

Latitude 38

VOLUME 493 July 2018

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Tahoe Sailing
Master Mariners
Pacific Cup Preview
Why Cruise Mexico?
Santa Cruz Race Week



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...so little time...

PHOTO BY STEVE GREEN



Dave Vickland began sailing in 1957, when his father built him his first El Toro, a plywood boat built from a kit. Dave went on to sail several more small boats: a few more El Toros, some Lasers, a 505, a Snipe. Then came keel boats: a Catalina, Rangers, Nonsuch cat boats, a Wyliecat 30. He figures he's owned about 30 boats in all.

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Cover: A wave of the whole hand as the pinky schooner
Tiger struts down the estuary on the way to the post
Master Mariners Regatta party at Encinal Yacht Club.

Photo: *Latitude/John*

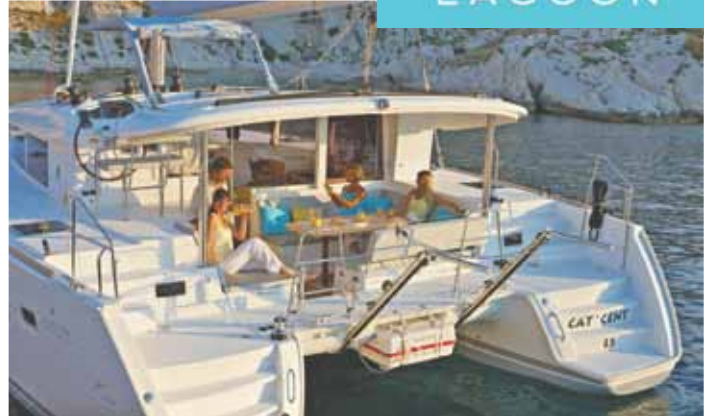
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must pertain to a West Coast or universal sailing audience and be accompanied by a variety of pertinent, in-focus digital images with identification of all boats, situations and people therein. Send both text and photos electronically. Notification time varies with our workload, but generally runs four to six weeks. Send all submissions to editorial@latitude38.com. For more additional information see www.latitude38.com/writers.html.



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Lagoon 450S

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LAGOON 450, 2016.....	\$645,000
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OCEANIS 55, 2016.....	\$595,000
OCEANIS 55, 2016.....	\$575,000
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JEANNEAU 43 DS, 2002.....	\$147,500
CATALINA 42, 1993.....	\$102,300
OCEANIS 31, 2013.....	\$99,700
BENETEAU 361, 2001.....	\$92,000
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Latitude 38

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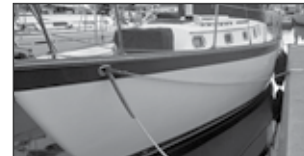
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CALENDAR

Non-Race

June 30-July 1 — 505 Heavy Air Training Clinic on the Columbia River Gorge. CGRA, www.cgra.org.

July 1-29 — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

July 4 — Independence Day fireworks celebrations at many waterfront venues, including Barron Hilton's Fireworks Extravaganza, Mandeville Tip, San Joaquin River.

July 4 — Independence Day Celebration, Maritime Museum, San Diego, 8:30 p.m. Fireworks viewing, ships, exhibits, snacks, drinks. \$8-10. Info, www.sdmartime.org.

July 4-25 — Wednesday Yachting Luncheon Series, StFYC, 11:45-1:30 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

July 6, 7, 20, 21, 27, 28, Aug. 3, 10, 11 — Sailing on 1891 scow schooner *Alma*, Hyde St. Pier, San Francisco, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/sqfr.

July 7, Aug. 4 — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

July 7-8 — USCGA About Boating Safety course, South Beach Harbor, San Francisco, 8:30 a.m.-1 p.m. Qualifies students for the CA Boating Card. \$35. Register with Dave, (415) 205-0687 or dktalton@gmail.com.

July 7-28 — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

July 12 — Rum Runner Night aboard steam ferryboat *Berkeley*, Maritime Museum, San Diego, 5-8 p.m. Cuban cuisine, cocktails, live music. \$30. Info, www.sdmartime.org.

July 12, Aug. 9 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

July 13-14 — US Powerboating Safe Powerboat Handling Course, Benicia YC, 8:30 a.m.-5:30 p.m. Hands-on, on the water. \$350. Info, www.nautical-solutions.org/certification.

July 14 — Community Sailing Skills Clinic, Tahoe Keys Village, 8:30-5 p.m. Classroom and on-the-water instruction, followed by a social hour. \$35-45 includes lunch. LTWYC, www.tahoewindjammers.com.

July 14-15 — Family Overnight aboard bark *Star of India*, Maritime Museum, San Diego, 2 p.m.-9 a.m. Fireworks viewing, ships, exhibits, snacks, drinks. \$75/person includes food and accommodations. Info, www.sdmartime.org.

July 15 — San Francisco Bay Parade. Kayak or SUP, Pier 40 to McCovey Cove, \$150. Swim, Golden Gate Bridge to McCovey Cove, \$200. Boats needed to support swimmers (no fee). 9 a.m.-1:30 p.m. Info, www.baykeeper.org/bayparade.

July 15 — Speaker event with yacht designer Robert Perry, Sausalito YC, 3-5:30 p.m. PICYA YC members welcome. \$30. SYC, www.sausalitoyachtclub.org/event/perry-speaker-event.

July 15, Aug. 12 — Open House/Intro Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. CSC, www.cal-sailing.org.

July 21 — Blue Room Lecture Series presents Sarah Crabtree speaking about Whaler, Traitor, Coward, Spy: William Rotch, the Quaker Ethic, and the Spirit of Capitalism. Maritime Museum, San Francisco, 1 p.m. Free. Info, (415) 447-5000 or www.nps.gov/sqfr.

July 23-26, July 29-Aug. 1 — ISA Laser Clinics on the Columbia River Gorge. CGRA, www.cgra.org.

July 27 — Sail under the full moon on a Friday.

July 28 — Runabouts on the River, Stockton Sailing Club, 10 a.m.-4 p.m. Antique and classic boat show. Raffle, booths,

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Aug. 3-5 — Stephens Yacht Rendezvous, Village West Marina, Stockton. Info, (916) 869-9141 or <https://classicyacht.org>.

Aug. 4 — Taste of the Delta, Village West Marina, Stockton, 1-4 p.m. Wineries, breweries, restaurants, arts, vendors, live music, auctions. Fundraiser for the Delta Chambers. \$30-35 includes souvenir glass. Info, www.tasteofthedelta.com.

Aug. 4 — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Live music, boat rides & tours, dinghy races, fish & chips, pies, boatbuilding demo, raffle, marine flea market, arts. \$30 spaces; reserve at (415) 332-8554. Free admission. Info, www.galileeharbor.org/events.

Aug. 4-5 — Get into Your Sanctuary Day. National Marine Sanctuaries, www.sanctuaries.noaa.gov.

Aug. 10-11 — Lake Tahoe Concours d'Elegance, Obexer's Marina, Homewood. Info, www.laketahoeconcours.com.

Aug. 10-12 — Metal Boat Festival, Anacortes, WA. \$95-\$125 includes moorage. Info, www.metalboatsociety.org.

Aug. 11 — Hot Summer Nights, Stockton Sailing Club, 5-10 p.m. SSC, (510) 951-5600 or www.stocktonsc.org.

Aug. 13 — Woody Over the Bottom rally, Tahoe City Marina, 8:30 a.m. Tahoe YC, www.tahoeyc.com.

Racing

June 24-July 1 — Optimist North Americans. Vallarta YC, www.vallartayachtclub.org.

June 29 — El Toro Junior Nationals at SSC. El Toro IYRA, www.eltoroyra.org.

June 30 — YRA Westpoint Regatta to Redwood City & Island Time Party at SeqYC. Info, www.westpointregatta.com.

June 30 — Little Boreas Invitational, 14 miles on Monterey Bay. ElkYC, www.elkhornyc.org.

June 30 — Año Nuevo Race. MPYC, www.mpyc.org.

July 1 — Shaka Challenge, a new singlehanded/doublehanded race to Diamond Head, HI, starts from Marina del Rey. Pacific Singlehanded Sailing Association, www.pssala.com.

July 1 — Mayor's Cup/Independence Day Regatta on Lake Merritt, Oakland. Peggy, (510) 836-1805.

July 1 — Fannette Island Race, South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 1, 4 — Vic-Maui International Yacht Race starts in Victoria, BC, bound for Lahaina. Info, www.vicmaui.org.

July 1, 15, Aug. 5 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

July 4 — Brothers & Sisters Race around the San Pablo Bay island pairs thus named. TYC, www.tyc.org.

July 4 — Fourth of July Regatta for juniors. EYC, www.encinal.org.

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

July 7 — Silver Eagle long-distance race. IYC, www.iyc.org.

July 7 — Hart Nunes for Mercurys. SFYC, www.sfyc.org.

July 7 — Purissima Cup. HMBYC, www.hmbyc.org.

July 7 — Stars & Stripes. CPYC, www.cpyc.com.

July 7 — Jack & Jill. SSC, www.stocktonsc.org.

July 7 — North Bay Series #4/Brothers Race. VYC, www.vyc.org.

July 7 — Championship Series. CYC, www.cyc.org.

July 7-8 — High Sierra Regatta centerboard weekend on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 8 — Summer 3 & 4 One Design. MPYC, www.mpyc.org.

July 9, 11, 12, 13 — Pacific Cup starts off StFYC, destined for Kaneohe Bay, Oahu. PCYC, www.pacificcup.org.

July 12-15 — Laser North Americans in Long Beach. ABYC, www.abyc.org.

July 12-15 — Coronado 15 & Ultimate 20 PCCs on Hun-

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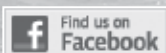


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CALENDAR

tington Lake. FYC, www.fresnoyachtclub.org.

July 13-15 — Gorge Skiff Regatta for 29ers and I-14s. CGRA, www.cgra.org.

July 14 — YRA Summer Series #3 in the South Bay. YRA, www.yra.org.

July 14 — Twin Island #2 around Alcatraz and Angel Island. SYC, www.sausalitoyachtclub.org.

July 14 — Fox Hat Race. TYC, www.tyc.org.

July 14 — Santana 22 Team Races. SCYC, www.scyc.org.

July 14, 29 — Summer Series. GCYC, www.gcy.net.

July 14, Aug. 11 — South Bay Interclub Series. Info, www.jibeset.net.

July 14, Aug. 11 — Buoy Series on Clear Lake. KBSC, www.kbsail.org.

July 14, Aug. 11 — Race days on the San Joaquin River. ACYC, www.andreascoveyc.org.

July 14-15 — High Sierra Regatta keelboat weekend on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 14-15 — Kiteboarding Classic/UN Challenge. StFYC, www.stfyc.com.

July 14-15 — BAYS/Svendsen's Summer Splash for youth on the Estuary. EYC, www.encinal.org.

July 14-15 — Multihull Regatta hosted by BBYC. BAMA, www.sfbama.org.

July 14-15 — BOB Regatta. SSC, www.stocktonsc.org.

July 15 — Tri-Island Race #2. BYC, www.berkeleyyc.org.

July 15 — Summer 3 Long Distance. MPYC, www.mpyc.org.

July 15 — Summer Races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

July 15 — Howard Stevens Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 15, Aug. 12 — Baxter-Judson Series. PresYC, www.presidiyachtclub.org.

July 17-22 — Wind Youth Clinic & Regatta on the Columbia River Gorge for Lasers and Optimis. CGRA, www.cgra.org.

July 18-19 — Heavy Weather Laser Slalom. StFYC, www.stfyc.com.

July 19-21 — San Juan 21 NAs on Tenmile Lake, Lakeside, OR. Info, www.sj21class.org/events.html.

July 19-22 — Whidbey Island Race Week, Oak Harbor, WA. Info, www.whidbeyislandraceweek.com.

July 20 — Dutch Shoe Marathon. SDYC, www.sdy.org.

July 20-22 — Laser Masters NAs. StFYC, www.stfyc.com.

July 20-22 — Santana 22 Nationals hosted by MPYC in Monterey. Info, www.regattanetwork.com/event/16803.

July 21 — Plastic Classic Regatta & Concours d'Elegance for vintage fiberglass boats. BVBC, www.plasticclassic.org.

July 21 — OYRA Jr. Waterhouse. YRA, www.yra.org.

July 21 — Midnight Moonlight Maritime Marathon, Raccoon Strait to Carquinez Strait & return. SFYC, www.sfy.org.

July 21 — Small Boat Solar Series. EYC, www.encinal.org.

July 21 — One More Time Regatta, Marina del Rey. Del Rey YC/Wooden Hull YC. Info, www.whyc.org.

July 21 — Centerboard Regatta. FLYC, www.flyc.org.

July 21-22 — J/105 Fleet 1 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 21-22 — Monterey and Back Regatta. SCYC, www.scyc.org.

July 21-22 — Santa Cruz Summer Hobie & Multihull Regatta. SCYC, www.scyc.org.

July 22 — Doublehanded Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 27-28 — Santa Barbara to King Harbor Race. Santa Barbara YC/KHYC, www.regattanetwork.com/event/16864.

July 27-29 — Columbia Gorge One-Design Regatta (CGOD)



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32' J/100 2005
88,900 Contact: San Diego



32' PACIFIC SEACRAFT PH 32 1997
105,000 Contact: Alameda



48' SEA RAY SUNDANCER 48 2008
429,000 Contact: Alameda



46' HATTERAS Sportfisher 1977
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44' OCEAN YACHTS 1986
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38' SILVERTON C38 2003
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2012 36' J/111	SOLD
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1988 35' J/35	47.5k
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CALENDAR

for RS Aero, Laser, Tasar, Fireball and Weta classes. CGRA, www.cgra.org.

July 28 — North Bay Series #5/Luna Race. VYC, www.vyc.org.

July 28 — Jack Reacher Race. Fun multihull race near Treasure Island followed by a raft-up in Clipper Cove. BAMA, www.sfbama.org.

July 28 — West Wight Potters' Cruisers Challenge hosted by MPYC. Info, www.cruiserchallenge.potter-yachters.org.

July 28 — McNish Classic, Channel Islands Harbor. Kevin, (805) 312-7319 or Pacific Corinthian YC, www.pcy.org.

July 28 — Sadie Hawkins on Clear Lake (women on the tiller). KBSC, www.kbsail.org.

July 28 — Mitchell Ross Regatta. SFYC, www.sfy.org.

July 28-29 — YRA Encinal Regatta, aka 2nd Half Opener, with a Saturday night party at EYC. Info, www.yra.org.

July 28-29 — Waterfront Regatta/Laser Master PCCs in Benicia. Info, www.regattanetwork.com/event/16811.

