKER E** — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch, 5 points; 2) **Horus**, Ericson 37, Josh Dvorson, 9. (2 boats)

Full results at www.iyc.org
Saturday Express 27s who earned prizes. (We had a lot of Express 27s.) In most winter series, the awarding of trophies to all these winners would be deemed to be the completion of the event.

But who was the real winner, the best of the best, the ‘Champion of Champions’? Whose name would be engraved on the infamous Kirt Brooks perpetual trophy? Clearly, one more race was required. And while we were at it, all the trophy winners were invited for one more romp around the buoys on the Berkeley Circle.

Thus, on Sunday, February 26, on a sunny and even a little breezy day, the Winner’s Race occurred. The Red Division (all the firsts) was well attended and the racing was close.

Not as many showed up for the Blue (the seconds) and White Divisions (the third plus fourth and fifth), but racing was super-close in these divisions also. A sample of the closeness: Corrected seconds between third and second in the Red Division was 10. Between second and first, 23. Between second and first in the Blue Division, 13. There were only 11 seconds between second and first in the White Division.

All three divisions were topped by Express 27s, one of the few one designs this winter, noteworthy because they hadn’t had the fun of racing in handicap divisions.

And the overall winner? Congrats to Will Paxton and Motorcycle Irene!

— bobbi tosse

McIntyre Team Race
Stanford University hosted the McIntyre Team Race on February 25-26. Eight college teams had all conditions in Redwood Creek on Saturday, from a light, shifty easterly to a 12-knot westerly. The first round-robin plus nine races into the second were completed. The three umpires, Rob Overton, Bryan McDonald and Don Wieneke, each had their own boat for watching over the rac-
We continue an annual springtime tradition this month by bringing you a comprehensive overview of Greater Bay Area Bareboats and Crewed Charter Yachts.

A Boatload of Options for Spending Time on the Bay

Thoughtful Bay Area residents observe that simply living and working near San Francisco Bay greatly enhances the quality of life here, even if you never get out on the water. We agree, but would argue that there's really no reason not to get out on the water here. As you'll learn in these pages, there's a wealth of options for sailing the Bay. And once you sample them you'll be even more thrilled to call this region home.

Listed below are both (drive-it-yourself) bareboats and fully crewed charter yachts of all sizes and descriptions. We encourage you to peruse the listings now and save them for future reference.

Bareboats — There are roughly 220 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, the boats listed below are offered by sailing schools — usually called 'clubs' — that provide a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will probably have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a container ship. Our advice concerning checkouts is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

For folks who don't own a boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing a broad range of skills.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you've taken
total responsibility for a big boat in Bay waters — including anchoring practice — you’ll be able to step aboard a bareboat anywhere with confidence in your abilities — as opposed to the angst brought on by trying to fake it.

Likewise, if you’re thinking of buying a boat of your own, there’s no better way to scrutinize the differences among popular makes and models than by personally sea-testing them before you commit.

Crewed Charter Vessels — The vessels listed in our Crewed Charter section are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

Even if you are a longtime sailor with your own fleet of sailing craft, there are special circumstances when chartering one of the vessels listed here might be the perfect solution to a particular challenge.

Suppose, for example, you have a slew of relatives coming in from out of town for a wedding or reunion, and you’d like to show them around the Bay aboard a classier boat than your beat-up old day-sailer with the nonfunctional head. Why not charter one of these well-kept ‘multi-passenger’ vessels, where the pampering service of a professional crew will allow you to sit back, sip Champagne, and play tour guide?

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you’ll be a hero when you introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motor yacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area’s fleet of fully crewed charter vessels breaks down into two principal categories: ‘Six Pack’ boats, which are licensed to charter with up to six paying passengers, and ‘Multi-Passenger Vessels’ (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers.

Ed. note: We’ve attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.
Crewed Charter Vessels
'Multi-Passenger' Vessels (7+)

(Aphabetically)

**Adventure Cat:** Built specifically for chartering on SF Bay, this 55ft catamaran is fast yet family-friendly for sailors and non-sailors alike! Guests can ride under the GG Bridge on the open-air trampoline or within the sheltered salon.
- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

**Adventure Cat 2:** This 65-ft cat, like her older sister (above), is fast and fun, but can carry almost twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

**Argosy Venture:** This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her bright-work and period styling are an eye-catching sight when she roars across the Bay at 12 knots.
- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

**Bay Lady:** At 90 feet in length, she is the largest Coast Guard ‘certified’ traditional sailing vessel on the West Coast. Built of steel, her design combines modern strength and safety features with an old-time sail plan. Guests are invited to participate in sailing this great schooner.
- Certifies for 90 passengers (most comfortable about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- Corporate offsites, Angel Island BBQs, private groups, weddings, celebrations, baseball parties to McCovey Cove, some scheduled sailings (individually ticketed Brunch & Sunset Cruises).
- (415) 543-7333; spinnaker.sailing@yahoo.com; www.rendezvous-charters.com/sailing-yacht/bay-lady.

**Bay Wolf:** This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.
- Certifies to carry up to 24 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.
- Available for private group charters, teambuilding, lessons, corporate charters, ash scattering or special events. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

**Chardonnay II:** This sleek Santa Cruz 70 is one of the most popular charters on Monterey Bay. Custom built for fast sailing, she offers a wide array of themed charters and corporate teambuilding.
- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate teambuilding.
- (831) 423-1213; charters@chardonnay.com; www.chardonnay.com.

**Caprice:** This lovely, Australian-built, Seawind 1160 was delivered to SF Bay by owners Dan and Carol Seifers. Dan holds a USCG Master’s license and is an ASA instructor qualified to teach on catamarans and monohulls.
- Carries up to 12 passengers.
- Berthed in Point Richmond.
- Available for bareboat charters, special events, in-timate weddings, corporate events, preparation for bareboat catamaran charters, private celebrations of life with ash scattering, and sailing instruction.
- (510) 232-5820; seifers@pacbell.net; www.sailingcaprice.com

**Cat Ballou:** Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.
- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, especially teambuilding.
- (855) 724-5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com.
Freda B: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, making her one of the Bay Area’s most eye-catching yachts.

Eros: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, making her one of the Bay Area’s most eye-catching yachts.

Eros’ sails the Bay and beyond.

- Carries up to 12 passengers.
- Berthed at Sugar Dock, Santa Fe Channel, Richmond.
- Available for private group charters, special events including weddings and corporate events, and for long-term charters in the Pacific N.W. this coming summer.
- (510) 232-4282; bodle.grace@gmail.com; www.schoonereros.com

Gas Light is a replica of bygone days.

- Carries up to 49 passengers.
- Berthed at Schoonmaker Point Marina, ‘D’ dock in Sausalito.
- Available for private day sails, special events, corporate outings and teambuilding.
- (415) 331-2769; gaslightcharters@gmail.com; www.gaslightcharters.com

Glory Days is a Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.

The Morgan O/I 51 ‘Glory Days’.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate teambuilding and private day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.
- (800) 849-9256 or (415) 336-0392; sailsf.com; www.sailsfbay.com

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sightseeing, stay high and dry in the center cockpit, or enjoy the large salon. Luxury sailing.

- Certified for up to 25 passengers, but focuses on groups up to 18.
- Berthed at Jack London Square, Oakland.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim, and many bronze fittings. Come see her mysterious stained glass.

The custom steel sloop ‘Ruby’.

- Certified for 28 passengers.
- Berthed at San Francisco’s Pier 39.
- Specializes in scheduled 90-minute and two-hour Bay sails (individually ticketed). Also available for private charters for all events and occasions.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and the Delta, her skipper and crew have lots of party experience.

The schooner ‘Freda B’ can carry 49.

Freda B is an 86-ft luxury schooner built along the lines of traditional coastal schooners from the mid-1800s. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable crew, flat screen TV, iPod-compatibility and excellent catering paired with Sonoma and Napa Valley wines.