Aug. 1-3 — Hobie Youth and Women NAs on Huntington Lake. Info, www.regattanetwork.com/event/15801.

Aug. 2 — Laser Gorge Blowout. CGRA, www.cgra.org.

Aug. 3-5 — Laser PCCs. CGRA, www.cgra.org.

Aug. 4 — OYRA Wild Card #1. YRA, www.yra.org.

Aug. 4 — Single/Doublehanded Race #4. SeqYC, www.sequoiayc.org.

Aug. 4 — Moseley Regatta. TYC, www.tyc.org.

Aug. 4 — North Bay Series #5/Angel Island. VYC, www.vyc.org.

Aug. 4 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 4 — Santanarama in Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 4-5 — Summer Keel for J/111s, J/120s, Express 37s, J/105s, Melges 24s and Express 27s. Info, www.sfy.org.

Aug. 4-5 — El Toro Worlds, Pinecrest Lake. Info, www.eltoroira.org.

Aug. 4-5 — BAYS Summer #3 on Richardson Bay, hosted by SFYC. Info, www.bayarea-youthsailing.com.

Aug. 4-5 — Hobie Cat Mile High Regatta on Huntington Lake. Info, www.div3.hobieclass.com/regattas.

Aug. 4-5 — Franks Tract Regatta on the San Joaquin River. ACYC, www.andreascoveyc.org.

Aug. 4-5 — Summer 5 & 6/Konigshofer Regatta for Shields. MPYC, www.mpyc.org.

Aug. 5 — CBRA #3, hosted by CYC. YRA, www.yra.org.

Aug. 5 — Commodore's Cup Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 6-9 — Junior Sabot Nationals. LBYC, www.lbyc.org.

Aug. 6-10 — Hobie 18/20 NAs on Huntington Lake. Info, www.div3.hobieclass.com/regattas.

Aug. 8-12 — 505 NAs. StFYC, www.stfy.com.

Aug. 11 — YRA Summer Series #4. YRA, www.yra.org.

Aug. 11 — Dinghy Delta Ditch, 30 miles from Rio Vista to West Sacramento. LWSC, www.lwsailing.org.

Aug. 11 — Summer #3. SeqYC, www.sequoiayc.org.

Aug. 11 — Benicia YC vs. Vallejo YC Regatta. BenYC, www.beniciayachtclub.org or VYC, www.vyc.org.

Aug. 11 — Steele Cup/Dinghy Weekend on Lake Rancho Seco. FLYC, www.flyc.org.

Aug. 11 — Shaw Island Classic, Friday Harbor, WA. San Juan Island YC, www.sjiyc.com.

Aug. 11-12 — USMRC Qualifier #7. LBYC, www.lbyc.org.

Aug. 12 — Midsummer Madness on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 12 — Day on the Monterey Bay Regatta benefiting Big Brothers Big Sisters. SCYC, www.club.scyc.org/racing.



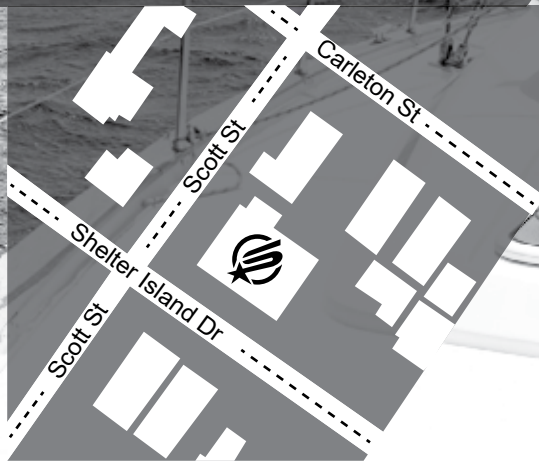
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Aug. 12 — Summer 4 & 5 PHRF. MPYC, www.mpyc.org.

Aug. 12-25 — I-14 Worlds. RYC, www.richmondyc.org.

Aug. 14 — Cup Boat Regatta, El Dorado Hills. FLYC, www.flyc.org.

Aug. 14-19 — Star North Americans, Marina del Rey. California YC, www.calyachtclub.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 7/20, 8/3, 8/17, 8/31, 9/14. Gary, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Fall Monday Night Madness: 7/23, 8/6, 8/20, 9/3, 9/17, 9/24 (make-up). Info, www.bvbc.org.

BENICIA YC — Every Thursday night through 10/18. Dan, (707) 319-5706 or www.beniciayachtclub.com.

BERKELEY YC — Every Friday night through 9/28. Paul, (510) 540-7968 or www.berkeleyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub only. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/24. Marcus, (415) 435-4771 or www.cyc.org/racing.

COYOTE PT YC — Every Wednesday night through 10/10. Info, (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Summer Twilight Series, Friday nights: 7/6, 7/20, 8/3, 8/17, 9/7. Ted, (925) 699-3726 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 8/29. Summer Sunset Series, Saturday nights: 7/14, 8/4. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday Night Series: 6/29, 7/13, 7/27, 8/10, 8/24. Info, www.ggyc.com.

HALF MOON BAY YC — Friday nights: 7/6, 7/20, 8/3, 8/17, 8/31, 9/14, 9/28. Info, www.hmbyc.org.

ISLAND YC — Summer Island Nights, Fridays: 7/13, 7/27, 8/10, 8/24, 9/14. David, (510) 521-2985 or www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/10; Intergalactic Beer Can Race: 7/18. Jeff, (775) 544-8268 or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through 9/27. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 8/30. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series every Wednesday through 9/26. Family Fun Dinghy Series, Friday nights: 8/10, 8/17, 8/24, 8/31. Info, race@mpyc.org or www.mpyc.org.

OAKLAND YC — Sweet 16 Series every Wednesday night: 7/18-9/5. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 7/4, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19, 9/26. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Wednesday Evening Series for IODs, Folkboats, Knarrrs through 8/22. Thursday Night Kite Series: 7/12, 7/26, 8/23, 9/6, 9/20. Friday Night Formula Windsurf Series: 6/29, 7/13, 7/27, 9/14, 9/28. Graham, (415) 655-7756 or www.stfyc.com.

SF MODEL YC — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, www.sfmryc.org.

SANTA CRUZ YC — Every Wednesday night through 10/31. Friday night Lasers, 7/20, 8/17. Info, www.scyc.org.

SAUSALITO YC — Summer Sunset Series, every other Tuesday night: 7/24, 8/7, 8/21, 9/4. Mary, (510) 757-3317 or www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series every Wednesday through



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CALENDAR

10/3. Scott (410) 212-8177 or www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night through 8/28. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 6/29, 7/20, 7/27, 8/3, 8/17, 8/24. Info, www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night through 8/29. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Lasers, every Monday night through 8/27. Beer Cans, every Wednesday night through 8/29. Andrew, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night through 8/10. Cam, (415) 789-9294, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/26. Mark, (916) 835-2613 or www.vyc.org.

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

July Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
6/30Sat	0046/5.8	0738/-0.5	1502/4.7	1935/3.1
7/01Sun	0122/5.6	0812/-0.4	1536/4.7	2019/3.1
	LOW	HIGH	LOW	HIGH
7/07Sat	0121/1.6	0719/3.8	1238/1.7	1932/5.8
7/08Sun	0216/1.0	0844/3.9	1334/2.0	2015/6.2
	HIGH	LOW	HIGH	LOW
7/14Sat	0018/7.0	0705/-1.5	1417/5.4	1902/2.4
7/15Sun	0110/6.8	0752/-1.3	1503/5.5	2002/2.3
	LOW	HIGH	LOW	HIGH
7/21Sat	0151/0.9	0816/4.0	1313/2.1	1953/6.1
7/22Sun	0249/0.6	0935/4.2	1412/2.5	2039/6.1
7/28Sat	0640/-0.3	1350/4.9	1833/2.8	
	HIGH	LOW	HIGH	LOW
7/29Sun	0030/5.9	0711/-0.2	1419/4.9	1910/2.8

July Weekend Currents

date/day	slack	max	slack	max
6/30Sat	0224	0524/2.3E	0942	1300/3.1F
	1648	1854/1.1E	2112	
7/01Sun		0024/2.3F	0306	0606/2.1E
	1006	1336/3.0F	1730	1936/1.0E
	2148			
7/04Wed	0042	0254/1.0F	0436	0842/2.7E
	1236	1536/2.2F	1830	2142/2.2E
7/07Sat	0242	0554/1.5F	0912	1136/0.9E
	1354	1754/2.8F	2112	2348/1.8E
7/08Sun	0354	0654/1.8F	1024	1236/0.9E
	1454	1848/2.9F	2154	
7/14Sat	0142	0436/3.1E	0854	1200/3.9F
	1536	1754/1.5E	2036	2354/3.3F
7/15Sun	0236	0530/3.0E	0936	1248/3.9F
	1618	1842/1.6E	2130	
7/21Sat	0330	0618/2.2F	0936	1148/1.1E
	1424	1754/2.8F	2118	
7/22Sun		0012/1.8E	0430	0730/2.4F
	1042	1248/1.1E	1524	1848/2.8F
	2206			
7/28Sat	0130	0430/2.3E	0842	1148/3.3F
	1524	1736/1.3E	2006	2318/2.6F
7/29Sun	0206	0506/2.2E	0906	1218/3.2F
	1554	1812/1.3E	2042	



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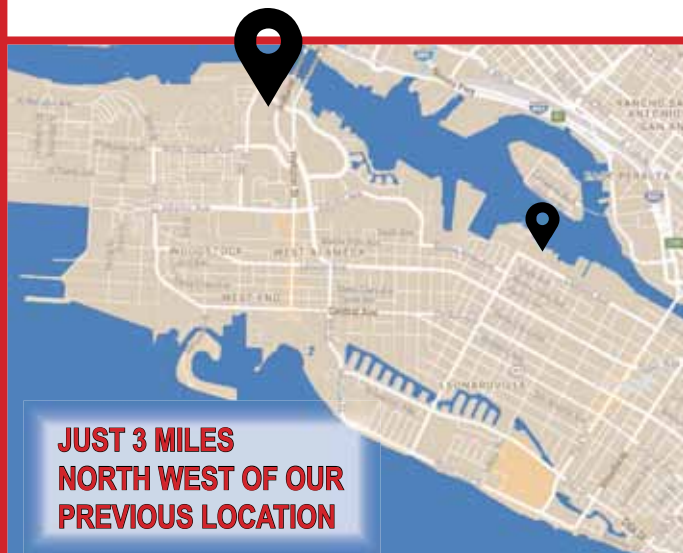
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LETTERS

⚡ **WATCH YOUR TONE**

The tone of the May 16 'Lectronic *Latitude* [Tack or Attack] enraged me. I'm a lifelong sailor and retired tugboat operator who has spent many years escorting and assisting tankers — and occasionally LNG tankers — primarily in the Pacific Northwest and Prince William Sound. Currently I'm roaming the South Pacific on a Yamaha 33.

Clearly, the armed patrol boats escorting these vessels are there to ward off terrorists, not pleasure boaters, regardless of how foolish they are. It was the blasé attitude by the author, and the appalling remark about being under sail and on a starboard tack when encountering an outbound LNG tanker dealing with an ebb tide and a confined channel (directly under the Golden Gate no less) that raised my hackles. I have seen many near misses in my years.

That remark — among others — and the tone of the article, seemed out of place to me in the electronic pages of a highly-circulated publication like *Latitude 38*. "Since we were just cruising it was no big deal." Argh. So if you're racing, it's OK to pass close to a large commercial vessel? Like Lowell North did years ago? (There were articles in *Latitude 38* about that incident).

The majority of sailors have little or no appreciation of the difficulties the pilots of these vessels are dealing with. Few have even a fundamental understanding of the rules of the road. Even experienced, gifted sailors sometimes exhibit terrible seamanship on the race course in the heat of battle. It seems to me that *Latitude's* role is to illuminate. I think this article did damage.

But I've loved *Latitude 38* since its inception. My favorite boating publication, period.

John Tebbetts
Ichi Ban, Yamaha 33

Whangarei, NZ (heading back to Tonga soonish)

John — We appreciate your feedback and readership all the way in Whangarei, New Zealand, but think you may be suffering from a bit of PTSD (Post Traumatic Ship Disorder).



SUSAN KREBS

This felt like a good distance to us from the LPG tanker crossing our bow. Perhaps they were going 18 knots and we were chugging along at 3.5; to our eye, they're passing well ahead. The USCG gunboat disagreed.

We are sure that, "after many years of escorting and assisting tankers," you've had more than your share of tense situations with recreational sailors and other obstacles. But to say that, "The majority of sailors have little or no appreciation of the difficulties the pilots of these vessels are dealing with. Few have even a fundamental understanding of the rules of the road," feels way out of line with reality. We consider incidents between ships and sailboats to be newsworthy, but we rarely hear stories that are worth a mention. Suggesting the frequency

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LETTERS

of sailboat-and-ship scenarios, you reference a well-known incident that happened between a commercial ship and Lowell North while skippering the Peterson 44 Secret Love. That was in 1983! The truth is, despite the very busy commercial traffic on an exceptionally active sailing venue like San Francisco Bay, the actual instances of ship and sailboat collisions are almost nil.

That doesn't mean there aren't close calls that stress out both ship pilots and sailors. Even though we have put in our time on the Bay, we take every sail seriously, and know that we don't know everything. We have been out and heard the dreaded 'five blasts on the horn' but, given all the thousands of sailors, windsurfers, kites and others on the Bay, we'd say that by far the vast majority have a decent enough understanding of the basic rules of the road to stay well out of the way.

In this hypersensitive world it is hard to insert a tongue-in-cheek comment like "starboard tack and under sail," which was meant completely in jest. From the USCG perspective it may have still looked a little too close, so they zipped over with their gunboat for a pleasant, short visit. No big deal. As we noted in 'Lectronic, "...when you consider an LPG tanker under the Golden Gate Bridge, you understand their desire to be cautious." With or without a gunboat, we were sailing with the understanding that the ship had indisputable rights and that we were, from our perspective, staying well out of the way. But to be fair, we've been in race protests and philosophical discussions where our perspective was also deemed a little off.

↑↓ AND WATCH WHERE YOU'RE GOING

Readers — a few months ago, we posted the following picture on Instagram with the following caption, followed by the following comment:



NATHANIEL BEILBY

Testing out a new type of tiller extension during a St. Patrick's Day sail, which saw some light rain that forced us to retreat to the cabin (which was stocked with whiskey). We kept the boat on course toward the emptiness of San Pablo Bay and managed to stay dry!

Pretty awesome. Until the tugboat runs you over cuz you can't see where you're going and can't hear them blasting the danger signal.

tugcaptain11
Instagram Planet

Tugcaptain (and John Tebbetts) — Sigh. Does anyone out there really think that we try to starboard-tack ships, or that we just go below and sail blindly on a busy waterway? If Latitude



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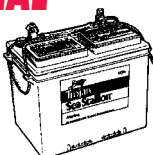


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LETTERS

has set any precedents in its 41-year history, it's that we enjoy a good joke.

We understand that you're both professional mariners who have worked on the water, rather than just recreating on it, like we do. We understand that you've probably seen some unbelievably stupid shit over the years, and are therefore skeptical of ignorance, even as a joke. And in your comments, you both advocated for safe boating, so thank you for that. We don't want anyone to think that in either our joking or slightly indignant response here, we don't believe in being as safe as possible on the water. We realize that lots of sailors read us, and that we set a de facto example.

So just to clarify: Don't starboard-tack a ship (as if the machine gun weren't deterrent enough), and don't go below and step away from the helm if there's a tug bearing down on you. Please, stay safe everyone, have some fun out there, and be sure to tell and enjoy jokes.

SO I HAVE SOME TIME ON MY HANDS. GOT ANY EXTRA LATITUDES?

I had some time on my hands so I attempted to draw out an 18-ft symmetrical daysailer that I would theoretically use a crab claw sail with. What a hoot! Boy, that was a lot of fun. No idea if I'll build it — I need to figure out a little more first — but already it was a worthy pursuit. Talking about pursuits, there are numerous worthy ones, like walking down the ice cream aisle at your favorite market and trying to pick out a flavor.

Anyways, I've done some thinking. Jail provides you with ample time to think, and if nothing else, I figure next to flying small craft, there is nearly nothing as freeing as sailing out at sea, preferably with a dog. Never really done it but I bet! At one point, I bought a Catalina 27 out of Sausalito. I had taken a sailing class — ASA 101 out of Santa Barbara — but still lacked the confidence to commit.

I've been up in Portland lately; might try Seattle soon. We will try the Bay Area when I'm more financially able. (Can you imagine that Santa Clara County flew me back with two fugitive officers over a probation violation?) Anyways, I used to really enjoy *Latitude 38*. We don't even have a book shelf where I'm at. Think you could send any old issues over here? Any advice on building that boat, i.e. a book to pick up when I'm out? Or any place to check out in Oregon or Washington?

Thanks immensely for your publication. I'll be here another month.

Anonymous
Milpitas

Anon — We hope you got the issues we sent you!

YOUR BOAT'S OLDER THAN MINE!

I stopped by the *Latitude 38* booth [at the Pacific Sail and Power Boat Show], but only spoke with Doña M. Richard Spindler wasn't there — I wanted to have a chance to thank him for all he's done. Maybe another occasion.

Must tell you I appreciate editor Tim Henry's continuing tales of boat ownership and San Rafael. My boat is right next to the old Rubicon Yacht Sales, at 21 Third Street, just a few hundred yards past Lowrie [where Timmy keeps his boat]. Ha. However, the Chrysler 22 is still mired in cash-flow limbo, needing a haulout to R&R the 800-lb. centerboard pivot-pin. I'm living like a starving student, saving funds up.

Hobart Bartshire
San Rafael

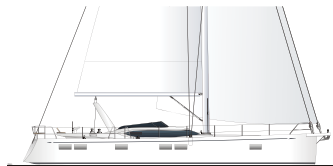
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LETTERS

Hobart — Thanks for the shout-out. We like to imagine that Latitude founder Richard Spindler lived by some variation of this credo: What's the point of working for a sailing magazine if you can't go sailing and write about it? It's been amazingly fun — and surprisingly humbling — to own and maintain my first boat, and I hope that I might have something useful to pass on to other would-be, newbie owners.

↑↓ I LIKE ALL THE DIY

The DIYs are fun. Keep them coming. Thanks.

Tony Pooner
Latitude Nation

↑↓ THE DEEP CLEAN — POWERBOAT DIVISION

Doing a deep clean [as reported in a May 7 'Lectronic]



ERIC ARTMAN

is not any better on a powerboat! This is the mess from the lazarette of my old boat when I upgraded to a new vessel in 2014. Seventeen years of accumulation.

Sometimes you gotta go big, pull everything out of the laz, and see what you don't need anymore . . . and what you didn't even know that you had.

Eric Artman
Cozy Lee, Island Gypsy 36
Tiburon

↑↓ GOD'S REEFING SYSTEM

I got a good chuckle out of your title *God's Reefing System* in [the May 23] 'Lectronic Latitude. The end of February and early March I had a 6,5,2, DNF, DNS, RET, RET, RET at the 2018 Thistle Midwinters East Championship held at St. Petersburg Yacht Club.

We had no wind Tuesday, we were fourth overall after the first three races on Wednesday a couple of points out of first, broke my ash tiller at the rudder head during Thursday's first race giving us the DNF and DNS and then asked to be scored RET for Friday's three races after our middle left us for Miami to go race in the J/24 Midwinters.

Funny thing was that my wife Mardi and I actually won the last two races on Friday two-manning it, but the Thistle Class doesn't allow us to add/remove crew during the regatta.

More 'letter scores' in one regatta than I've had in the past decade!

Mike Gillum
East Bound and Down, Thistle
Bubba, Day Sailer
Loomis

Mike — Readers may have seen the 'Lectronic showing the stump of a mast left after a windward shroud failed on the IOD Cedric during the second day of racing in San Francisco Yacht Club's Elite Keel Regatta. We have to thank Rich Jepsen for sending in the photo, and credit him with the title of "God's Reefing System."

Despite the best preparation possible, you never know when higher powers are going to take command and deal you results with a lot of 'Ds': DNF, DNC, DNS or maybe an RET. There's always next time.



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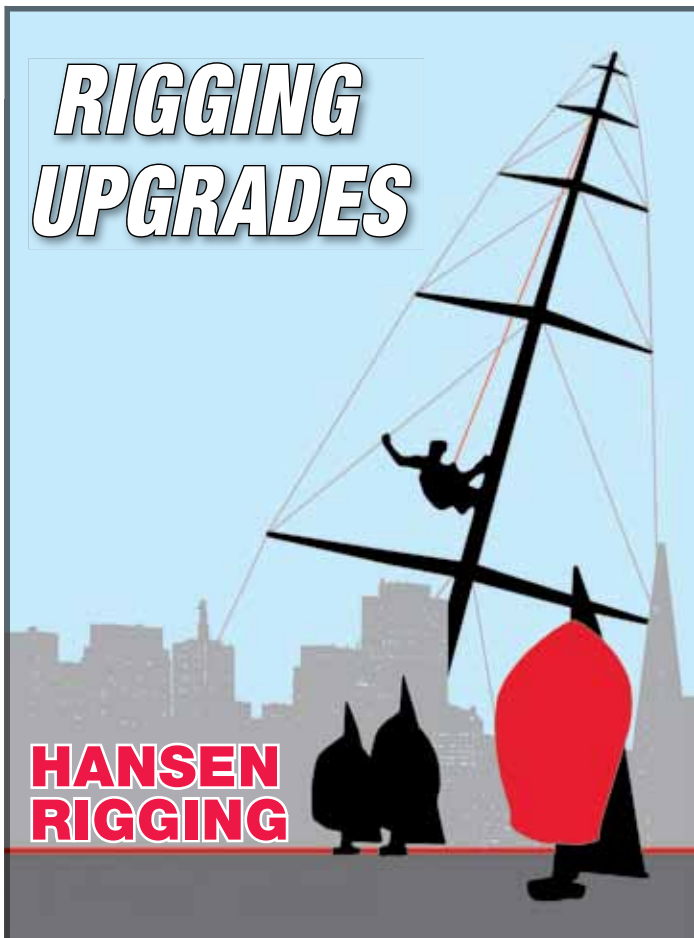
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↑↓ GOD'S WARNING SYSTEM



GREG CLAUSEN

Umm, maybe we should see what movies are playing?

I wanted to sail [during a windy weekend in mid-May], but nature said no! This photo was taken while I was safe in my slip. I wondered why people were not checking their lines like I was.

Greg Clausen
Free Spirit, Beneteau
Oceanis 390
Tiburon

↑↓ THE FUTILITY OF PERFECTION

I have been sailing and "messing around with boats" for over 50 years, and I've learned that we *will* make mistakes. Most of the time, they don't kill us. Often, we think we're competent until we do something that slaps us upside the head and reminds us how fallible we are. I worked many years in the aviation industry where there's little room for error, so I consider myself quite meticulous with a great ability to pay attention to detail.

However, on my boat, I may have been a little lax. I had removed the wheel steering cable to lube it and replace critical components. Upon reassembling, unknown to me, I reversed the chain on the sprocket. Fast forward six months. I have decided to move my boat to a new marina across the Bay, and it is a beautiful day, so I invite my girlfriend to accompany me. I foolishly back out of the slip without checking which way the rudder is turning and find, much to my dismay, that the rudder is going the opposite way from which it should go.

So in reverse, and when I hope the bow will swing to port, it swings to starboard and vice versa. I am in a very narrow channel and don't have a lot of time to figure this out. But once I realize what's happening, I decide that I've steered a boat with a tiller for many years, so I will pretend that this wheel is a tiller. My girlfriend has very little sailing experience but is very intuitive and realizes something is awry. She realizes that maybe the dufus behind the wheel doesn't know what he's doing. When we return to a slip that's empty, I open the binnacle and reverse the chain on the sprocket and then the rudder moves as it should. This time I check it.

And then we have a beautiful sail across the Bay, arriving at the marina at sundown, with nature doing what it does best, putting the sun to bed. Had I not messed up the chain connection, we would have been too early for the sunset. As Shakespeare said, "All's well that ends well."

Tim Rogers
CAVU, C&C 40
San Francisco Bay

↑↓ DELTA CRUISING DESTINATIONS

We enjoyed seeing you again and participating in the Delta Doo Dah X Kickoff Party. After listening to the presentation on where to go in the Delta I realized that there isn't a current guide for DDD'ers about the what-and-where information. I looked at your website on Delta Events and the reference to the commercial Delta Chambers site but really didn't see a lot of sailing and anchoring information.

What's your feeling for Active Captain and its database of the Delta? I haven't really explored it since the change of ownership and integration with Garmin. You can check out Active Captain at www.activecaptain.com/livemap. The website gives you access to the maps, but you have to join to



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LETTERS

make new entries or comments. I am in the "California Delta" group. Some of the stuff is pretty dated though, i.e. the dike at False River is gone.



LATITUDE/ANNIE

Ann Perez talks about Franks Tract during the Kickoff Party/Seminar at Richmond YC on May 12.

Slough on the Sacramento. The public docks and Old Sacramento are still a viable tourist spot. Farther up from the Bedrooms on Potato Slough is Grindstone Joe's and of course Tower Park. They've opened a Yogi Bear Jellystone Park there for families with bored small ones.

You asked about Liberty Island as a gunkhole for cruisers, and I thought to send you some of the references on its creation and status. My references are online but also in tomes of information about Delta development, which, if you're a history buff, are somewhat fascinating.

See <https://fishbio.com/field-notes/the-fish-report/happy-accident-restoration-liberty-island>, <https://baynature.org/article/liberty-island> and www.ppic.org/wp-content/uploads/R_207JLChapter2R.pdf.

I wonder if we'd find the Delta such a marvelous place if it'd not been developed over the past century. Liberty Island is supposedly one part of the Delta that 'reproduces' the nature of the original marsh, in that it has no fresh water through-flow (at least until the Yolo Bypass is opened). Fish and Wildlife uses it as an environmental laboratory on 'natural' conditions. Unfortunately they can't get tidal saltwater to test its effects. As we enter another low-water summer, it'll be interesting to see how flows and farmers and Delta boatmen go. Sec 437 [eliminating judicial review] is the scariest thing in Congress.

If you recommend this site as a gunkhole to your readers, I'd suggest they have a dinghy to really see it all. The slough is deep enough for our type of boats, and there isn't a current to speak of. The levees are unfortunately high; you don't get an aesthetic view to the west. Ulatis Creek would flow into Cache Slough, only it is now the Ulatis Canal and has the Hastings Cut taking the water across to Lindsey Slough and then south for the farms. The Canal was developed for flood drainage for Vacaville and so probably has a lot of urban contamination. The greatest users are all bass fishermen and duck hunters.

I pride myself on having had great times on the water, having fished, kayaked and sailed on the rivers from the headwaters to the Golden Gate. Along the way I absorbed much of the local history of water use and development going back to the pioneer times, then the "Cadillac Desert" and more recently the CALFED era. What is being promoted with the WaterFix tunnels will make a permanent change in the nature of the Delta. I find it curious that your magazine hasn't taken a position on that issue. Your reporting of so many issues of our times has been accurate and fair. You don't seem to want to take a stand on the Delta water issue. There's a lot of journalistic meat there and I'm surprised you haven't

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LETTERS

taken a bite.

David Cowell
Mas Tiempo, Islander 30 MkII
Owl Harbor, Isleton

Dave — Frankly we haven't taken a position on the WaterFix largely because, so far, we don't feel we're enough up to speed to comment.

Marc Reisner's 1986 book, Cadillac Desert, was a fascinating read on the development of water, and, with continued population growth and climate change, water development/management is going to be an ongoing problem.

We love cruising the Delta just the way it is and are very concerned about the project's impact on the environment. Sailing, cruising, and boating on the Delta are activities we don't want to see disrupted, but even more important is the sustainability of the ecosystem.

However, one nagging question comes to mind. What's the alternative? Is it desalination? If we burn tons of fossil fuels to remove salt from seawater wouldn't we be exacerbating the climate issues that are contributing to the droughts we're trying to solve? Certainly water conservation, gray-water use, improved irrigation and numerous other tactics are needed to manage the water. One reason we don't like the WaterFix project is that if you simply increase the water supply with the WaterFix there's less incentive to pursue alternative measures.

In 'Lectronic Latitude at www.latitude38.com on June 1, we posted a political call to action issued by the Recreational Boaters of California. We don't know all the solutions to the state's water issues, but we do know it's important to make your voice heard.

For a PDF listing some possible Delta destinations and itineraries (compiled by Delta cruisers Craig and Ann Perez of the Express 34 Marrakesh), see www.deltadoodah.com. We appreciate Dave's suggestions of sailing destinations and hope to check out Liberty Island this summer.

↕ DELTA RACING DESTINATIONS

I have been reading the *Latitude 38* magazines on a regular basis for the last year or so, and I have seen some mention of "sailing and racing in the Delta." I live in Oakley, and I own a J/24 and a Catalina 22. I am very interested in doing some racing with the J/24, but I don't own a trailer to take it to the Bay, and it is difficult to make enough time to sail from my home marina, Big Break Marina, in Oakley, out to the Bay to participate in races.