- Carries: up to 49 passengers.
- Overnight accommodations for 8 guests.
- Berthed: Sausalito Yacht Harbor.
- Available for: Private day charters including teambuilding, weddings/elopements, memorials, birthdays, and custom special events including offshore excursions. Individually ticketed sails available weekly Feb-Nov include sunset sails, eco sails, SF Giants games, local history tours.
- (415) 331-0444; info@schoonerefredab.com; www.schoonerefredab.com

Nehemiah: This classic wooden ketch has circumnavigated twice. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including “at-risk” youth sail training, the captain’s true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, 2600 Spinnaker Way, Marina Bay, Richmond

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sightseeing, stay high and dry in the center cockpit, or enjoy the large salon. Luxury sailing.

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Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and the Delta, her skipper and crew have lots of party experience.
**Tahoe Cruz**: This Santa Cruz 50 sails daily out of the Tahoe City Marina with Tahoe Sailing Charters, with captains Mike and Tyler, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.

**Schonner Seaward**: Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner’s primary function is Marine Environmental Education for Northern California students. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.

**USA 76**: 84-ft America’s Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America’s Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.

**US 76** is an America’s Cup veteran.

**Yukon Jack**: Check out the adrenal thrill of blasting across the Bay on this ultralight Santa Cruz 50. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days.

**Team O’Neill**: O’Neill Yacht Charter's 65-ft catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.

**Apparition**: Sleek, speedy, and custom-built in Sausalito, Apparition has been chartering for more than 20 years! Captain Stan Schilz loves introducing guests to multihull sailing. This 38-footer has two double cabins, spacious salon and a full galley.

**Beowulf**: Set sail on a beautiful 51-ft Swan for an afternoon or sunset sail. Passengers are allowed to participate if they wish, or just sit back and enjoy the experience and view.

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**Tahoe Dreamer**: Enjoy a private charter aboard this 36-ft power catamaran. Cruising daily on three-hour tours of Emerald Bay from Tahoe City. Complimentary beer, wine, snacks and appetizers served on all charters.

**Schooner Seaward**: Owner of the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner’s primary function is Marine Environmental Education for Northern California students. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.
Between The Sheets: An Islander 36, she’s one of the most popular boats not only on the Bay but also on the West Coast of the US. One of the smoothest sailboats ever built.
• Carries up to six passengers
• Berthed at Pier 39
• Available for private charters and lessons
• (415) 378-4887; www.sailsf.com; www.sailinglessons@sf.com

bogeskrekk: This Irwin Citation 34 is well suited for Bay sailing. On blustery days she often does better than seven knots, outperforming many other sailboats her size. Her spacious cockpit easily accommodates six passengers, and her teak interior is a delightful space for relaxing.
• Carries up to six passengers.
• Berthed at Treasure Island Marina.
• Available for private charters, sailing instruction, corporate events, special events and sunset sails.
• (510) 499-0134; www.goldengatesailingtours.com; capt_bob@goldengatesailingtours.com

Carodon: A custom yacht built originally for a S.F. bon vivant, and is now available for private catering corporate and special events. Sail the boat as much or as little as you like.
• Available for all types of charters; teambuilding events, ash scattering and special events. Sail the boat as much or as little as you like.
• (415) 868-2940; (415) 987-1942; info@sailnow.com; www.sailnow.com

Carrera: At the smaller end of the spectrum is Gene Maly’s Capo 32 racer/cruiser. Based at Monterey, Carrera balances her busy schedule between intimate group day sails and instructional sails that feature plenty of one-on-one attention.
• Available for all types of custom charters including corporate and special events.
• (415) 331-3400; southbeachriggers@gmail.com; www.sfsailcharters.com

Desiderata: This elegant Islander 41 ketch is in her third year of delighting sailors. Six passengers can sail to the ballgame, cruise the Bay, picnic at Angel Island, or voyage overnight to Napa for winery visits, all in the comfort of this stable, high, dry center-cockpit ketch.
• Carries up to six passengers.
• Departures from San Francisco and Marin.
• Available for all kinds of small events, custom trips.
• (415) 259-7695; staffordmj1@gmail.com; www.desideratasailing.com

Evening Star: This is a beautifully restored C&C 43 run by Mark Sange, one of the most experienced charter captains on the Bay. An elegant classic with great performance and comfort, it’s perfect for the SF Bay.
• Carries up to six passengers.
• Berthed at Sausalito Yacht Harbor.
• Available for all types of private charters, including corporate and special events.
• (415) 868-2940; (415) 987-1942; www.captainmarco.com; captainmarco@cs.com

Excalibur: A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.
• Carries up to six passengers.
• Berthed at Clipper Yacht Harbor, Sausalito
• Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.
• (707) 235-6295; www.sailsausalito.com; captainpaul@sailsausalito.com

Fansea: Captain Paul Adams sails the Bay and beyond on his modern Catalina 34 Mk II. Guests may participate in driving and sail trimming if they wish.
• Carries up to five passengers.
• Berthed in Sausalito (near parking).
• Takes small groups, often two couples. Marriage proposal and special occasion charters are Capt. Paul’s specialty.
• (415) 269-1973; www.sailsausalito.com; captainpaul@sailsausalito.com

Flying Tiger: This Soverel 36 is a former racing yacht custom-built for the designer’s personal use. Ideally suited to charters for those who enjoy high performance sailing and lessons on a responsive yacht.
• Carries up to six passengers.
• Berthed in Sausalito.
• Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
• (650) 492-0681; www.sfaysail.com; info@sfaysail.com

Fohn: This C&C 40 is a retired race boat, sails like a dream and is very comfortable with six passengers.
• US Coast Guard Certified Sailing Master
• Berthed at South Beach Harbor near AT&T Ballpark in San Francisco
• Corporate team events are our specialty
• (415) 543-7333; www.spinnaker-sailing.com/skippered-charters

Gentle Storm II: Rick Niles’ 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper – a new boat.
• Carries six passengers.
• Berthed at Clipper Yacht Harbor, Sausalito
• Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.
• (707) 235-6295; www.gscharters.com; Rick@gscharters.com

Hasty Heart: One of the largest and most elegant boats on the Bay, this immaculately kept 61-ft Nautor Swan was the longtime pride and joy of a S.F. bon vivant, and is now available for private catered charters.
• Carries up to six passengers (bareboat w/ 12).
• Berthed at Clipper II in Sausalito. Plenty of free parking.
• Available for all types of charters including
daysails, sunset cruises, birthdays, photo shoots, ash scatterings, corporate gatherings, weddings, and other special events.

(415) 690-7245; www.sailhastyheart.com; info@sailhastyheart.com

**Imagine:** An Irwin 34 that is at home on the San Francisco Bay. Kayaks are available for (Giants games) home runs and fishing tours. Hands-on sailing experiences, overnight sails to Half Moon Bay and Drake's Bay, leisurely and romantic sunset sails available.

USCG-qualified skipper, up to and including six passengers.

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(916) 813-8285; www.imaginesailingtours.com

**lolani:** 48 ft. Sparkman & Stephens classic yawl is back after a two-year South Pacific voyage. Our beautiful racer/cruiser is great for a fun, relaxing sail or an adventurous hands-on sailing experience.

**'lolani' is great for a fun and relaxing sail.**

• Carries up to six passengers

• USCG-certified skipper, professionally trained chef

• Available for private charters, sailing instruction or special occasions.

• Berthed in Sausalito

• 415-466-1089

**Kariama:** This Catalina 470 has a roomy cockpit and nicely appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by arrangement. Catalina 42s and 34s also available.

• Carries up to six passengers.

• Berthed at Santa Cruz Yacht Harbor.

• Available for private or shared charters, corporate charters, sailing lessons, bareboating, and scattering at sea services, with affordable prices.

(831) 429-1970; www.lighthallcharters.com; sail@lighthallcharters.com

**MaggiCat:** This Prout 38 "British-luxury" sailing catamaran is owned by Captain Jim Keenan's company, MaggiCat-4-Charter, and is skippered by veterans! Organize a group supporting SF-Bay-Jobs-4-Veterans by chartering at discounted rates and earning rewards for future charters.

**Magnum 44:** The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comely overnighter. (The owners also book large group charters on a variety of Bay vessels.)

• Carries up to six passengers; available for bareboat charter to qualified sailors; up to 12 guests.

• Berthed in Tiburon.

• Available for private group charters, sunset sails, teambuilding, wine-tasting experiences, catered events, and even live music via the piano built into the salon table.