I have considered attempting to participate in some races at the Vallejo Yacht Club, which is the closest yacht club that I have found so far that organizes races. I am wondering if you can provide me with any information about racing in the Delta that I might be able to participate in (I am only aware of the Delta Ditch Run and the Delta Doo Dah), or if you can offer me any suggestions as to how to become involved in racing activities in the Bay by sailing there from the Delta on a J/24. Are there other Delta sailors who do this on a regular basis? Where would I park the boat if I were able to sail it to the yacht club organizing the event the day before, etc.?

Any guidance that you can offer me would be greatly appreciated. As of yet, I am not a member of any yacht club or sailing/racing organization, so if you could tell me if I should join a club, the YRA, etc., that would also be very helpful.

Andy Bongiorno
Sosega II, J/24
Sosega, Catalina 22
Oakley



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LETTERS

Andy — Andreas Cove YC has some races (usually monthly during the warm-weather season) out of Isleton on the San

Joaquin River, near daymark 41. Benicia YC is closer to you than Vallejo YC, and they have racing on Thursday nights and also possibly some other times.



LATITUDE / CHRIS

ACYC's Franks Tract Regatta in 2017. The wind is not always this light on the San Joaquin River!

There is a group of sailors at the Antioch Municipal Marina who used

to do really casual Wednesday night DIY races. I don't know if they still do. A visit to the docks chatting up some of the many sailors there would answer that question.

Stockton Sailing Club is a super-active racing club, but pretty far away for you. But sailors from as far away as Stockton do sail (probably mostly motor, actually) their boats down to the Bay to race. It helps to have some flexibility in your work schedule.

With rare exceptions, you don't need to join a yacht club to race, especially if you're just beginning. Best to start racing first, then decide which club or organization to join.

Yacht clubs holding regattas usually welcome guest boats to stay for a couple of nights in their marinas, as space allows. Contact the harbormaster or port captain at the specific club to find out — in advance. Find links to yacht club websites at www.latitude38.com/links.html.

You might also want to contact the Bay Area J/24 fleet. An active and friendly group of them sails out of Richmond, and they may be able to help you get started racing with them. Find them at www.facebook.com/j24sf. (If our readers have any more suggestions for Andy, please email them to us at racing@latitude38.com.)

Good luck and have fun!

↑↓ AN OK RACE, A FABULOUS PRO

The Delta Ditch Run this year was, well . . . "We had fun." The required chase boat for multihulls was vandalized about a week prior to the start. Despite strong support from Stockton Sailing Club (before and after the race), and many people at Richmond YC, initial options were not panning out.

At the 11th hour, we were put in touch with Jeff Zarwell of RegattaPRO. Hero to the rescue! Jeff was courteous, professional, and able to secure a boat. Setting aside his personal life, he made all the last-minute arrangements to escort the fleet to Stockton in well under 24 hours.

Alas, this year was not the 'blast' we all signed up for. No wind. None. Nada. This made getting to the start area and the starting line while also complying with the 'no spinnakers before the gun and crossing the start line' rule a bit hard to do! The race turned into a fun sail.

Jeff stayed with the fleet and supported each boat — three went into Benicia, another into Pittsburg, another retired, and one held out pushing to finish. The door slammed shut on the final boat when, in drifting conditions within ~0.5 miles of Stockton Sailing Club, the tide turned to an ebb . . . at 2 a.m. While they were working their way up the last channel in the dark, Jeff stayed positive, present, and protective. The

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LETTERS

multihull fleet is very grateful.

Travis Vetter
Inter the Dragon, Nacra 20
The Bay Area

↑↓ PREPPIN' FOR THE PPJ

I'm several years into the process of preparing my Saga 43 sloop for Mexico and hopefully the Pacific Puddle Jump. One of the challenges is balancing time, money, the aging of the boat, and the aging of myself — I'm sure many cruisers and would-be cruisers have faced these often-conflicting factors in deciding when to cast off.

Two big-ticket items that have been on my list of potential gear additions are a steering vane (probably Hydrovane) and a watermaker. Similar in cost, both would be 'nice-to-haves', but I am leaning toward the vane as more of a 'must-have' considering a likely crew total of only two to three (I already have good electrical auxiliary power, but don't want to rely on that exclusively). Here are key questions that I hope experienced readers can answer: 1) What's the cost/availability/safety of potable water in coastal Mexico marinas? 2) What's the likelihood of catchable rain during a winter in the Sea of Cortez? And, most important, 3) What's the amount of catchable rain expected on a typical Cabo-to-Marquesas passage?

A rain catchment system can be easily rigged, and if a reasonable quantity of rain could be expected, it would make the decision an easy one — just add a good steering vane and still be able to have an occasional hot shower!

Roger Neiley
SoLunaMare, Saga 43
Laguna BeachA

↑↓ WHO'S GOT THE BIGGEST FLEET?

It's the Star class, dating from 1911 with over 7,500 boats built by at least ten builders, as well as an 80-year history as the Olympic keelboat class. It's one of the granddaddies of one-design boats. And still a blast to sail today!

Unknown
Star Universe

↑↓ A CLASSY BOAT IN CLASSIES

Classic wooden boats, like classic art, form a category of limited — but passionate — appeal. I advertised mine through an international broker who exposed the boat worldwide. We had several keen responses, including two from Europe and one who traveled from Australia, but after three years, no buyer. So I placed my ad in *Latitude 38* less than a year ago, and in months had found the right person to take stewardship of this fine boat.

I finished building my new, smaller wooden craft last year, and thanks to your wide West Coast reach, I'm now sailing again and have a good home for my faithful vessel after a quarter of a century ownership. All parties have reason to thank you, *Latitude 38*.

Steve Roberts
Makora, 1933 47-ft gaff cutter
San Pedro

↑↓ ARE YOU A PIRATES OF THE CARIBBEAN FAN?

The first *Pirates of the Caribbean*, *The Curse of the Black Pearl*, was definitely the best one. But my favorite memory of the movie is when we used a laptop and projector, and showed the movie drive-in style on the mainsail of our Formosa 41, *Islero*, while on a mooring in Isthmus Harbor on Catalina.

We used a small FM transmitter on the laptop so that the

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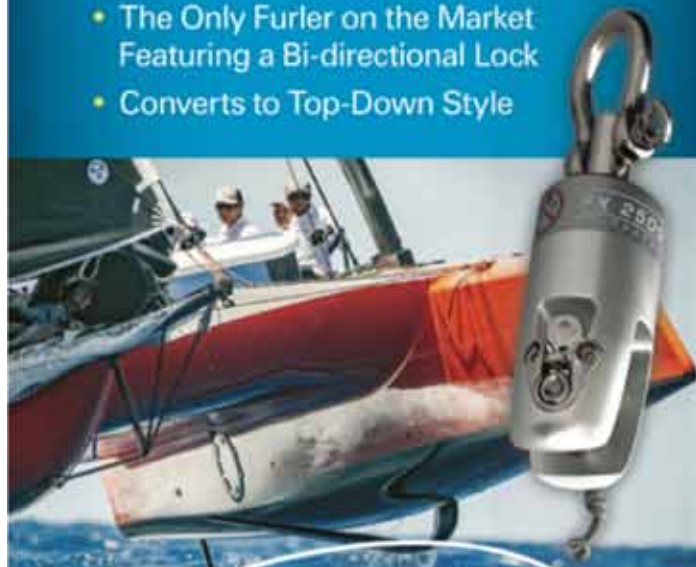


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LETTERS



LATITUDE / TIMMY

boats around us could play the dialogue through their radios. Everyone enjoyed rum drinks and a movie that night. The next morning, one of the people on shore told me that they watched the entire movie from the beach and did not realize that they were watching it reversed until the credits appeared. Thanks for reminding me of a great memory.

Gary Morris
Islero, Formosa 41
Silver Gate Yacht Club,
San Diego

↑↓ YES I'M A FAN, AS LONG AS IT'S GOT THE OLD STANDARDS

No pirates without Johnny Depp or Keith Richards! Mindless fun viewing.

Charles L. Cunningham
San Saggio, Catalina 400
Brisbane Marina

↑↓ IT'S TIME FOR A NEW FORMULA

More *Captain Ron* and Errol Flynn pirate movies, please!
Anonymous Old Sea Dog
Planet Latitude

Gary, Charles and Sea Dog — Ever since we started the Latitude Movie Club, we've enjoyed reminiscing about old sailing films, pulling out our favorite quotes, asking people what their favorite scenes are, and, on occasion, eviscerating bad movies. (We also brought the news that Disney is contemplating a *Pirates 6*, and there are rumors that it could be Johnny Depp-less. But these are just rumors). While the *Curse of the Black Pearl* was and remains a good film, the *Pirates of the Caribbean* franchise sailed into some rank, stinking waters.

But Gary's story reminds us that it doesn't matter what movie critics think, and, in some cases, it doesn't even matter how good a movie is or isn't. It's the experience and memories of watching movies that matter most (in fact, some of the worst movies make for the best watching with friends and beverages).

↑↓ A SURPRISE QUIZ

Readers — This boat starred in the movie _____, and now resides in the West Coast city of _____.



LATITUDE / TIM

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SAILING NANDJI
Roberts 40
YouTube

"... we entered into our first night with 'Robbo' extremely relaxed even though the seas had built 2-3m and the wind reached 30 knots during the night, but we did not touch the steering wheel once!"

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STEERING THE DREAM

LETTERS

I only know it because I have nearly the exact same photo.
Renee Wilmeth

I had no idea she was in San Diego — I will try to go see her next time I'm there. I love Patrick O'Brian.

Jos Cocquyt

I think Captain Ron was the Commander . . .

Helen Del Guidice

We walk past her daily.

Michael Gammond

One of the beautiful ships in my neighborhood in San Diego, now part of the maritime museum display. She is a replica of a British frigate and was originally christened the HMS *Rose*, purchased to star in the movie *Master and Commander: The Far Side of the World*.

Michael J. Mellor

↑↓ DO YOU WATCH YOUTUBE SAILORS?

I watch *Delos*, *Vagabond*, *Ran*, the Wynns and also enjoy (and contribute to) *Acorn*, to *Arabella*, Sampson Boatworks and Salt & Tar and their boatbuilding channels. It's all great stuff!

Eric Jungemann
Devil Dog, Catalina 22
Folsom

↑↓ SHEER PLEASURE WATCHING

I have been hooked on Sailing SV *Delos* for over a year now and love it. I am also hooked on Sailing *La Vagabonde*. Riley and Elayna are just great, and I drool over their new catamaran!

My latest pick is *Free Range Sailing*: a young Aussie couple circumnavigating Australia. If you are interested in fishing while cruising on a small vessel, this is for you. Very low-key and authentic. I miss *Chase the Story* and *Cheeky Monkey*. Wish they were still on.

Having been out there and now getting a bit long in the tooth, it's sheer pleasure to watch these videos.

Rick Whiting
Hope Floats, Floating Home
Sausalito

↑↓ SAILING INSTEAD OF DRINKING

I think YouTube sailors are good for sailing, and I watch them. It's *Delos* most of the time, with *Ran* and *Adventures of an Old Seadog*, too. The best part is when they are sailing, but all the drinking gets old after awhile.

Greg Clausen
Free Spirit, Beneteau Oceanis 390
Tiburon

↑↓ HOW MANY YOUTUBE SAILORS IS TOO MANY?

The proliferation of YouTube sailing and cruising channels is a positive evolution for the sport and is a contributor to why *Concordia* is currently on the hard at FONATUR's Guaymas marina. SV *Delos* is our favorite channel, followed by Sailing Vessel Adventurer and Adventure Adrift.

Time will tell if Trautman and crew avoid the pitfalls of over-commercializing as they embark on building/buying/refitting a boat for high-latitude sailing under *Delos 2.0*. What's great about *Delos* and other channels is their ability to share a window into the cruising lifestyle and deliver information

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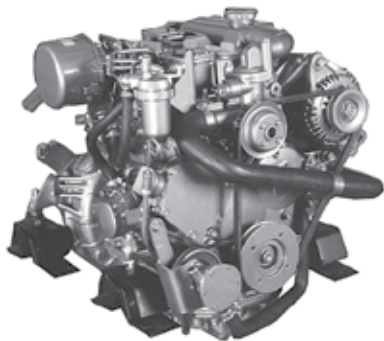
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LETTERS

that corrects or confirms the public's perception.

My worry, though, is when too many wanna-be YouTube stars make the itinerant lifestyle into a commercial enterprise and piss off the locals. How many vloggers yapping into a camera perched on a selfie-stick are too much?

Craig Moyle

Concordia, Cape North 43

Sacramento (currently in Guaymas, Mexico)

↑↓ GOOD FOR SAILING, AND THE PLANET

These YouTube channels are great for the community and the sport. They get more people on the water, which gives us a bigger lobby, but foster the love and appreciation of the world's oceans and their ecosystems as well. Hopefully this will generate more concern for the environment.

Michael St. John

Stormsvale, 1971 Swan 40

Svendborg, Denmark

↑↓ WHY IS SAILING SV DELOS SO SUCCESSFUL?

Having had a series of health issues since 2013, I accidentally found *Delos* whilst searching for something else on YouTube.

I believe my first *Delos* episode was where she was on



SV DELOS

the hard in Australia and Brian was throwing up because he had to fix the toilet and the smell overwhelmed him.

The most remarkable thing about them is they had to take time away from sailing to work as of just four years ago. They only became financially self-sufficient during and after their Thailand-to-Chagos time, after Karin came aboard full-time.

As a professional filmmaker

Jumping into your computer via YouTube, the core crew of 'Sailing SV Delos'. Clockwise from bottom left: 'Mr.' Brady Trautman; Karin 'Kazzatron' Syrén; Captain 'Breyawn' Trautman.

I feel their success is entirely based on the truth they are willing to show in their videos, including personal crises, the hard work cruising can be, and the interpersonal — and intrapersonal — struggles they are willing to share. And, they view their videos as full stories, and work very, very hard to tell those stories well.

They are successful because they work hard, constantly try to improve in their craft, and aren't afraid to show all the elements, even the difficult ones, that are involved. And it doesn't hurt that Brian is one of the most resourceful, competent people I have ever seen in any craft or profession. It is obvious he has taken the time and made the effort to master every element of owning and 'commanding' a boat. And they (he, Brady, Karin) spend a great deal of time training their crews in safety, seamanship and general competence at sea. Perhaps the most differentiating thing about *Delos* is their constant efforts to make a real community among their followers, and, in particular, to make a 'family' among their crew,

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LETTERS

both those on board now, and those who have been on board for any time.

In my opinion Brian Trautman and Jules from *Sailing Emerald Steel* are the best examples of multi-level do-it-yourself captains to be found on YouTube, or anywhere, for that matter. They have demonstrated the ability to fix literally anything that breaks on their vessels. Seriously impressive.

As I see it, the videos I watch do much more than entertain. They teach, either about the social and personal stresses of living on a boat, or the technical aspects of sailing full-time, or both. And, as a video professional I do tend to view these videos from a different point of view than most other viewers.

This was a good piece [referring also to Greg Winters' article about YouTube sailors in the March issue of *Latitude*]. However, the ratio of one hour of production per minute of finished video is more than a little short — it's closer to two hours of post-production per minute of finished video, plus whatever shooting time was involved — but generous compared to most non-professional estimates.

This article was another wonderful example of why *Latitude 38* is such an important and delightful monthly read!

Kenneth Parker
Planet Latitude

LET'S NOT FORGET ABOUT THE BOAT

What I think is interesting is that Amel Maramus are finally in the media. My folks lived on a Whitby 42 for 12 years,



SV/DELOS

The a 53-ft Amel Super Maramu ketch 'Delos'.

and I see the W42s in photos and blogs everywhere. The Amels not so much, but they seem like a great design that I have heard a few good things

about. For my part, I have settled on a Hallberg Rassy 44 cutter that I could singlehand. Now I just have to figure out how to get my hands on one. As for YouTube, The Grand Poobah will tell you life is too short to edit video.

By the way, I think you guys have done a pretty good job in the transition of owners. *Latitude 38*, to my eye, reads as a much more youthful publication today.

Brad Smith
Searching for that boat
Latitude Nation

LIVING VICARIOUSLY

I love *Delos* and am a Patron of theirs, living vicariously through their adventures.

David Wilson
Mermaid Hunter, Hunter 37 cutter
Sacramento

MY HANDS-DOWN FAVORITE

SV Delos is my favorite show of any kind I've ever seen, anywhere. I kick them a few bucks every month through Patreon. It's not much, but I'm so happy to support them. I've been watching them since they picked up Josje and Karin,

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LETTERS

maybe six years ago? Every Saturday morning, my wife and I watch the latest episode on the big screen in the living room.

The photography: It's gorgeous, always improving and delightful to watch. They inspire me in my own sailing videos, which are nowhere close to their level. *Delos'* editing style gained some edge when Kiril came aboard.

The places: I have gotten to see so much of the world through their lens. Recently I came across St. Helena in a list of countries. Thanks to *Delos*, I know so much about that island. Maybe someday I'll go cruising and already have some concept of the places, thanks to them. Or maybe I'll never go, but God bless *Delos* for showing me around, and opening my eyes a little.

The people: I just love 'em. Brian is the perfect captain, MacGyver, camp daddy, thinker, doer. Brady is so fun and cool and full of life. They all seem so humble and kind — great humans. They've really done a good job recently of conveying the emotions. And like you said, it's practically drama-free. They are very educational on boat stuff and different things. They even inspired me to become a scuba diver.

I've enjoyed other sailing channels at times. I loved *La Vagabonde* back when they were humble. The *Lady on White Spot Pirates* has been inspiring, with her tenacity working alone on good old *Karl*. She's showed some cool places, too. Rick Moore has never really impressed me. There are so many channels now — many of the copycats I find kind of nauseating. Twice in the last month, I dreamed I was hanging out with the *Delos* crew. That's weird, I know. Thanks for reporting about some sailors who mean a lot to me. Cheers from Montana!

Rafe Sigmundstad
Isla Bella, Catalina 30
Fort Peck Lake, MT

Latitude Nation — In preparation for Greg Winter's story YouTube *Sailors in the March* issue of *Latitude*, we started watching *Delos*, and then — as is often the case with Internet shows — binge-watching it. We tried *Delos* from Episode 1, as they were making a Pacific crossing from Mexico to the Marquesas, but couldn't get into it. The production quality was pretty basic, what you would expect from your own homemade movie. So we skipped around, and by Episode 15, the caliber of the videos had improved dramatically, with higher-quality cameras, time-lapse footage and tidier editing. As we were skipping around, we weren't really sure who the 'characters' were, which, to our surprise, was a little off-putting. Maybe we were programed by the old reality TV formula, which intentionally contrives and foments drama by pitting different personalities against one another. Maybe we were still trying to figure out who we were supposed to root for.

Our entry point was Episode 107, as *Delos* was mid-multi-week passage between South Africa and Réunion Island. The episode starts with a forecast calling for 30 to 40 knots, setting a serious tone. This was not to be a bikinis-and-partying episode (which many YouTube sailors are stereotyped as exclusively showcasing). This was serious sailing. "It feels like you're driving a car with your eyes closed down a bumpy dirt road for days, and knowing you're going to hit a tree, but not knowing when," said Brady Trautman, in an off-the-cuff way.

From there, we started watching *Delos* for all the reasons you watch a TV show: to see what happens next, to see the crew's next destination, and yes, to get to know the characters. A typical *Delos* episode is about 25 minutes in length, with plenty of beautiful scenery and mellow dives, all scored with relaxing (but hip) music. All of the crew take turns narrating

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LETTERS

(as well as shooting and editing). Captain Brian Trautman in particular has a soft, NPR-like voice that makes most episodes, well, soothing.

We were wary that the show was a little too what we'll call "bro" or "frat culture," meaning there are lots of scenes of beautiful young people doing shots, partying, and generally behaving like beautiful young people. But to be fair, their social life does not seem that different from ours — we enjoy a cold beverage too, we're just not as young and beautiful (or on the Internet) while we do it. The crew also does a nice job of balancing the content. Parties are tempered with hikes, dives, sailing, meeting people, etc.

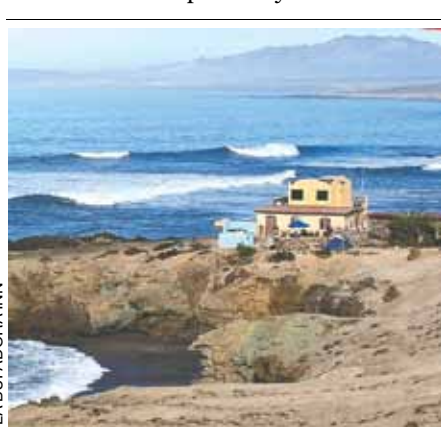
The concept of living vicariously through sailors on YouTube is not as cut-and-dried for us. While we're certainly fans of Delos, enjoy the show, and are enthralled with their cruising, there is something a little sad about watching other people living the good life. Delos shrinks the world a little, and there are times when we want to look away, and save some of the sights for ourselves. — th

↑↓ **A GOOD FIND IN MEXICO**

In June, while motorsailing our boat *Annie's Song* up from La Paz, we encountered rough seas (bashing) between Cabo and Turtle Bay, which caused us to stop in Asunción Bay seeking diesel fuel (Asunción Bay is only 55 miles south of Turtle Bay). It was our first time, and we didn't expect to see much.

Wow, were we surprised!

Asunción Bay is now a thriving, 4,000-strong fishing community with a doctor, a clinic and hospital, grocery store, new gas station, a baseball team and stadium with Astro turf, and — most importantly for cruisers — a wonderful hotel



LA BUFADORA INN

called the La Bufadora Inn, which is the creation of Shari Bondy (an expat from Canada) and Juan Arce Marron (from a well-known Baja family). Together, they've created a new mecca for cruisers. They monitor VHF 16, but it is easier to call Shari by phone at (+52) 615-155-7197.

La Bufadora Inn was a pleasant find for cruiser Ed Staples. There are some fun-looking waves there, too.

Shari does arrangements for almost anything you need, and Juan provides a water taxi service and will transport fuel from town to your boat using his jerry cans. Juan charges exactly what the gas station charges (~\$1 US/liter) plus US \$20 for delivery to your boat by his *panga*. (Contrast this with Enrique in Turtle Bay who charges you US \$1.65/liter and asks for a tip!)

We recommend you stay for at least one night at La Bufadora Inn. Their ocean view is spectacular with even a 'blow hole' (which is what *bufadora* means in Spanish). Shari and Juan also provide a washing machine and hot shower for cruisers. During our stay Shari drove us to town for supplies, and we had a wonderful dinner at Gloria's restaurant. We left Asunción Bay with fond memories and vowed to return soon.

Ed Staples



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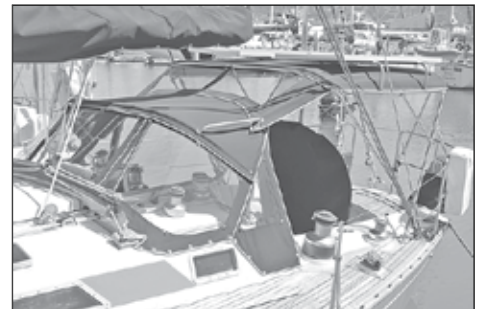
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LETTERS

Annie's Song
Channel Islands

↑↓ WHY WE SHOULD BE CONCERNED ABOUT ALAMEDA MARINA

I always enjoy reading the *Letters*, but one got me going last month, so I thought I would offer my own perspective. I am a lifelong sailor on San Francisco Bay, and I love Alameda. I was born in Alameda, raised a sailing family in Alameda, and maintain two in-water boats in Alameda.

In the June issue, the consultant for the developer of Alameda Marina wrote a letter to indicate some of the benefits the project will provide. As currently proposed, the project will provide the funding required to replace critical infrastructure needed for the development. The one thing that is missing from the proposed Master Plan is a full-service boatyard that can paint bottoms.

As all of us boaters know, you need to replace rigging every 10-15 years, but you need to paint your bottom every one to three years. This critical service in the Master Plan has been eliminated. One of the primary goals of the development should be to provide a full-service boatyard with infrastructure required to paint bottoms.

I did some counting on Google Earth from August of last year and noted that all three boatyards in the Estuary were completely full. Svendsen's had 36 boats, Grand Marina had 17, and British Marine had 12. The developer wants to reduce the capacity of the Estuary from 65 spaces to 29. Where are all these boats supposed to paint their bottoms? From my count, there were 2,927 in-water boats around Alameda, which is 1/6 of the boats on San Francisco Bay. If we want to support recreational boating in the Bay, we need to provide the services necessary to maintain our sport. The real estate along the waterfront is precious; once it is developed for housing, it is gone forever.

If you love boating, or Alameda, I would invite you to attend the Alameda City Council Meeting on July 10 at 7 p.m. to voice your opinion. The location is 2263 Santa Clara Ave., third floor.

Rodney Pimentel
Azure, Cal 40
Alameda

↑↓ I'VE GOT A FEELING ABOUT THE WEATHER

Mike Dvorak's statement about the wind climate being complicated and human memory being short and nostalgic [in the June issue *Sightings*] is a calm in the storm. The storm of absolute BS being fed to us by the media, government and so-called "scientists" about something called first "global warming," and then when they couldn't fudge the data any more to their liking, settled for scaring us with "climate change."

I get that your article was intended to be lighthearted, but it had the underlying notion that "well, we all agree that there is something called "climate change" going on. I am here to tell you deniers are not all fanatics, and there is an argument.

We can both quote experts from either school of thought, but likely, regardless of their standing in society or government, they have an agenda. My argument comes from the understanding of certain undeniable truths, one being that all governments seek to control the masses (I'm not saying this is a bad thing — I don't want to live in a country that has no control of the people). The other truth is that data on the scale we are discussing can be construed as the reviewer sees fit. Studying weather on the scale we do today is a new



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LETTERS

phenomenon that we don't have much to compare to historically. Let's say the climate is warming from 1950 to now. Should we be alarmed? What happened from 1150 to 1220?

Any rational person could deduce that with more people on planet Earth than ever, Mother Nature is going to be strained to keep her equilibrium. This is why we buy into this BS so easily. The trouble is most of the data we can compare with is a mere eyeblink since even the last ice age, so we are comparing to nothing really (the last Ice Age ended arguably 12,000 years ago, so you are looking at .5% of the potential data).

No doubt man can pollute rivers, lakes, groundwater and the air and kill off species. So can we change the climate? Maybe. Does the data point to this? It can, if you want it to. The level of complexity of the weather or climate is so vast that this is exactly what we have, a plethora of data that can be skimmed as needed to prove one's point. If we could truly interpret the data decisively, we could likely also predict the weather three to six months out. If I gave you a stipend to study the effect of cell phone usage on teenage literacy and you concluded that there was no effect, the study is over, now you need to find another job. If you tell me there is an effect, and it's probably not good, then you have given cause for further study. It's rare for anyone to put themselves out of a job.

So if you buy into my argument that climate change is BS, does this mean you are off the hook and can get the bigger motor on that full-size pickup or SUV? Of course not, because real science (the Laws of Energy) has taught us that nothing can increase forever; God's laws tell us that the greedy will be punished, and common sense tells us we need to be part of the solution. The real problem is how to manage resources for a growing population. Journalists won't solve this problem. Sadly, neither will the politicians or the scare-tactic scientists on their payrolls.

Why do so many people we run into believe climate change is real — engineers, scientists, teachers and other intelligent members of the community? Because we've been told that 95% of scientists believe it, so we would be the idiot if we challenged it. My sense is that [many of us] have at least done some research on the subject, but have not been in the trenches or the laboratory. If you truly ask yourself *why* you believe it, you might become more skeptical. Or not.

Suffice it to say I don't discuss this at cocktail parties.

Mark S. Grant
Planet Earth

Mark — To be clear, we believe in climate change. And so do you, to some degree. You said, "Any rational person could deduce that with more people on Earth than ever, Mother Nature is going to be strained to keep her equilibrium," but added, "This is why we buy into this BS so easily." You admit that common sense dictates that our planet is affected by human presence and activity, but that such common sense leads to an irrational acceptance of something that's been contrived by several powerful institutions. It seems like you're saying that we all have to draw a line between our rationality and a consensus of experts.

While we believe in a healthy skepticism of power, we don't think that scientists, journalists and the government are part of a grand, coordinated conspiracy. We don't believe in "so-called scientists" either. Is science a perfect and unimpeachable institution? Certainly not. It's made up of fallible human beings who have limited funds to pursue their research, where ever it may lead. The same, by the way, is true for journalists.

We're always curious: Who exactly benefits from a "climate

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LETTERS

change conspiracy?" Makers of hybrid cars? Elon Musk and Tesla? China? We'd like to mention here that the US military also believes in climate change, and says it will "aggravate problems such as poverty, social tensions . . . and threaten stability in a number of countries," according to a 2015 Department of Defense report (the DoD also believes that climate change already poses a measurable risk to US military infrastructure around the world).