(510) 535-1954; www.afterguard.net; info@afterguard.net

**Orinoco Flow**

Lady J: This comfortable, well cared-for Islander 34 Mk II is the first boat in SF Sailing Company’s fleet, started 10 years ago, which has now grown to 11 sailboats.

**Next Adventure:** This Beneteau Oceanis 423 is roomy, fast, well-appointed and extremely comfortable. She is a three-time Newport to Ensenada Race vet, and Captain Brad, with 35 years sailing, brings a wealth of expertise, local knowledge and humor!

• Carries six passengers.

• Berthed at Pier 39.

• Available for private charters of all types.

• (415) 378-4887; www.salisf.com; sailing@salisf.com

**Magick Express:** This French-built Dynamic 62-foot luxury charter yacht is sleek and gracious, with ample room above- and belowdecks. Enjoy a fast smooth ride touring SF Bay.

• Carries up to six passengers; or can bareboat (with a chosen captain) with up to 12 passengers max.

• Berthed in the Oakland/Alameda Estuary.

• Available for private group charters, sailing lessons, teambuilding, wine-tasting experiences, catered events, and even live music via the piano built into the salon table.

(510) 535-1954; www.afterguard.net; info@afterguard.net

• Carries up to six passengers.

• Berthed in Berkeley Marina.

• We specialize in creating safe, fun, exhilarating, memorable days for friends, family, and associates. Available for private groups, corporate charters and special events.

(415) 250-9850; www.Ohanasailing.com; Ohanasailing12@yahoo.com

**Ohana:** Beneteau 455 designed for comfort cruising and racing. Beautifully appointed salon, cockpit, perfect for any private celebration. Competently skippered by USCG-licensed captain and mate. Let us show you our Bay’s splendors. Three staterooms, two bathrooms.

**'Ohana' has three comfy staterooms.**

• Carries up to six passengers

• Berthed in Sausalito

• Available for leisurely Bay/city cruises or hands-on participation in local races. Ocean trips and overnights to Drakes Bay or Half Moon Bay upon request.

(415) 457-4417; (415) 250-9850; www.Ohanasailing.com; Ohanasailing12@yahoo.com

**Oli Kai:** This lovely 38-ft Seawind 1000 cat provides a comfortable and stable platform for all sorts of Bay charters. Her Treasure Island berth makes her easily accessible to all.

• Berthed at Treasure Island.

• Available for private group charters, sailing lessons, teambuilding, wine-tasting sails and more.

• (510) 535-1954; www.afterguard.net; info@afterguard.net

**Unrino Flow:** Catalinas are renowned for their quality and craftsmanship; they simply sail GREAT! This 320 is the perfect solution for sails to Sam's in Tiburon; her 32 ft fit in their small guest dock. Sailing to Jack London Square is easy from our SF docks.

• US Coast Guard Certified Sailing Master.

• Berthed at South Beach Harbor near AT&T Ballpark in San Francisco.

• Corporate team events are our specialty

• (415) 543-7333; www.spinnaker-sailing.com/skippered-charter

**Pegasus:** Since 1994, this 1972 John Alden 51-ft ketch has specialized in sails for school groups and at-risk youth (at no charge to schools or parents). To subsidize those programs, they’ve made this Philippine mahogany beauty available for private charters.

• Carries up to six passengers.

• Based at Berkeley Marina.

• Available for private group charters, corporate
'Pegasus' also does programs for at-risk kids. charters, special events including weddings and ash scatterings, special youth sails. Passenger participation is welcomed.

- (510) 717-4439; www.pegasusvoyages.org; info@pegasusvoyages.org

'Peregrine': A most unique, custom built mahogany yawl from 1946. She is an elegant, fast, stable bluewater boat. Enjoy sailing in comfort and style. Captain Stephan Sowash provides safe passage, fun and great food aboard Peregrine.

'Sensei': A sailing adventure in comfort and informal elegance, this Norseman 447 is an ideal yacht for a Bay tour. Enjoy a delicious meal in a tranquil cove, then experience the majesty of the Golden Gate.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available solo, or with our sister ship, Rhea for teambuilding races, or any occasion on the bay and beyond.
- (415) 745-2292; www.sailingfearless.com

'Perseverance': Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 Mk II through a wide variety of charter offerings, including lessons.

- Carries up to six passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101

'Rhea': This 43' Beneteau boasts luxury and comfort for your adventure on the Bay. Our crafty concierge will help you create an unforgettable experience on the Bay and beyond.

- Carries up to six passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101

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Chesapeake — Outbound 46
Jim Fair and Linda Powers
Circumnavigation Completed!
(Berkeley)

Transiting the Panama Canal on March 1 was the culmination point at the end of our circumnavigation. Over a period of eight years, Jim and I have covered 51,000 miles and visited 41 countries.

The Panama Canal transit had been on our minds for two years before we got there. As we look back on the transit, there was a lot of waiting involved and patience required. And we had many decisions to make before we even got to Panama.

For example, should we use an agent for checking into Panama and for transiting the Canal, or do all the running around and work ourselves? We opted to use Erick Galvez of Centenario Consulting. He was helpful with all the paperwork, permits, admeasuring inspection, lines, fenders, handlers and advisors.

As soon as we arrived at Shelter Bay Marina on the Caribbean side of the Canal, we got our registry number and had our admeasuring inspection to ensure that Chesapeake complied with regulations for transit — holding tanks, AIS, head for use by the advisor and line handlers, adequate fuel, and the ability to make 5-8 knots at all times. The Panama Canal goes 24 hours a day, and recently had vessel number one million complete a transit. Vessels pay up to $450,000 to use it.

We also had to choose our position inside the lock. Outside near the wall? No way! Rafted to a tugboat? Too much backwash. Or rafted up with other sailboats, preferably as the middle boat? We opted for rafting with other sailboats.

Requirements for feeding the crew were explained: Provide two lunches, dinner and breakfast for all on board, along with water and snacks.

The mechanics of how the Canal works are simple. At its highest point, Lake Gatun to the Gaillard Cut, the Canal is 85 feet above sea level. There is a total of three sets of locks. The three-chamber Lake Gatun Lock on the Caribbean side; the one-chamber Pedro Miguel Lock almost on the Pacific side; and the two-chamber Miraflores Lock on the Pacific end. Using the locks, a boat is lifted up to the lake at one end, and lowered back down at the other end.

We naturally had to wait until Carnival was over before we could get an advisor and transit date. On February 28, four young men, who spoke no English, came aboard with eight rented mooring fenders and four sets of 125-ft-long 7/8-inch diameter polypropylene line.

At 12:40 p.m. we headed to The Flats, the area before the Lake Gatun Lock at the start of the Canal, and waited for our advisor. Moses arrived at 4:30 p.m., at which time we rafted up with another sailboat and motored into the first chamber of the Gatun Lock. There we waited for a big tug and a tanker to join us.

Carnaval workers on shore threw weighted lines onto our boat that were used to keep Chesapeake in the center of the chamber. The men then walked along the side of the chamber, holding the lines to keep us centered as we motored forward. The doors then closed, and the water in the chamber, fed by gravity, lifted us about 27 feet. We passed through two more chambers, lifting us 27 feet again each time, before exiting the Gatun Lock.

While the Canal operates 24 hours a day, ours was the last sailboat through the lock that day. We departed Gatun Lock in the dark at 5:30 p.m., and motored a mile to Gatun Lake where we would spend the night. No mooring balls were available, so we rafted up with three other boats, getting settled by 8:30 p.m. After dinner had been served, Moses was picked up and taken to shore. The line-handlers slept all over the boat. It was the end to a long and exhausting day.

Our next morning, March 1, started just after sunrise as breakfast was made for the line handlers before the next advisor came aboard. At 9:50 a.m., after the other boats had departed, Francisco, our new advisor, arrived. We traveled 25.5 miles across Lake Gatun — the largest part of the Canal — to a waiting area outside the Pedro Miguel Lock. There we rafted up with two other sailboats. And we waited again before we got to go through.

At 4:00 p.m. we went into the first chamber of the Miraflores Lock, closely followed by a barge and tanker. We exited the lock at 4:40 p.m. with the same barge and tanker. After the last gate at Miraflores opened, our transit and circumnavigation were complete, and we went out into the dark to unraft.

There was no time to celebrate, as we had to drift near Balboa YC so the
One of the things that has always discouraged the Wanderer is how averse most cruisers, particularly cruising wives, are to 'racing the house'. We sort of understand, as stuff has to be put away, things can be broken, and it can be scary if you don't race often. Yet we've raced our various floating homes many times over the years, and think the downsides were always outweighed by the fun and camaraderie that comes with racing.

St. Barth Bucket
The Wanderer
Racing the Home
did two ‘coastal races’. Going into the last race, Jim Clark’s Hanuman had to win both of the coastal races to overtake the always strong Velsheda. Thanks to the driving of Ken Read and the tactics and navigation of the Bay Area’s Stan Honey, they got the bullets needed and won the tie-breaker to take honors. Given the incredible physical effort required, the crew was ecstatic.

The other 32 magnificent boats sailed three races of 18 to 30 miles, away from the J Class boats. For us, these boats were actually the main attraction. We can’t remember who won, for as spectators — and this is one event in which we prefer to be a voyeur rather than a participant — it was all about enjoying the spectacle. And no matter which of the five classes the boats were in, they looked stunning. The boats were all in immaculate condition, the sails were cut perfectly, and the sail trim was spot-on. Watching these boats was a thrill for sailors and non-sailors alike.

With the wind blowing up to 20 knots, none of the boats, which draw age to crew, boats and gear could have suffered on a J Class boat. But the damper was off, and as the crew went for the first two races, there was broken sail and torn sails. Crewmembers went overboard from both Unfurled and Genevieve, but both were picked up by trailing powerboats. There was also a broken leg suffered on a J Class boat. But the damage to crew, boats and gear could have been much worse. And unlike previous years, none of the boats, which draw as much as 40 feet (!) with their boards down, left any lead on the ocean floor.

The nice thing about these extremely expensive boats is that because they are so well designed, built and crewed, nothing ever goes wrong on them as it does on small cruising boats. Yeah, right.

‘Ticonderoga’ Tom Reardon, who ran the great Herreshoff 72 for more than two decades, and who now flies in from Panama to race on the 196-ft Perseus 3, told us about some problems they’d had racing in the Loro Piana Superyacht Regatta the week before in the British Islands.

“The steering gave out during the spinnaker start of one race, so we had two uncontrolled gybes before the engineer got the steering working again. But we managed to keep the spinnaker — which at 28,000 feet is the largest in the world, and would cover more than half an acre — from collapsing. Then the captive winches failed near the end of the race, so we had to drop the headsail.”

It’s not all racing work and no play at the Bucket. There were plenty of social events before, during and after the racing. Friday night, for example, was designated ‘yacht hop’ night, where those with the appropriate bracelets were allowed to tour and party on certain yachts tied to the quai. Between Perseus 3 and Rosehearty, two big Perini-Navis, there must have been 400 people dancing on the three decks of each. And they battled as on the racecourse, but with the stadium-quality sound systems.

The buildup to the races at the end of the week was almost as intense as the racing itself, as the tiny island gets overwhelmed. But early in the week the Wanderer was able to sneak away for a little late-night tea at Baz Bar. Before long, in walked Jimmy Buffett and his friend of many years, artist David Wegman. We’ve seen Jimmy a bunch of times before at free mini concerts on the island, but this was the first time we were formally introduced.

David told Jimmy about Latitude, and we told Jimmy that we had a mutual friend in Liz Clark of the Santa Barbara-based Cal 40 Swell. She’d sung backup for him in Bora Bora, and later they went surfing together.

We ribbed Jimmy about the just-announced Latitude Margaritaville retirement communities that he is starting. Jimmy said his partner had come up with the idea, but he knew it was a winner as soon as he heard about it. “We received 60,000 inquiries in the first week!” he laughed.

We told him he needed to go to the natural conclusion, with a Parrothead Cemetery. He laughed and said a friend had suggested the same thing. We told him the way to sell the plots quickly was to guarantee buyers that a girl in a bikini would come around every evening at 5 p.m. and pour a frosty margarita on every grave. Jimmy thought it was a fine idea.

Because of the enormous number of crew required for each boat, as well as family and friends, the Bucket is the busiest week of the year on St. Barth. Even busier than Christmas/New Year’s. Nonetheless, there is a way that you can enjoy it, and at a reasonable cost. You rent a boat at St. Martin and sail her 18 miles over to St. Barth. If you know what you’re doing and are very careful,
IN LATITUDES

you can get your boat within 200 feet or so of 200-ft boats doing nearly 20 knots. It's a breathtaking experience.

Our old Northern Californian friend Jim 'Twinger' Tantillo, who had done the Ha-Ha on Profilgante back in 1999, had always wanted to charter a boat to take in the Bucket. This was the year for the spry and enthusiastic 84-year-old and his friends to check the Bucket off their 'bucket list'. We had them on 'Elena of London' for the second day of spectating, and they had a blast in fabulous conditions.

One last word to the ladies. It's about 20 very fit men to every woman.

— latitude/rs 03/20/2017

Cellydh — Modified Woods 40 Cat
Evan Gatehouse, Diane Selkirk, and Maia (15)
Eight-Year Circumnavigation
(Vancouver, B.C., Canada)

At the end of Part One of our report on Cellydh, Evan, Diane and young Maia said that while Madagascar was their favorite stop in their eight-year circumnavigation, they also had a "fine time" at the Chagos Archipelago.

The family agrees that the Chagos would be a lot better for cruisers if some proper moorings were installed, because in a typical year one or two cruising boats are lost on the reefs. They suggest a Chagoan ranger manage the moorings, sort of like the Cook Islands does at Suwarrow in the South Pacific.

Evan was part of a group of cruisers who helped with the miraculous save of a Wauquiez pilothouse 48' that was caught on the reef. "The boat had already been struck by lightning three times, so maybe there were some karma issues," notes Diane.

"We used three anchors to kedge her off the reef," remembers Evan. "First we had to snorkel and scuba to find a route out. But even once we did, we had to continually move the kedges. It was six inches forward, three inches to the side, 18 inches the other way. That kind of thing."

But they got the boat back to deep water, at which point they had to remove and repair the broken rudder.

"We had to ballast the bow down with a couple of thousand pounds of outboards and other stuff to get the lower rudder bearing out of the water," says Evan. "Then we had to stuff something in the opening to keep the water out. Somebody came up with the brilliant idea of shoving a Nerf rugby ball into the opening, and that allowed us to drop the rudder without sinking the boat."

With fenders tied to the rudder to keep it from sinking, the rudder was towed to shore. The cruisers set up a portable genset, got out the angle grinder, and

Diane, Maia and Evan looked so young when they left Vancouver on their circumnavigation in June 2009. Maia was just eight years old.
got to work. As there isn’t a marine store — or any store — on the Chagos, there wasn’t enough foam for a rudder.

“Of one guy came up with the idea of using coconut husks as filler,” says Evan. “Pretty soon we had all the kids shredding coconut husks, which we mixed with epoxy. Then I gave a fiberglassing lesson.”

After five days the owners of the Wauquez were able to begin the 1,000-mile passage to the Seychelles. There were cruising boats in front and behind them in case they needed additional help.

Cruisers can visit the Chagos for one month on a ‘necessary stop’ basis. They are not allowed to visit as tourists. And some years no permits are issued.

The Celiydh family reports they spent about $25,000 a year in low-cost years during their eight-year cruise, and $50,000 a year in more expensive years.

“We were in our 20s during our first cruise, so we watched our pennies and got by on $500 a month,” recalls Evan. “This time we had more money coming in, so we felt comfortable renting cars, doing land excursions, buying clothes for Maia as she grew . . . [Laughter]”

“Lots of cruising kids don’t wear anything but hand-me-downs,” says Maia, with something less than equanimity.

Evan is a naval architect, and had no trouble getting a job in Australia for three years in the middle of their cruise. “Usually I work on metal boats. Things like giant 50,000-gallon-a-minute fireboats for L.A., Long Beach and New York. It’s interesting stuff.”

Diane is a writer. “I started writing on our first cruise, when Cruising World paid me $800 for an article. “This is the easiest thing ever,” I thought to myself. It’s not been that way since. But I continue to write for the likes of National Geo

St. Helena, in the middle of the South Atlantic, and far from anywhere, was another big favorite with Evan, Diane and Maia.