We believe that most people are trying to do what they believe is right, and save the planet for future generations. What's more, we think that "doing what's right" represents a logical, rational evolution of humanity: To reduce carbon emissions and seek out renewable energy. Why wouldn't we want cars that get exponentially better mileage — or run on something besides gas all together? Why wouldn't we want to power our houses with solar panels? Why wouldn't we stop burning coal because we can get the same energy with windmills?

When we ask ourselves why we believe in climate change, the answer is that it's erring on the side of caution. Climate science, like any weather report, will never be perfect. If the weatherman says it's going to rain, you bring an umbrella or a raincoat. It might not rain, but you go with the weatherman's best guess. Sadly, it often takes catastrophe or panic to change our behavior. We believe that we should evolve, regardless of the degree of danger that climate change poses, and we believe that this evolution should not be thwarted by the power and influence of energy corporations because they want to maintain their bottom line. We put a man on the moon in the 1960s with computers dramatically less sophisticated than an iPhone. How is it that we can't make a car that gets 100 miles to the gallon, or that runs on dirt? We believe in climate change, because we believe that humankind can and must rise to the challenge of finding a better equilibrium with Mother Nature.

As far as data is concerned, we disagree with your assertion that it's all an "eyeblick," or that scientists don't have any long-term data. Ice-core samples and tree-ring analysis give us a snapshot of the ancient climate. No, this information is not conclusive, but it is a deeper look and understanding.

Also, the notion of climate change is actually not "new," and is not just some recent fetish of the media. In 1959, on the 100th anniversary of the petroleum industry, nuclear physicist Edward Teller warned oil executives about something called "global warming." According to an article in The Guardian, Teller gave an unexpectedly dire warning to the industry: "Whenever you burn conventional fuel, you create carbon dioxide. Its presence in the atmosphere causes a greenhouse effect. It has been calculated that a temperature rise corresponding to a 10% increase in carbon dioxide will be sufficient to melt the icecap and submerge New York."

We appreciate your skepticism, Mark, and we don't want you to feel left out as a sailor and reader. We are just a sailing magazine, but because sailing is so inextricably tied to nature — and because many sailors are doing exciting work in environmentalism — we're curious to see who will lead humanity to a better future.

We welcome and read your letters on all sorts of topics, though the ones we run in the magazine tend to be those of interest to sailors. Please include your name, your boat's name and model, and your hailing port.

The best way to send letters is to email them to editorial@latitude38.com, though the postal carrier visits daily, so you can still mail them — with your best penmanship — to 15 Locust Ave., Mill Valley, CA, 94941.

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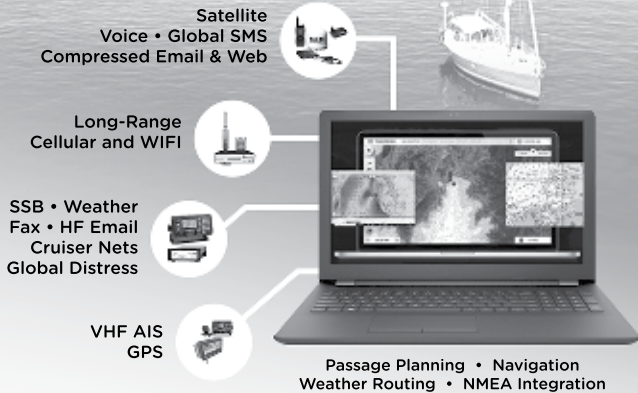
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LOOSE LIPS

And the winner of the June Caption Contest(!) is:



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Can't find a phone booth to change in anywhere these days. — Mike Mahoney

"Kicking your feet doesn't seem to be helping Robbie." — John Lewis

"Put your top back on before we jibe." — Dag Gano

"If I have to sit down to pee, what good does a spinnaker do?" — Gerald Martin

"Hang ten!" — Peter Schoen

"Does this spinnaker make me look fat?" — Barry Demak

"Sweetheart, grab the Kona fans!" — Pender Rink

"I agree, your new dodger provides a lot of coverage, but a window would have been nice!" — Mark Jordan

"This is why it's called the 'foot' of the sail." — David Demarest

"Nothing but blue to starboard captain!" — Christy Braun

"I don't care if you're dizzy. Keep blowing on the sail." — Rudolph Andreae

For those of you with an interest in that most infamous, wretched and romantic sect of sailors — pirates — you might have heard that the eye patch was likely used as a means of maintaining "night vision" while raiding a ship during daylight hours. "Jim Sheedy, a doctor of vision science, told the *Wall Street Journal* that while the eyes adapt quickly when going from darkness to light, studies have shown that it can take up to 25 minutes for them to adapt when going from bright light to darkness," *www.mentalfloss.com* reported. "The smart [pirate] wore a patch over one eye to keep it dark-adapted outside. When the pirate went below decks, he could switch the patch to the outdoor eye and see in the darkness easily."

Duh. Most sailors know that you'll ruin your night vision if you fire up a flashlight. But the now-canceled (and once Bay Area-based) *MythBusters* actually put the theory to the test in 2007. "The *MythBusters* were sent into a dark room with light-accustomed eyes and were told to complete certain objectives. Their movements were hampered by the darkness and it took them five minutes to finish. But, when they went into a rearranged but equally dark room with an eye that was covered for 30 minutes, they were able to complete the test in a fraction of the time. As a control test, the *MythBusters* then went back into the same exact room with light-accustomed eyes and ran into the same difficulty as the first test. The myth was deemed plausible." *Mentalfloss* said that only a "lack of historical sources" kept the myth from being confirmed.

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SIGHTINGS

a spectacular finish to the vor

It took eight months, 45,000 miles, and 11 legs spanning six continents and 12 cities. There were two deaths, with one sailor lost at sea, and a fisherman killed in a collision. There were multiple lead changes, and — after sailing thousand-mile legs — impossibly close finishes. It was the first time there were co-ed crewed boats in the 45-year history of the Volvo Ocean Race, and the first time there was a three-way tie headed into the final leg. In the end, after seven teams sprinted and bashed around the world, there could only be one winner.

Led by French skipper Charles Caudrelier, Dongfeng pulled off an impressive, last-minute (and to some, unexpected) victory, beating out MAPFRE and Team Brunel. The three teams were tied with 65 points going into the final leg from Gothenburg, Sweden, to The Hague, Netherlands. "It's amazing for me for sure," Caudrelier said (in a strong French accent) when asked what it was like to have his name on the VOR trophy. "People like Peter Blake inspired me when I was a kid. It's just amazing to see my name above Peter Blake's."

continued on outside column of next sightings page

the sailor's

Lots of great new books made their way into our offices in the last few months. Here's a look at a few of them...

Exposed — The Dark Side of the America's Cup (Alan Sefton and Larry Keating, \$35) — From what we've witnessed over the years, no document in history has been subjected to wider 'interpretation' than the America's Cup Deed of Gift — and that includes the Bible and the US Constitution. The result has been ever-crazier boats, ever-crazier challenges and ever-crazier courtroom battles. From the early bouts of the late 19th and early 20th centuries, through the post-war years to Glassgate, the big boat vs. little cat debacle of 1988, the big tri vs. big cat debacle of 2010, on up to



summer reading list

the current crop of craft that sometimes seem barely to qualify as 'boats' — all the dirty laundry gets aired in this book. Authors Sefton and Keating juggle it deftly, decoding the A-Cup DNA helix wart by wart, into a narrative that will have you laughing, frowning, and sometimes cursing — all at the same time. It will also give you a new appreciation for the few true gentlemen who have occasionally surfaced from the muck for a quick gulp of fresh air.

200,000 Miles — A Life of Adventure (Jimmy Cornell, \$40) — If cruising were a mountain, the guru on its wind-swept summit would surely be Jimmy Cornell. From his first ventures into the

continued in middle column of next sightings page

The 2017/18 Volvo Ocean Race sails into the sunset somewhere in the North Sea in late June. The next rendition will likely feature two classes of boats.



VOLVO OCEAN RACE / JESUS RENEDE

VOR — continued

Caudrelier was on the winning team in the 2011/12 VOR aboard Groupama 4. "For me, doing the Volvo as crew was just pleasure. This time, everybody expected us to win — and me too. And I worked so hard for that, and it was really hard. It was nine months, and I had some lows like I've never had in my life because I felt like my team could win, but I made too many mistakes and we lost so many points."

In an event full of firsts, crewmembers Carolijn Brouwer, Marie Riou and Justine Mettraux became the first women to be on a winning VOR team, and Chen Jinhao became the first-ever Chinese sailor to sail on a winning boat (it's also the first major offshore sailing event a Chinese-backed team has won). Sponsored by a Chinese state-owned car manufacturer of the same name, Dongfeng raced in its first VOR in 2014/15, also under the command of Caudrelier.

Amazingly, Dongfeng did not win a single leg in this year's VOR until the bitter end. They had been a model of consistency throughout the event, with a string of second-, third- and fourth- place finishes, before finally taking what had become the most important leg of the race. "It's the best scenario you could imagine," Caudrelier said. "Nobody thought we could win a leg, and then we win the leg and the race."

The Spanish team MAPFRE, also racing in their second-ever Volvo, were runner up to Dongfeng, while third-place finishers Team Brunel suffered something of a heartbreaking loss. Skipper Bouwe Bekking, who was called "the most experienced sailor in Volvo Ocean Race history," was racing in his *eighth* event, though he'd never been on a winning team. In the final months of the race, Team Brunel came on strong. They took first place in Leg 7 and second in Leg 8, followed by two more firsts to put them in the three-way tie with Dongfeng and MAPFRE. The long-awaited victory for Dutchman Bekking — on a team that included New Zealand America's Cup skipper Peter Burling — seemed within reach. But on the final leg, Dongfeng took a risky 'flyer' and were some 50 miles behind the race leaders before they found better breeze and pulled ahead, giving them the win. It was a tough loss for the 55-year-old Bekking, but there are rumors that he's already eyeing another attempt in 2021.

Volvo took over sponsorship of the former Whitbread Round the World Race 20 years ago, but ownership of sailing's most prestigious offshore race is about to change hands. Atlantic Ocean Racing Spain, which is headed by two race veterans — Richard Brisius and Johan Salén, currently president and co-president of the VOR respectively — will be the next "organizer" of the race, with Volvo still sponsoring the 2021 event. That might sound like a lot of inside baseball, but there's one interesting tidbit: In addition to the Volvo 65, there may be a second class of boats, possibly the IMOCA 60, the vessel currently used in the Vendée Globe.

We tip our hat to this year's winners, and to all the crews for one of the most hard-fought races of all time. Whatever the future of the VOR may be, we've had fun watching.

— tim



VOLVO OCEAN RACE / ANHOA SANCHEZ

"It's amazing," said Dongfeng skipper Charles Caudrelier of winning the Volvo Ocean Race.

santa cruz boatbuilder love fest

On the occasion of Santa Cruz Yacht Club's 90th birthday, and in conjunction with the second Made in Santa Cruz Race Week, SCYC set aside Thursday, May 24, to honor the local boatbuilders and designs that revolutionized sailing starting in the 1960s.

A plaque was dedicated in front of the building on 4th Ave., the clubhouse turned into a pop-up museum of memorabilia, and each builder attending was given a chance to say a few words to the audience who packed the room.

"I was living on a boat down in Florida," said Terry Alsberg. "I saw an ad for Seaview Marine. I had no idea where Santa Cruz was. But Seaview wouldn't hire me because I hadn't built boats before. So I wandered around to the back shop and there was Ron Moore. I said I wanted to build boats." Terry learned boatbuilding from Ron, and worked for him for three years before starting his own company.

"You know the old joke: To make a small fortune in boatbuilding start with a big one. I managed to pull that off. Along the way, I built 66 Moore 24s with Ron, 116 Express 27s, about 66 Express 37s and 20 Express 34s.

"When I started my own company I moved into George Olson's old shop, so George was enormously supportive of me. All of this is an homage really. George is the ultimate godfather of boat building in Santa Cruz. Everyone raise your glass to him; he's not with us anymore, but so much was inspired by him."

Barry Barrett worked for Ultimate Sailboats, builders of the Antrim 27, Ultimate 20 and Ultimate 24. "The Antrim 27 started taking off; it got to about 25 knots downwind. It was really an amazing design. Same thing with the 20." After 9/11, the sales on the more expensive Antrim 27 diminished. Brainstorming with Jim Antrim resulted in the Ultimate 24. "We kept the company going; we really worked hard with other local builders like Ron Wilner and David Craig of Elkhorn Composites. In 2003 we won Boat of the Year, and *Sail* magazine's Top 10. I think I built 32 of the 20s, 12 of the 24s, and 7 of the Antrim 27s. They sail on the Bay and all over the world."

"Starting in the '60s, there started to be a synergy of people who were able to build boats and sell boats, and by the peak of the '80s, probably employed 200 people between all of the builders," said Bill Lee. The industry "may well have built 50 million dollars' worth of boats." Someone in the audience quipped: "We only charged 40 million for them!" Bill replied: "Give that man a raise!"

"The boatbuilding pop-up industry, as quickly as it rose it went away. In the '70s and early '80s, someone who worked for you at what you could pay them and still sell the boats could still buy a house in Santa Cruz. No more. It was an amazing industry that left a huge mark on the world's sailing."

Ron Moore said that he started his business when he was 20 with the dream of building a 505 made in this country. He built an all-composite 505 in the lean-to next to his parents' garage. "My brother and I joined forces and we moved to my shop in Santa Cruz, the famous Reef, in about '66." The Moores built 40 505s. Ron was not interested in 'lead mines'. "I thought dinghies that flew were the way to go. George Olson would come visit to see what I was doing. George completed *Grendel* and went on to pretty much shock the yachting world at the time. Eventually George talked me into building a boat. And *Summertime* was a hit.

"This man named Mike would tell incredible stories. And one of his stories was, 'When my mom dies, I'm gonna get the money, and I'm gonna have you build a boat.' And sure as heck, his mom died, and he walks into my shop with \$5,600 and pays me to build him a boat. And that was the beginning of the real Moores. My brother and I hand-built that boat. (It's in my shop right now being reconditioned; it's 40-something years old.)

"There was lot of resistance at that time. That was a real difficult

continued on outside column of next sightings page

summer reading

world's oceans in the 1970s to possibly his last long cruise (through the Northwest Passage in 2016) on the last of his four *Aventuras*, no one has done more to advance cruising than this legendary Romanian-born sailor, who turns 78 this year. And as the name of this book suggests, few have more miles under their keels, either. With a bow of reverence to his 1987 book, *World Cruising Routes* (which should be on the bookshelf of every bluewater cruising boat), *200,000 Miles* may be our favorite of the six books he has written. The information, opinions and trends are sprinkled with well-placed quotes from everyone from Joshua Slocum to Winston Churchill to



BOTH PHOTOS LATITUDE / CHRIS

— continued

Leonardo Da Vinci to Antoine de Saint-Exupéry (and a lot of cruisers, designers and authors in between). And as ever, he leaves no stone unturned in disseminating his lifetime of cruising knowledge.