Traveler, BBC Travel and such, usually about unusual places we’ve visited.”

“For example, we were at remote St. Helena in the middle of the South Atlantic when the first ‘big’ jet, a 737, landed there. The airport gets a lot of wind action, so they are going to have to use smaller Embraer jets that can fly back to Johannesburg, South Africa, if it’s too windy to land.”

“St. Helena was another of our favorite places,” says Evan, “as it’s a cool place to hang out. It’s an easy sail there from South Africa, so a lot of South Africans get their ocean sailing certificates by sailing there. It’s also a popular place to change crew, as it’s a long passage to get there and a long passage after you leave.”

Evan and Diane disagree about whether it’s now safe to go around the world via the Red Sea as opposed to South Africa. He is against it, in part because they have their daughter with them. Diane is open to it. But this was before Somali pirates hijacked, then released, the oil tanker Ari 13 in March.

In any event, both agree that an Indian Ocean crossing, on the way to South Africa, should be treated like the Pacific Ocean crossing — meaning as something to be enjoyed with lots of stops, not just something to be endured.

“The Indian Ocean stops are beautiful,” says Diane, “although the weather is a little more challenging on this route.”

Evan didn’t recall the weather being that challenging, other than having to beat to weather for three days.

“It was either strong wind or no wind,” says Diane. “In any event, both agree that the Indian Ocean crossing, on the way to South Africa, should be treated like the Pacific Ocean crossing — meaning as something to be enjoyed with lots of stops, not just something to be endured.

“The Indian Ocean stops are beautiful,” says Diane, “although the weather is a little more challenging on this route.”

Evan didn’t recall the weather being that challenging, other than having to beat to weather for three days.

“You’re either strong wind or no wind,” says Diane.

“The trio never have to during their trip around. Evan attributes it to the fact that the weather was never dramatic enough to require it, while Diane contends it was because they were ‘patient’ and ‘picky’ about when they took off.

Initially, Evan got the weather using a SSB with a Pactor modem and SailMail. Then they got an Iridium Go!

“I love the Go!” says Diane.

“The Go’s killer feature is an unlimited data plan for $125 a month, says Evan. “Although at only 9600 baud, it’s slow.”

“But I got Facebook,” says Diane.

“We read the New York Times in the middle of the ocean, too,” says Evan.
IN LATITUDES

warns Diane. "They are crap quality."

"The Dyna-Jet wringer is self lubricating and superior," agrees Evan.

The family was also very happy with their low-power-draw 'little black box' with an Intel Core 5 chip. "It runs off 12 volts, and including the monitor draws only 3.5 amps," says Evan. "Our solar panel provided all the power we needed. We only ran the engine about 20 hours a year to charge the batteries."

The family was happy with the cat concept, as Diane is subject to seasickness on monohulls, and there was so much room that they all had a work space, be it for CAD work, writing or homework. The boat's design also meant they didn't even need foul weather gear.

"I got mine before Maia was born 15 years ago," says Diane, "and they're still crisp."

As the family is sprucing 'Ceilydh' for sale, they wanted to make a correction of our description of the boat in the last issue.

"Please don't call 'Ceilydh' an 'ex-daysailer'. She isn't. All the interior was in the hulls, just as in most Wharram cats. She even went to Alaska with the first owner! She was also very spartan inside, but thanks to Evan's modifications, now has all kinds of interior and headroom."

— latitude/rs 03/12/2017

The way Cameron McLellan tells it, he was given the Chris White-designed 63-ft catamaran 'Heron'. This doesn't happen very often.
CHANGES

doesn’t hurt, but the main reason is that
all the great boats and most of the great
sailors stop by St. Barth from time to
time. We could sail all over the Eastern
Caribbean trying to chase these boats
and sailors down, and we still wouldn’t
see half as many as if we just stayed on
the hook at St. Barth and let them come
to us. There is just no end to the people
and stories.

For example, the first Monday night
in March we were having a pastis while
working at the Bar de L’Oubli when we
were summoned to the Le Select Bar
across the street by Doña de Mallorca and
artist David Wegman. They wanted
us to meet Cameron McLellan and An-
thony Sosinski, from Maine and from
Montauk, New York, respectively.

Both of them had been lifelong fi-
shermen in the Northeast, and knew each
other because it seems that all fishermen
in the region get to know each other, if
only by radio. Both Cameron and Sosin-
ki have other gigs going on right now, but
both remember when catching a 200-lb
tuna in the 1970s was hardly worth the
effort: Even at 15 cents a pound, you’d
have to throw most of it away because
all anyone wanted was cod or flounder.
Sushi bars changed that.

Cameron had worked on and owned
big fishing boats for 37 years, often do-
ing long trips to the Grand Banks. But
he’d always loved sailing, and in 2007
decided he wanted to run a charter
boat. So he got a gig as the captain of a
charter boat in Key West. But the very
day he got the job, his brother, also a
commercial fi sherman, was killed on his
boat. Cameron had to run the boat for
his brother’s wife’s family until the boat
could be sold nine months later.

Sometime later Cameron contacted
the owner of a 63-ft sea-foam-green
Chris White-designed ketch-rigged cata-
De Mallorca cozies up to Anthony Sosinski,
whose rescue story is about to be released as
a major book, late April, and a motion picture.

maran Heron, and let him know that his
boat, which had been beautifully built
of spruce in Dayton, Ohio, of all places,
was deteriorating before her time. The
odd thing was that over a period of about
eight years, Cameron had never seen the
boat out sailing once.

A lover of beautiful boats, Cameron
offered to fix the cat up a bit. The way
Cameron tells the story, the owner was
so wealthy and has so much stuff that
“he’d forgotten he even owned the boat”.

After a few months the owner, who was
passionate about other interests, “just
signed the boat’s Coast Guard document
over” to Cameron. We’re talking about a
boat that’s worth well over a half million.
Heron is Coast Guard certified to carry
38 passengers, and Cameron says over
the course of the last seven years she’s
become the most successful charter boat
on Long Island. She does as many as
four charters a day out of Montauk and
Sag Harbor. When the short Northeast
season is over, Cameron and his wife
Shannon have headed to Bermuda, St.
Barth and the Caribbean to recover from
the heavy personal toll of running a busy
‘cattlemaran’.

Anthony’s story is even more dra-
monic. He and lifelong friend and fi shing
partner John Aldridge had gone out fi sh-
ing in 2013 with another crewmember,
and while Anthony and the crew were off
watch, Aldridge disappeared overboard.
He didn’t have a PFD and they were
more than 30 miles offshore. The story
of how Aldridge managed to survive,
and how Anthony, who was directing 21
boats searching, managed to help the
Coast Guard find him after 12 hours,
was front-page news in the New York Times.
Eventually the story came to the
attention of Harvey Weinstein, the very
successful co-founder of the Miramax
film studio, who contacted Anthony and
Aldridge.

In the end, Weinstein paid big bucks
for the film rights to what is now called A Speck in the
Sea. You never know when
films go into production,
but this one is tentatively
slated for May. If it doesn’t,
the two guys get another big
chunk of money anyway.

After Weinstein bought
the rights to the book, too,
— it’s coming out in late
April — Anthony and Al-
dridge went on a dog and
pony show for a group of
about 100 book buyers,
including those from Wal-
Mart and other big chains.
tiful Alaska-based Danika, a Westsail 42 that he’s been “completing” for 40 years. Laura flew down to join John on Danika in La Cruz to get ready for the Puddle Jump to the South Pacific. The two decided that it would be nice to have an additional crewmember. When John asked Laura if she knew anybody, she suggested her ex-husband Kevin.

“Kevin and I are no longer sweethearts,” Laura says, “but we’re family, and he’s the best sailor I’ve ever been on a boat with.” John, who is a navigator on cruise ships in Alaska during the summer, didn’t have a problem with the idea. So by the time you read this, Kevin should have flown to La Cruz to join Danika not only for the trip across the Pond, but also for 90 days in French Polynesia. How civilized.

By the way, Grace is still for sale for $29,000 in Santa Barbara. She is the Bounty II that Latitude 38 was founded on 40 years ago in Sausalito. Lovely ocean-going boat.

The Wanderer and Doña de Mallorca were in St. Barth for its glorified high-school-style Carnival on Fat Tuesday. It was great fun. But Michael and Wendy Scheck of the San Francisco-based Jeanneau 45.2 No Worries, and others, report that Carnival in La Paz was much bigger. "A huge six-day street fair with five musical stages, 20 colorful floats, a midway, and music going on until 2 a.m." We’re sure Carnival was the same or bigger in Mazatlan.

The one Carnival ‘extra’ that St. Barth and most of the French Islands in the Eastern Caribbean have is the ‘burning of Vaval’ on the evening after Fat Tuesday. Vaval has always been a poorly disguised effigy of a plantation owner. This year, however, they decided to burn President Trump, instead of Vaval, in front of thousands on Shell Beach. As usual, the fire department had a hell of a time getting the fire to start. But when it did start, it burned the effigy to the ground. As usual, the fire department had a hell of a time getting the fire to start. But when it did start, it burned the effigy to the ground.

When we last saw him, he was setting sail for the US Virgins aboard a 110-ft, 118-year-old, three-masted former ice-rated tugboat that the owner couple have lived aboard for 30 years. Yeah, that’s just one of the many other St. Barth sailing stories.

— latitude/rs 03/15/2017

Cruise Notes:

Torben and Judy Bentsen of the Pt. Richmond-based Beneteau 42s7 Tivoli didn’t have the easiest transatlantic passage from the Canary Islands to the British Virgins.

“Our doublehanded crossing took 21 days, and we had to hand steer the last 1,700 miles after a nylon bushing on the autopilot pump started leaking," reports Torben. "So instead of hanging out in the companionway when on watch, we got to steer by the stars. We are now on our way to Puerto Rico to haul Tivoli for the summer.”

This is right out of Cyra McFadden’s The Serial, which chronicled the unconventional social mores and personal relationships in Marin County in the 1980s. Kevin and Laura Davis used to be married and live aboard the Bounty II Grace in Santa Barbara, but decided to amicably split up. So as reported last month, Laura put some ads on Latitude’s Crew List last year, and as a result had an excellent time cruising all winter from the Bahamas down to Trinidad. So she put her name on the List again this year.

Through this year’s List she met John Larsen of the beau-
CHANGES

did, just about everybody cheered. Ironically, among those cheering the loudest were more than a couple of trust-fund beneficiaries who have seen a big jump in the value of their stock holdings since the election of Trump. By the way, if the first rule of markets is that they hate uncertainty, why has the US market soared in such uncertain times?

Looking for more irony? Many cruisers we talk to in the Caribbean, and in St. Barth in particular, think Havana is going to be the new ‘in’ spot in the hemisphere. Apparently there is some talk of marina development in Havana’s currently dilapidated main harbor. But at the same time, the New York Times has reported that a rare survey of Cubans reveals that half the population wants to leave the ‘worker’s paradise’! Two guesses where they’d like to go.

Jack van Ommen of the Gig Harbor, Washington, Najad 30 Fleetwood celebrated his 80th birthday by crossing the 80th meridian west at noon.

“I arrived at George Town in the Cayman Islands after a very fast 220-mile sail, in which I outsailed my two German friends on their much bigger boats,” reports Jack. “I had to sail onto a mooring, however, as the starter for my diesel was out. I then received my United States Coast Guard permit to enter Cuban waters for two weeks.”

Whoa, whoa, whoa, wait just a minute!!! What business is it of the Coast Guard and the US government if and for how long an America citizen visits Cuba? When the Wanderer, Doña de Mallorca and others sailed his Ocean 71 Big O to Cuba 21 years ago, we paid no attention to the US government’s saying it was illegal. And if we sailed to Cuba now, we sure wouldn’t limit our stay because of anything the US government said. We’ll not be treated by our government the way Cubans have been treated by theirs.

The Wanderer remains skeptical about the future of Havana and Cuba. If you think the US government is screwed up and repressive, which it is, the Cuban government is in a whole different league of being screwed up and repressive. And when Cubans see visitors these days, too many of them are now seeing money rather than humans.

Just when more cruisers were thinking the approach to the Red Sea was safe from Somali pirates, and were thus doing circumnavigations via the Red Sea and the Med instead of South Africa, pirates have struck again. On March 13 they hijacked the oil tanker Ari 13 with her eight Sri Lankan crew. The Ari 13 had been carrying fuel from Djibouti to
IN LATITUDES

Panama Canal. But when you are Charlie and Cathy Simon, who have already done a circumnavigation with their Spokane-and Nuevo Vallarta-based Taswell 56 Celebration, most of it doublehanded, that would be too easy. Their plan is to get to the Ha-Ha starting line via the Northwest Passage.

"Our official send-off from Annapolis will be on April 27," reports Charlie. Kantner and Merz are unusual in that they had previously been held hostage — by Somali pirates in 2008 for almost a year. The pirates demanded that Kantner beg the German government to pay a huge ransom, but the defiant Kantner insisted that the German government not pay ransom. He was nonetheless released a few months later. A year or so after being freed, he returned to Somalia, found his boat and her parts, and put her back together. He then resumed cruising.

Suppose you wanted to do this fall’s Baja Ha-Ha and your boat is currently in Annapolis, Maryland. How would you get her to San Diego? The two easiest ways would be: 1) Put her on a truck to San Diego, or 2) Sail her to San Diego via the Somalia’s capital of Mogadishu. After its tracking system was turned off, Ari 13 was taken to the Somali port of Alula.

There were an incredible 237 vessel hijackings in Somali waters in 2011. This prompted a coalition of governments to create a naval task force to eliminate it. Up until now, there hadn’t been a hijacking of a commercial vessel in five years.

Update: For reasons unknown, the Ari 13 and her crew were released without any ransom’s being paid. Not that this will make cruisers feel any more confident about risking a trip through the Socotra Strait.

In more tragic hijacking news, German cruiser Jurgen Gustav Kantner was beheaded by the Philippine terror group Abu Sayyaf, which is linked to the Islamic state. This after the group didn’t receive the $600,000 they demanded for his release. In November last year, Abu Sayyaf claimed that its gunman had kidnapped Kantner and killed Sabine Merz, the woman who was cruising with Kantner off Malaysia’s Sabah state. Her body was later found in the southern Philippines.

For years, a Northwest Passage was impossible, except by ice breaker, because of the ice. That’s changed, but it’s still a challenge. Kantner and Merz, who have already done a circumnavigation with their Spokane- and Nuevo Vallarta-based Taswell 56 Celebration, most of it doublehanded, that would be too easy. Their plan is to get to the Ha-Ha starting line via the Northwest Passage.

"Our official send-off from Annapolis will be on April 27," reports Charlie.
“We’ll have two additional crew aboard, then three more will be joining us in Greenland.”

Charlie and Cathy are planning to be the communication clearinghouse for boats doing the Northwest Passage this summer. “We don’t know how many other boats will be doing it, but we expect there will be a handful.”

The Sea of Cortez has been alive with whales! Scott Doran and Laurie Ritchie of the Sidney, British Columbia-based Lagoon 400 S2 Muskoka report that they saw a number of blue whales in the channel between Loreto and Isla Carmen in the Sea of Cortez. Blue whales, which can be up to 100 feet in length and weigh 200 tons, are the largest animals ever on earth.

About the same time, Michael and Linda Britt of the Roy, New Mexico-based Catana 47 Footloose, who like Scott and Laurie also did last year’s Ha-Ha, reported they were anchored off Loreto and must have had 100 whales pass them in the night.

“We could hear them breathe, and heard as many as 20 ‘blows’ a minute for over an hour. Before the sun went down we could see them over by Isla Carmen. Amazing!”

What would really be amazing is if somebody could finally invent a way to prevent collisions between whales and boats.

Greg Slyngstad and his Seattle-based Bieker 53 catamaran Fujin finally got the wind they wanted in March’s St. Martin Heineken Regatta. They left various big Gunboat and H&H catamarans in the dust, and even had a faster time in the around-the-island race than any monohulls. Lucky Poupon, who has raced multihulls across the Atlantic something like 55 times, and who was racing on the victorious VOR (Volvo Ocean Race) 70 SFS, told Latitude he was very impressed with Fujin. Slyngstad and his cat will be sailing in the Voiles de St. Barth in mid-April, their last Caribbean appearance before heading to the West Coast for the Transpac in July.