Where the Magic Happens (Caspar Craven, \$25) — Readers of *Changes In Latitudes* may recall that the Craven family were featured in that column in the June issue, not because Caspar wrote this book, but because they are, to our knowledge, the only 'reverse commuter' cruisers we've heard of: Rather than being homebased here and commuting to a boat somewhere else, they maintain a home in England and fly here

continued in middle column of next sightings page

boatbuilders — continued

thing, to teach people that these things are incredibly strong. Light, but not weak or unseaworthy. I found a lot of difficulty marketing the Moore 24 because it was a little too small. At the boat show, the guy would go inside the boat, and the woman with high heels would look inside the boat and say, 'No.' But they built 160 Moore 24s."

Homer Lighthall Jr.'s first boat was a Jester. He took it on the plane with him to Hawaii, where his boatbuilding career began. "I walk into this place and I smell resin. My dad had had a shop where he built old parts for Corvettes. Resin, that's something I know about. I'm in paradise working, smelling resin, getting itchy. I came up here [to Santa Cruz] for vacation. I wander up to this chicken coop by Watsonville, and, lo and behold, that's where I was for '76, '77 and '78. We built this boat called *Merlin*." He said it was a fun and playful environment. "Nowadays we look back and say, these boats are old enough to have grandkids. They're 40 or 50 years old, and we're still sailing them around."

— chris

At the unveiling of the Made in Santa Cruz plaque, a bronze casting, sculptor Courtney Scruggs (front) posed with a gathering of the boatbuilders her work honors. Left to right: Jim Foley, Buzz Ballenger, Ronald Sabbatis, Fred Molnar, Barry Barrett, Martha Lewis, Ron Moore, Homer Lighthall Jr., Bill Lee, Terry Aisberg and Jay Crum. The donors were Beau and Stacey Vrolyk, Howard and Carolyn Susman, Barbara Booth, Randy and Sally-Christine Repass, Vance and Robert Landis-Carey, Charlie and Mary Jane Roskosz, and Bill and Lu Lee.



SIGHTINGS

ephemerisle

Every August for nearly the last decade, hundreds of people have gathered on the Sacramento River to build a temporary floating city, and a type of floating culture. Activist Patri Friedman, founder of the Seasteading Institute, which advocates for floating cities, had a vision of an "intentional community," where the population is bonded through a set of beliefs. (This could also be defined as a "commune or collective.")

The first Ephemerisle was held in 2009 when it gained publicity and continued to attract more like-minded people, which grew the event in successive years. An alternative community of social adhocery — an informal society without too many rules — is developed as people come to depart from the norm. Responsibility and problem-solving are required in the autonomous water colonies with a shared interest of political freedom. Think Burning Man on the water.

"Ephemerisle is an ideological trading post for libertarians, cryptonerd and seasteading enthusiasts," said David Korman, who went to his first Ephemerisle last year. "It was beautiful; there were

continued on outside column of next sightings page

summer reading



LATITUDE / JR



ALL PHOTOS DAVID KORMAN UNLESS OTHERWISE CREDITED

— continued

to cruise the Bay and West Coast. This book is about their journey, both literal and figurative, from there to here. Like many who commit to the cruising dream (and write books about it), they started with little money and no boat. Craven provides lots of useful advice, tactics and lessons they learned to inspire others who are bitten by the bug. We also very much liked the inclusion of their three children in every aspect of planning and realizing the dream. All in all, this is one of our favorite family cruising books ever.

Off the Deep End — A History of Madness at Sea (Nic Compton, \$24) — OK, right off the bat: If you are trying
continued in middle column of next sightings page



Fleeting scenes from the floating city, or island, or Ephemerisle, last summer in the Delta.

ephemerisle — continued

long-range waterballoon fights with massive slingshots and a dance party on a barge, DJed by a friend."

Strung throughout the Delta are anchored art docks, sound boats and organized floating dance parties. Sailboats, motor yachts and dinghies lit up with LED lights and thumping, *nst-nst-nst* electronic music cruise from floating island to floating island and raft-up to socialize or ferry friends around. Some attend classes, seminars and workshops that are held during the day, but you will see others that are parasailing, skinny-dipping, or watching a live band on a floating dock.

Following the ethos of Burning Man, Ephemerisle is meant to be a practice in radical self-reliance. Bringing fuel and the appropriate provisions for the length of your stay is a must. And boat safety is always top priority, especially when substances are involved. Boaters are to have an acting captain, are required to follow all maritime rules such as having a VHF, PFDs for each person on board, etc. Festival goers are also required to have "personal illumination" at night — a safety feature as well as a decorative touch. While there may be people with a medical background on-site, there is no one officially on duty. Ephemerisle is a free event (there are no tickets for entrance), so attendees are not covered by insurance and everyone is liable for themselves. Boats are required — by both law and ethos — to keep trash out of the water, and to follow no-trace rules.

No matter what your ideology, the main attraction of Ephemerisle is escaping the chaotic hum of the city and getting on the water. Whether you're into BBQs at sunset or getting up early (or staying up all night) to catch the sunrise, the fleeting, floating community offers something for everyone. Most people who attend carve out their own individual experience. No matter what inspires you, there's a good chance you can find it at Ephemerisle.

— monique

short sightings

Circumnavigating Couple Abandons Ship Close to Home —

After 17 years of sailing around the world, James and Joy Carey were one day — or about 150 miles — away from their home port of Bellingham, Washington, when bad weather hit. With 70,000 miles under their belts, the couple said they encountered frightening and violent conditions that thrashed their 46-ft sloop, *Kelaerin*. "I had tons of water coming in and I could feel the boat go over," Joy told KGW8 News. The couple activated their EPIRB, and was airlifted off *Kelaerin*. "It's not the loss of all the individual things we had on the boat, but the situation," Jim Carey told KGW8. "Sailing 70,000 miles around the world and having one more day to go."

Singlehanded TransPac Underway — On a particularly warm Saturday (June 23), 19 boats started off Corinthian Yacht Club in Tiburon and hung a gradual right toward the Golden Gate as the breeze built. Racing in the 21st Singlehanded TransPac, the fleet — which is made up of a wide range of boats — is expected to start arriving at the finish in Hanalei, Kauai, in early July.

Alameda Voting on Master Plan for Marina — On July 10, the Alameda City Council will do a "first reading" of the Alameda Marina Master Plan for approval to Bay West Development. On July 24, the City Council will hold the second and most likely final reading. Both meetings will be held at City Hall, 2263 Santa Clara Avenue, Council Chambers, 3rd Floor, Alameda CA 94501

We're sad to report Robert McCreary, a local captain and founder of Advanced Maritime Academy, a provider of captain's license courses, passed away suddenly the last week of June.

SIGHTINGS

gemini twins reunited

Back in the mid '70s, a group of Bay Area sailors that included Tom Wylie, Dave Wahle, Chan Chrisman and George Kiskaddon Sr. were getting home from their umpteenth Congressional Cup in Long Beach — with an idea. Why not produce a dedicated one-design for use in the Bay's own matchracing series, as is done (currently with Catalina 37s) in the Congo Cup? Wylie drew the lines of a lovely, fractionally-rigged 31-footer with zero regard for any racing rule. In

a further departure from the norm, the boats were cold molded of five layers of 1/8-inch strips of western red cedar covered by a layer of glass. They were then bright-finished to show off those pretty wood hulls. The two boats — which came to be known as the Gemini Twins #1 and #2 (names came later) — were launched in 1977.

Both boats were stunning to look at; "sailing Steinways" noted one admirer. They also sailed well. Compared to the tortured IOR designs of the day, the Twins were stiff, fast, close-pointing boats that attracted the likes of a teenage Paul Cayard, John Bertrand, Jeff Madrigali and other sailors who would go on to sailing stardom.

Unfortunately, the dream of that match-racing fleet never gelled. Eventually, the Twins were separated. Hull #2 became *Encore*, and sailed many races over the years under the ownership of Andy Hall. Hull #1, *Legacy*, left the Bay for Lake Tahoe many years ago, and eventually ended up in Southern California.

Enter East Bay sailor/entrepreneur John Sweeney, who might be best known as the man who put together a fleet of ex-America's Cup IACC yachts in the early 2000s, then actually raced them in a short-lived series on the Bay. As a child, Sweeney remembers coming out of the water after a swim test at San Francisco YC and seeing the bright-finished *Encore* tied up at the dock. "It was the most beautiful boat I'd ever seen," he recalls. Like many of us who admire a certain boat or design, Sweeney kept loose tabs on the boats. A couple of years ago, after he retired, he thought how cool it would be to not only reunite the Twins — but own them both. At the time, Andy Hall wasn't interested in selling and Sweeney had lost track of *Legacy*.

The idea went onto the back burner until a couple of years ago when, almost by mistake, he found *Legacy* for sale in SoCal. The boat was a bit run-down, but in good enough shape that he bought her, trucked her to the Bay Area, and went sailing. A month later, Hall called and said, "I heard you got *Legacy*. You should really have both of them." The deal was done in the summer of 2016. *Encore* was in beautiful condition — Kim Desenberg had seen to that with a full refit and refinish on the boat in 2008. *Legacy*, not so much. She went under the knife at Svendsen's, with lots of help from her longest previous owner, John Melder. As part of the restoration, Sweeney wanted her then-painted hull returned to bright-finished. But when the paint came off, there was a large scar from a T-boning accident. The repair had been done right (by Hank Easom as it turns out), but the wood had been discolored. So she got a 'mostly white' paint job, with just the forward third of her bow returned to bright.

The boats were originally built with tall rigs and self-tacking jibs. The latter were removed early on, and, at some point, Andy Hall installed a slightly shorter mast with a slightly longer boom, giving the boat a shorter-aspect sailplan and a sail area about 10% smaller than *Legacy*, which retains her original 51-ft rig. Sweeney's original plan was to sail both boats, decide which had the better sailplan, then switch the other boat over to that. As it turns out, he says, "Andy really nailed it. The shorter-aspect rig in *Encore* is perfect for these boats in our local conditions." However, *Legacy's* rig was all original and in great condition. It seemed crazy to rip it out. So it's been left

continued on outside column of next sightings page

summer reading

to cajole a significant other into buying a boat and sailing into the sunset with you, do not let them see this book. We're not kidding.

For everyone else, this is a fascinating — if sometimes unsettling — probe into what going to sea can do to the human mind. Along with the mandatory mention of Donald Crowhurst, Compton casts his net far and wide, going back in history to speculate that many of sailing's most famous figures — including Columbus, Fletcher Christian and even



JOHN SWEENEY



BOTH PHOTOS: ERIK SIMONSON / WWW.PRESSURE-DROPLUS

— continued

Joshua Slocum — might have suffered from maladies or adverse mental states brought on by the effects of long voyages. In more recent times, there are many instances where icons of the sport (and many, many lesser-known sailors) might have 'pulled a Crowhurst' were it not for the intervention — often by radio — of others who talked them down. The book also notes several programs that use sailing to help people.

Winter Sailor (Blake Wiers, \$15) —
continued in middle column of next sightings page

twins — continued

that way. Sweeney originally intended to race the boats, and has — they both sailed the '17 Three Bridge Fiasco and the Leukemia Cup, among other events. But, as it turns out, "I'm just not that interested in racing anymore," says Sweeney. So he has decided to offer the boats for sale — but only as a package. Although he has had several offers, he says he will not sell them separately. "They were meant to be together," he says.

And even if someone wants the duo, they're going to have to endure a bit of vetting. For these two boats, Sweeney considers a change of ownership more of an adoption than a sale — they're not going to just anybody. "It's not a money thing. I just want to find some really cool owner who respects the history and wants to have fun."

— jr



While 'Gemini Twins' might be redundant (Gemini means twins in Latin), 'Encore' and 'Legacy' are two peas in a pod. Inset: John Sweeney is looking for a good home for the twins.

SIGHTINGS

sailors and swimmers save the ocean

Every year on World Oceans Day, people from around the world roll up their sleeves for beach and bay cleanups, scouring the shore for one of the most visceral threats to the ocean, plastic. Humans are buying and almost immediately discarding plastic at the staggering rate of one million bottles per minute, and some experts estimate that less than 30% of plastic makes it into the recycle bin — though much of it ends up in the ocean. For this most recent World Oceans Day in June, longtime sailor Matt Woll and open-water swimmer Norman Hantzsche held a kickoff party at Washington Park in Pt. Richmond to launch their new nonprofit, which repurposes plastic water bottles into various types of drainage, storage and filtration applications called "Pavel." Both water engineers at Questa Engineering in Brickyard Cove, they said their time spent in the ocean inspired them to innovate an easy-to-make remedy to help combat the world's crushing plastic problem.

A combination of the words plastic and gravel, Pavel uses old water bottles in place of gravel, and has applications in stormwater management, rainwater storage and graywater treatment. You can even find

continued on outside column of next sightings page

summer reading

What you do when you end up liking a fictional book or movie is called 'suspension of disbelief'. Basically, that means that even though you know the story is not true, your imagination sort of turns down the volume on that knowledge and allows you to go along and enjoy the ride. It happened to us within about the first 20 pages of *Winter Sailor*, and we were soon onboard with main character Dylan Blake as she prepares a cutting-edge 40-footer for a solo delivery from Sydney to San Diego.

Things start getting weird a few weeks out when all her communications and GPS suddenly stop working. Then she sees an airliner crash into the ocean. And then it starts getting really weird.

Norman Hantzsche, left, works with Matt Woll, right, and volunteer Miguel, center, to build a repurposed filtration system in Richmond in June. Bottom left: Swimming is Hantzsche's connection to the ocean, while sailing, bottom right, is Woll's.



— continued

A great read and, for the most part, refreshingly accurate on the sailing stuff.

No Return Ticket (Leg I and II), (Captain Skip Rowland, \$18.95 each) — Some guys don't need to seek adventure; they attract it. Skip Rowland is one of those guys. *Leg I*, the first of this two-book series, starts out in the '80s when Rowland receives news that his fourth offshore boat, the 48-ft ketch *Love Story*, has been stolen from her Long Beach berth — and later set afire on a beach south of Ensenada.

Rowland heads down to survey the charred hulk, then goes to a local bar to drown his sorrows — only to find the sleazebags who stole the boat are there!

continued in middle column of next sightings page



for the save — continued

Pavel in an aquaculture operation, such as a koi pond.