Meanwhile, the Paradise Village-based Vallarta YC held its 25th annual Banderas Bay Regatta. Andy Barrow reports that “as usual, they had a party and a yacht race broke out.” The spirit of the BBR was invoked by event chair Guadalupe Dipp, who ended the Skipper’s Meeting with instructions on the proper way to drink tequila.

A total of 21 skippers signed up
for the regatta. Even though BBR is a ‘cruiser’s regatta’, participation by true cruising boats was lighter this year than in the past. There were just two boats in the Cruising Multihull class, two in the Cruiser class, and four boats in a Combined class that included Doublehanded and White Sail competitors. Despite the low number of participants, competition was spirited but friendly.

Multihull honors went to Thomas Brown’s Corsair 31 Wind Trekker, the Cruising Class trophy went to Andy Barrow’s Beneteau 390 Hey Ya, and the White-Sails/Double Handed trophy went to Joel Gerber’s Hunter 40 40-Love.

The biggest class in this year’s BBR was the Performance Class. Bart Smit’s J/105 Symfonica Nautica used two bullets to take top honors, while BBR vet Dorr Anderson’s Jeanneau 38 Bright Star took second. There was a great battle between Linda Sweet’s Olas Lindas and Guadalupe Dipp’s Nuevo Luna, nearly identical Varianta 44s, with Sweet’s boat prevailing.

The five-boat ‘Twenty-Something’ class was very competitive, with three J/80s fielded by J/World Performance Sailing School and crewed by students, another J/80, and Bart Goedel’s Santa Cruz 27. Rush Faville’s Shiva, crewed by J-World students, took honors.

Banderas Bay is one of the world’s greatest cruising-yacht ‘nothing serious’ racing venues. We know a lot of cruisers are fearful of ‘racing the house’, but the BBR makes it fun and easy. Latitude recommends those cruisers who are in the area next year give it a try.

Patsy ‘La Reina del Mar’ Verhoeven of the La Paz-based Gulfstar 50 Talion reports that her home port has been “jumping with activity all spring.” “Carnival was the big thing, of course, but there have also been cruisers’ races and many social activities.

“Now all energy is going into gearing up for La Paz Bayfest, March 29 - April 2,” continues La Reina. “This is the Sea of Cortez cruisers’ last hurrah of the season, where friends party and say goodbye. Bayfest features many activities including seminars, sailboat racing, wine tasting and dinner dances. As for me, I’m singlehanding north into the Sea for a month, then Bashing my way back to California in late June to escape the summer heat and get ready for another Baja Ha-Ha — and maybe even another SoCal Ta-Ta.”

Vicki Westphal has a thing about deaf
Australian cattle dogs and Morgan Out-Island 41s.

"I adopted Kracken, my second deaf Australian cattle dog, when he was eight weeks old. This was after my last deaf Australian cattle dog, who grew up on the Morgan Out-Island 41 I owned in Alameda, passed away. I bought Rhian- non, my current Out-Island 41, in San Carlos two years ago. Kracken, who makes a great Second Mate, and I will sail the northern part of Sea of Cortez this summer with him.

Westphal reports that she’s just getting back on her feet. “After many surgeries for diverticulitis, I got breast cancer. Sixteen days after my last surgery, I was rear-ended by a UPS truck and suffered a broken neck. I had my back fused at C5/6. After that, I sold or gave away everything I had, loaded up the dog in my truck, and drove down to Virginia Beach. Sixteen days after my last surgery for diverticulitis, I got breast cancer. Sixteen days after my last surgery, I was rear-ended by a UPS truck and suffered a broken neck. I had my back fused at C5/6. After that, I sold or gave away everything I had, loaded up the dog in my truck, and drove down to Guaymas, James and Domingo of Noma-tia, and Dougals Nordby of Charity, took me under their wings and buddy boated with me to La Paz. I learned a lot over the VHF radio.”

Here’s hoping that Vicki has better fortune in the next few years.

In early March the European Parliament in Brussels threw a hissy fit by passing a resolution — non-binding, mind you — calling for US citizens to be required to get visa before visiting European Union countries. Unless, that is, the US changes its rules and allows all members of the EU to visit the US without having to get a visa.

Currently there are five EU countries whose citizens are required to get a visa before visiting the US They are Bulgaria, Croatia, Cyprus, Poland and Romania. This is not something President Trump dreamed up, but a holdover policy from the Obama Administration.

The threat is rather hollow, however, as Europe is not about to cut off its nose to spite its face by making it harder for Americans to unload heaps of much-needed dollars in Europe. (By the way, both the euro and peso have recovered somewhat against the dollar. As of late March, the peso was at 19.02 to the dollar, up about 5% from a recent low. The euro is up a couple of percent to 1.08 to the dollar)

The proposed visa has nothing to do with the Schengen Area rule — the Schengen Area meaning most but not all of the European Union countries — supposedly limiting non-Schengen citizens to just 90 days in the Schengen Area before having to leave for 90 days. This law is routinely ignored by many cruisers, but every now and then someone get snagged.

For example, a Pt. Richmond woman who has been cruising the Med with her husband for years — we’ll leave their names out — told us she was stopped when trying to fly out of a Schengen Area country after having overstayed her 90 days. Her husband had already made it through immigration, so she was lucky to have her little dog with her. She engaged the dog in animal affection games with the dog-loving official, and got away with just a warning.

We hope you’re as lucky with your cruising problems this season.

The Wanderer, your Changes editor, loves to hear from you. Scribble a few notes, take a few photos, and we’ll put you in Latitude.
The Wanderer / Grand Poobah / Grand PooBob invites you to join him, Doña de Mallorca, and the mothership Profligate on two great events for fun-loving, responsible cruisers:

**Baja Ha-Ha XXIV**
October 29-November 11

You may register starting at noon on May 9 at www.baja-haha.com
Sign up the first day for the best chance at a berth in Cabo San Lucas. Event details in this month’s Sightings.
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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.


26-FT NORDIC FOLKBOAT, 1987. SF Marina. $9,900/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetilounge@yahoo.com.


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 tbrock@sonic.net or (415) 863-9506.


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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. (510) 347-2349 or cordero@wcc.net.


35-FT CUSTOM LESTER STONE. Sloop, 1958. Berkeley Marina. $34,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-fending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or dickwrb@gmail.com.


33-FT HOBIE, 1982. Santa Cruz. $24,995. Ever dream of racing to Hawaii? This boat gave us surfing sessions in the low 20s in the 2010 Pac Cup. Very fast and stable off the breeze and a blast to sail. Boat is rigged for shorthanded sailing. Bottom painted with ProLine 3066 white epoxy, faired and sanded to 600 grit. Customizations include deep fixed keel and high-aspect rudder, outboard motor well tilled for reduced drag, keel inspection window, double spreader mast. Standing rigging and Dynema halyards installed 2013. Extensive sail inventory including a 2013 Ullman #1 with less than 5 hours of use! Carbon spin pole. Wired for P/F panel and dual batteries. More at http://hobie33stretch.blogspot.com. Contact toddbredehoft@yahoo.com, (831) 238-0844 or (831) 325-9882.

34-FT ALABUS, 1979. Marina Village Alameda. $14,900. Shockwave. Well maintained. Ready to sail! Contact steve.amorino@gmail.com, or call (559) 281-7616 or (559) 974-2421.


32 TO 35 FEET


35-FT SANTANA, 1979. Marina Village Alameda. $14,900. Shockwave. Well maintained. Ready to sail! Contact steve.amorino@gmail.com, or call (559) 281-7616 or (559) 974-2421.

36-FT CHEOY LEE. Luders Offshore, 1978. Pier 39, $20,000. Well maintained sloop, fiberglass hull and deck, Perkins 4-108, teak interior, trim, modern rigging, hardware, and gadgets. We are relocating to NZ and highly motivated to sell. (850) 417-8825 or jesiealasloop@gmail.com.


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. Keval main, great sailing, great looking, custom interior, email for lots of pictures. (209) 988-2012 or wajwright@aol.com.


37-FT O’DAY, 1979. $34,000. Excellent coastal cruiser, great daysailer, comfortable and in very good condition. Re-powered with 40hp Yanmar (500 hrs). Upgrades include radar, wind generator, autopilot, engine hoist, chartplotter, electrical. Easy to sail and ready to cruise. Per Good Old Boat, Sail Magazine and Practical Sailor: A lot of boat for the money. Contact (925) 212-6230 or richardkaiser@abglobal.net.


39-FT FREYA, 1985. Morro Bay, CA. $85,000. Laughter for sale. Strong, fast, powerful and dependable. Our journey has ended, yours is about to begin. Contact Patrick and visit: “Sailing with Laughter on Facebook”. (831) 238-5697 or svlaughter@aol.com.

40 TO 50 FEET

48-FT MAYFLOWER KETCH, 1955. 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 turing on all masts, self trailing winches, 300-ft, chain anchor rode, three sturdy anchors, watermaker, and more. See www.theorian.com. Contact info@theorian.com or (480) 447-7316.


44-FT CATALINA MORGAN, 2007, Anacortes, WA. $226,500. 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 returned from 6 months in Mexico. Very special boat. See www.sailboatlistings.com/view/51161. Contact (925) 948-5613 or ed.witts@gmail.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. (484) 285-5874.


46-FT CAL 2-46 KETCH, 1972. Monterey. $55,000. Center cockpit bluewater motor sailer, Lapworth design. Perkins Sabre 80hp diesel engine, low hours, sails and rigging good condition, 2 strms, engine/ work room, large light salon and much more. Email sailboat@icloud.com.

44-FT CHEOY LEE. Center Cockpit Cutter, 1984. Mazatlan, Mexico. $108,000. We currently cruising Mexican waters and have been for the last 7 winters on our Robert Perry-designed Cheoy Lee, Sonrisa. We will be back in Mazatlan by April 5. Due to age-related physical limitations, it is time to sell her. This boat meets all of our energy requirements at anchor including watermaker. We have carefully updated Sonrisa between 2004-16 with high-quality equipment and she is ready for your cruising enjoyment in Mexico and destinations beyond. She’s a true blue-water cruiser with the comfort and speed which is consistent with Robert Perry designs. For photos and list of equipment upgrades, contact me at frednellson08@gmail.com.

50-FT SANTA CRUZ, 1979. Kaneohe, Hawaii. $165,000. Ready For Transpac. Ground up. Two strms, dual diesel engines, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! $165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario at wazzario1@icloud.com, (808) 367-8185 or (808) 793-8916.

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55-FT TAYANA, 1985. San Diego. $260,000. Well known on the West Coast, and a veteran of both oceans, Long Tall Sally sailed to the Med with her previous owners and for the past twenty years has explored the West Coast, Mexico, the South Pacific, and Asia with her current owners. She has had several major upgrades: new teak decks, Awlgrip paint, and a complete high-end refrigerator and freezer. Her interior teak woodwork has been restored and varnished, and she has two large strms with ample underbed and closet storage. There are two heads with ensuite showers. Unable to continue for medical reasons, we hope to find her new owners who will enjoy and appreciate her. Contact (702) 832-7889 or sylvongallally@gmail.com.

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Latitude 38 • Page 143
ADVERTISERS' INDEX

AB Marine ................................ Show Guide 29
ARC Pacific ............................. 95
ATN ........................................... 43
Alameda Marina/ Pacific Shops, Inc. ... 28
Afterguard Sailing ..................... Show Guide 45
Alpha Marine Systems ............. 94
American Battery ................. 135
BVI Yacht Charters ................. 119
Soja Ha-Ha Rally ................. 135
Bainbridge ................................. Show Guide 41
Bay Marine Boatworks ............ Show Guide 3
Beneteau USA ............................ Show Guide 9
Berkeley Yacht Club .............. 61
Beta Marine Engines ............. 22
Blue Pelican ............................ 143
Blue Water Yacht Insurance .... 134
BoatUS – Towing ................. 29
BoatUS – Insurance .............. 45
Boat Yard at Grand Marina, The ... 13
Boatswain’s Locker ............ 56
Boome, Chris Insurance .......... 47
Breakwater Cove Marina .... 49
Brisbane Marina ................. 82
Bruntons Propellers ............ 49
Carefree Boats ...................... Show Guide 27
Catalina Yachts ..................... Show Guide 31
Charter Leopard 47 ...... 120
City Yachts .............................. 11
Clean Sails ....................... 10
Club Nautique ...................... Show Guide 17
Corinthian Yacht Club ... 41
Cover Craft ......................... 51
Coyote Point Marina .... 103
Cruising Yachts ................. 25
Davis Instruments ................. 83
Defender Industries ............ 38
Dehler Yachts ....................... Show Guide 48
DeWitt Studio ...................... 132
Downwind Marine ............ 43
Doyle Sails ..................... Show Guide 7
Dr. LED ............................... 75
Dragon Sailing .................... 12
Dream Yacht Charters ....... 17
Eason Racing and Rigging .... Show Guide 19
Emery Cove Yacht Harbor ........ 39
Emeryville Marina ............. 45
Emeryville on the Bay ...... 61
Equipment Parts ................. 134
Sales .............................. 134
Farallon Electronics .......... 53
Farallone Yacht Sales .... 15
Feagley Real Estate .... 143
FlopStopper ....................... 120
Flying Cloud Yachts .... 145
Forespar ...................... Show Guide 20, 27, 44
Fortman Marina ............. 34
Garhauer Marine .............. 61
Gentry’s Kona Marina .... 135
Gianola Canvas Products 133
Grand Marina ................ 2
Ground Tackle Marine .... 130
Hansen Rigging .............. 54
Helms Yacht & Ship Brokers 143
Helmut’s Marine Service ...... 135
Heritage Marine Insurance .... 39
Hirshfeld Yachts ............... 22
Hood Sails ....................... 21
Hotel Coral & Marina .......... Show Guide 37
Hydrovane ......................... 59
Interlux Yacht Finishes ....... 37
Island Packet Yachts .......... Show Guide 13
Islander 36 Association ... 62
Iverson’s Design .............. 57
JK3 Nautical Enterprises ... 23
Jeanneau America ............ Show Guide 5
Johnson Marine, C. Sherman .... Show Guide 26
KKMI – Boatyard ........... 148
Kissinger Canvas .............. 41
Lagoon America ........... 7
La Paz Hotel ........................... Show Guide 41
Latitude 38 Baja Ha Ha Reunion Party .......................... Show Guide 44
Lee Sails .......................... 130
List Marine Enterprises .... 45
Loch Lomond Marina .... 12
Lowrie Yacht Harbor ........ 43
Mahina Offshore Cruising Seminars .. Show Guide 23
Maine Cats ....................... 120
Makela Boatworks .......... 130
Marchal Sailmakers ........ 120
Marina Bay Yacht Harbor ... Show Guide 35
Marina Cortez .......................... Show Guide 36
Marina Costa Baja ............ Show Guide 26
Marina de La Paz ............ Show Guide 40
Marina El Cid .......................... Show Guide 43
Marina Riviera Nayarit ...... Show Guide 42

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37’ GULFSTAR, 1979 Heavily built and well constructed cruiser with BEAUTIFUL lines! Very Well priced and lying downtown Sausalito potentially transferable slip. $29,000

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30’ CAPE DORY, 1980 Beautiful little pocket cruiser (or day sailer!) constructed to highest standards, shows very nicely inside and out. $26,000

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29’ C&C, 1985 Another very clean classic plastic with much updated gear, boat’s well priced and will make an ideal first boat! $24,500

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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. $19,500

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43’ TRAWLER by Rhef Shing Flybridge, att double state room, dual helms. Beautiful cruiser/ liveaboard. A fisherman’s dream! Twin Lehman diesels, 20KW generator, autopilot, GPS/chart, tridacna appointments, full galley, 2 heads w/ showers, hot/cold pressure water, overmounted dry=tops & underway, MORE! REDUCED TO $69,950

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37’ TATANA Capable bluewater cruiser with great interior, diesel, furling, solar, SSB and ham, plotter, Yanmar power in 2000 with low hours, diesel canvas tent, new refit 2016, electric flush head, Force 10 burner range with oven & MORE! Asking $46,500

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