Woll said that being a sailor has influenced his desire to change people's mindset on plastic waste, and hopes to increase awareness around recycling and reusing. Originally learning on an El Toro near his home in Lake County, Woll enjoys sailing his Herreshoff America 18-ft catboat at Brickyard Cove, as well as his Hunter 26 on Clear Lake. "When I'm out sailing at my 'church', I see the stuff floating around in the Bay and washed up on shore," he said.

Being an open-water swimmer has taken Norman Hantzsche on plunges in the Mediterranean, the Caribbean, Baja and Pacific Islands. "It was on these trips that I got a close-up view of the sorry state of sanitation and waste practices around the world, on more than one occasion finding myself swimming through floating trash and soapsuds in some of the most scenic environments." In 2010, Hantzsche was on a combined swimming/research trip at the Fijian island of Taveuni, where he was looking into water and sanitation solutions for local villages. "I came across pleas for help with plastic bottle waste in Fiji," he said. "I was aware of manufactured plastics being used in wastewater treatment, and my research led to a study in Costa Rica of graywater treatment using cut-up plastic bottles." These experiences ignited the idea for Pavel. "My 40-plus years in water and environmental engineering combined with Matt's know-how and enthusiasm kept the ideas alive until we settled upon the formation of our non-profit."

Pavel is constructed by compressing roughly 300 plastic water bottles into a 12-inch-diameter mesh sleeve. The plastic works as a biological filtration system; microbes in the water grow on the rough edges of the plastic, and continue to propagate while eating the bacteria in the water as it passes through. (You can find a similar product in your local hardware store called *Easy Drain*, a type of prefabricated French drain with a pipe constructed with recycled and treated foam pellets). By comparison, Pavel covers more surface area, is more porous, and can be built by hand in individual communities. "They don't need a machine or a facility. They can do it tomorrow," said Hantzsche. "This makes it an accessible resource."

Pavel is currently being used in underdeveloped communities in different parts of the world, including the Human Needs Project, where they built a sanitation center in a neighborhood located in Nairobi, Kenya — 150,000 plastic bottles were collected locally and reused for filtration to treat 10,000 gallons of wastewater a day. Pavel can also be found at a resort in Mexico, where it's being used as a wetlands blackwater system, and was incorporated into a graywater laundry system where water is reused for irrigation.

Woll and Hantzsche are working toward a future of localized cottage industries that clean beaches and waterways. They are currently under contract with Alameda County, which has recently implemented new environmental standards and was granted funds for sustainability projects such as Pavel. Along with several other Bay Area partners, they now have an operation in Hawaii and are working with the Fijian Ministry of Education to incorporate Pavel into a vocational-school curriculum.

"We would like to change people's mindset so they don't see this plastic as waste, but instead as a valuable commodity," said Woll. His other project is working on a Melges E-Scow for his 15-year-old son, who also learned on his dad's El Toro. "I think I'm not alone in feeling that when our kids are out sailing, part of us is out there with them, even if we are busting our tails to do it!"

— monique



Matt Woll in his 'office'.

the golden globe

Fifty years ago, nine solo sailors set off from England aboard a wildly diverse assortment of sailing craft. Inspired by the single-stop solo circumnavigation of Sir Francis Chichester, they were each attempting to be the first person to sail around the world alone, nonstop and unassisted, via the Southern Ocean, in a first-ever contest called the Golden Globe Race. British merchant mariner Robin Knox-Johnston was the only one of them to finish, a feat that immediately elevated him to superstar status with both mariners and the general public worldwide.

Despite its humble beginnings — some entrants had little or no offshore experience, and several boats were barely sufficient for week-ending — the international excitement generated by the Golden Globe gave birth to the modern era of around-the-world racing, spawning the BOC Challenge, the Vendée Globe, the Whitbread/Volvo Ocean Race — all of them.

This year, in celebration of the 50th anniversary of that pivotal event, a new Golden Globe has been staged, beginning July 1 from Les Sables-d'Olonne, France. Its 18 entrants will sail aboard production-built boats of 32 to 36 feet that were designed before 1988 and carry a full-length keel with the rudder attached to its trailing edge. What's more, the sailors will be limited to the navigational equipment available in the late '60s. These conservative, slow-but-sturdy specs are a nod to Knox-Johnston's heavily built, Atkins-style 32-footer *Suhaili*, whose sail to glory, albeit truly remarkable, was reminiscent of the tortoise-and-hare fable. Mystical French sailor Bernard Moitessier had been the odds-on leader prior to dropping out after rounding Cape Horn while in the lead. Shunning the inevitable limelight of victory, he opted instead to sail his 39-ft ketch *Joshua* to Tahiti. Later, Nigel Tetley's 40-ft trimaran *Victress* was poised to win when she broke up 1,100 miles from the finish. The retired naval officer had reportedly pushed his boat too hard, thinking fellow trimaraner Donald Crowhurst's *Teignmouth Electron* was nipping at his heels. But Crowhurst's position reports had been false. He was actually idling off Brazil aboard his damaged vessel. He is believed to have committed suicide somewhere in the North Atlantic.

As described in author Peter Nichols' absolute-must-read masterwork *A Voyage for Madmen*, offshore navigation and communications were rudimentary, leaving competitors to rely on dead reckoning, taffrail logs and occasional sextant sights to know where they were. Some, but not all, had long-range radios that *sometimes* worked. Moitessier refused to carry one, opting instead to put messages inside old-school film canisters and launching them onto the decks of freighters with his slingshot on the rare occasions when he saw one. The current competitors must navigate by sextant using paper charts, without the aid of any electronic instruments or autopilots. But as with the first edition, occasional HF radio calls will be allowed. Each boat will carry a tracking device so armchair adventurers can follow their progress at www.goldenglobrace.com. (They'll also carry a text-messaging device and satphone for race committee comms only, plus a sealed box containing a portable GPS for emergencies.)

Of the nine competitors in the 1968 race, six were British, two were French and one was Italian — and as mentioned, some had minimal sailing experience. By contrast, this year's roster of 18 singlehanders all have considerable offshore experience, and they hail from 13 different countries: France (4), Britain (3), Australia (2), and one each from Estonia, Finland, Ireland, India, Italy, Netherlands, Norway, Palestine, Russia and the US: 65-year-old Hungarian-born American Istvan Kopar aboard the Tradewind 35 *Puffin*, who has already solo-circumnavigated in a 31-footer without the aid of GPS.

The fleet's sole female, Susie Goodall, 28, is also its youngest skipper. Having been introduced to sailing at age three, her career thus far includes teaching sailing on dinghies, yachts and tall ships, and skippering a sail training vessel. Susie is sailing aboard the Rustler 36

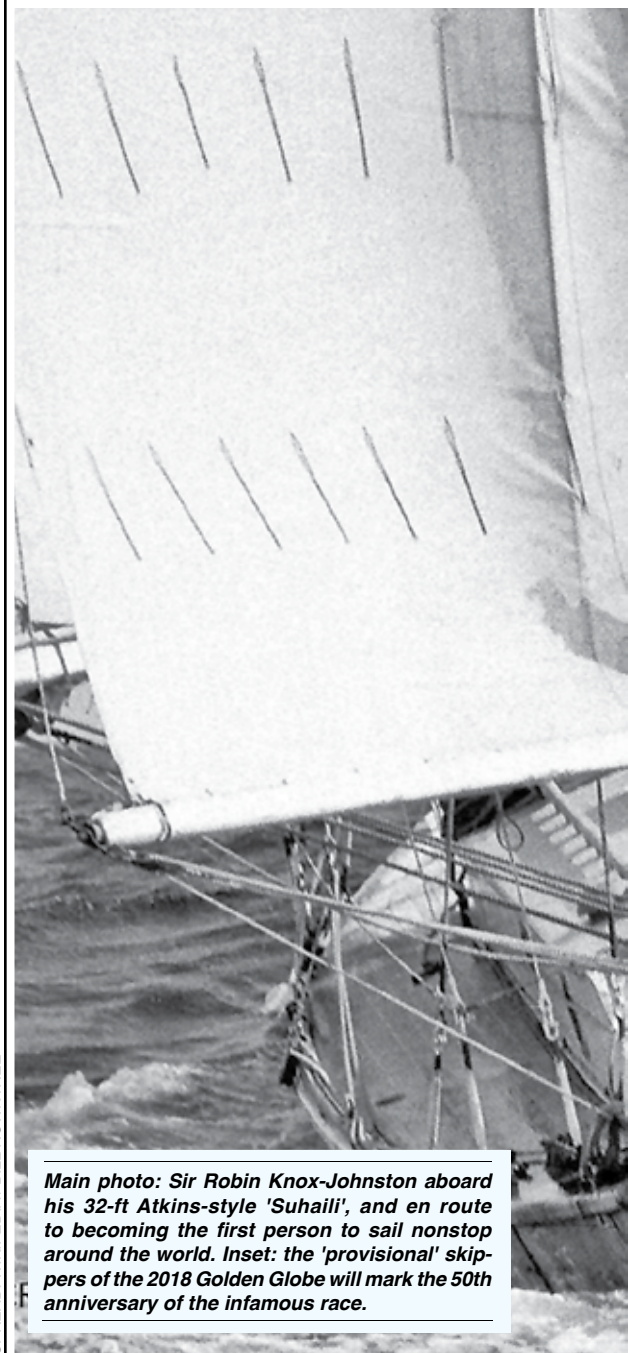
continued on outside column of next sightings page

summer reading

He retrieves a borrowed gun from the car and holds them at gunpoint until the *policia* arrive. He's then informed he must pay to remove the burned-out hulk from the beach or face prison.

All this and we're only on page 25 of this 330-page memoir! Long story short, Captain Skip gets another boat, sails to the South Seas and finds love and countless other adventures in the rest of this book and *Leg II*. Both are great reads.

— jr



Main photo: Sir Robin Knox-Johnston aboard his 32-ft Atkins-style 'Suhaili', and en route to becoming the first person to sail nonstop around the world. **Inset:** the 'provisional' skipper of the 2018 Golden Globe will mark the 50th anniversary of the infamous race.

SPREAD: WIKIPEDIA / BILL ROWNTREE

stranger than fiction

The strange and tragic story of Donald Crowhurst inspired a "mandatory mention" in *Off the Deep End*, but was also recently made into a movie. *The Mercy* stars Oscar winners Colin Firth and Rachel Weisz as Mr. and Mrs. Crowhurst. We apparently missed the movie while it was out, but look forward to reviewing it. One of our favorite works on Crowhurst and the Golden Globe (including wonderful footage from Bernard Moitessier) is the 2007 documentary *Deep Water*.

golden globe — continued

sloop *DHL Starlight*. The fleet's oldest competitor is legendary French singlehander Jean-Luc van den Heede, 73, sailing *Matmut*, also a Rustler 36. A five-time circumnavigator, van den Heede knows his way through the Southern Ocean as well as any sailor alive today. He holds the record for the fastest solo westabout circumnavigation, and has won honors in four previous solo round-the-world races beginning with the 1986 BOC Challenge.

Unlike modern speed machines that can round the globe in less than 100 days, the Golden Globe fleet is expected to be out for close to 300 days — making its test of each skipper's physical endurance and mental resolve all the more demanding. We salute them all.

— andy



MASTER MARINERS —

Like the rum, 151 packed a punch. Not in a weather-related way — the conditions were pleasant — but, as always, competition can create tension in the most mild-mannered souls.

The 151st anniversary of the Master Mariners Regatta started under gray skies and ended in brilliant sunshine, but (as always), what makes this regatta different from thousands of other sailboat races on the Bay is the unique makeup of the fleet. While carbon fiber is all the rage in the get-up-and-go classes, carbon is also a building block of life, and therefore, a key element in all the wooden vessels that showed up.

The event starts in the good-natured manner of a parade, as dozens of vessels hoist their best flags and finery to strut their stuff for the northbound reaching start between the St. Francis and Golden Gate Yacht Clubs. But after the start, the jolly demeanor of the first leg gets decidedly more serious as the finishing order becomes more firmly established before the final gun.

We had the honor of sailing aboard one of the *grande dames* of the Bay Area fleet of classics, the scow schooner *Alma*, which calls the San Francisco National Maritime Museum home. She was under the watchful eye of captain Carter Cassel and a crew of park staff and volunteers who team up to manhandle the heavy sails, halyards and sheets. No electric winches, furling headsails or other nods to modern 'convenience sailing' here. Aside from refits, updated sailcloth and an iPad, not much has changed aboard the *Alma* since she was built in Hunters Point in 1891 to haul hay, mail and other cargo.

Much like *Alma*, the rest of the Master Mariners fleet has a similar adherence to tradition. Most of the boats are constantly being scraped, painted and caulked, but rarely "updated," since that would spoil the point of owning a classic. Not everyone has the spirit and stamina to maintain one of these heart-throbs, but nearly all sailors appreciate the beauty that comes with seeing the design and craftsmanship preserved and sailing with rails down on the Bay.

This year, the fleet started in the proverbial morning San Francisco gray that lingered well past noon. The light



SCOTT WALL



SCOTT WALL



Beyond bragging rights, the regatta has some high stakes: A highly-coveted magnum of Cabernet.

air and ebb made the first reaching leg to Little Harding turn into a run for the buoy — the ebb's sleight of hand fooled several boats as they ended up to the west of the mark, forcing them to ease sheets and run downwind in light air to finally make the turn to weather. That same pesky ebb then helped everyone for the only upwind leg of the day (how civilized) from Little Harding up to Yellow Bluff

(some fleets went straight to Blackaller), with the good ship *Alma* being aided by a full-throttle, upwind, 15-minute engine allowance.

To add to the oft-repeated quote, "Gentlemen don't sail to weather," the

same holds true for bluff-bowed cargo schooners. The long, downwind Yellow-Bluff-to-Blossom-Rock leg against the building ebb was balanced by building sun and breeze. Our skipper Carter took *Alma* to the north of Alcatraz, betting on a good reaching angle to Blossom Rock. The wind held well as we crossed under Alcatraz and took up our nice off-the-wind position aimed to the east, while we watched the rest of the schooners in the fleet heading down before the wind to the north.

Matched Farr 40s would have given us a better read on the value of the course choice but, either way, the first schooner to nip us was the *Freda B*, which rounded just ahead at Blossom. Helming the almost 130-year-old *Alma*, Carter wisely prefers the 'chicken jibe', with a 360-degree tack around to preserve her stout but tender (and mature)

OLD DOGS, OLD TRICKS



ALL PHOTOS LATITUDE / JOHN UNLESS OTHERWISE CREDITED



frame. Yes it's a race, but *Alma* has a busy summer schedule to maintain.

Racing under a reverse handicap with *Alma* starting first, the rest of the fleet is supposed to catch up with her. After rounding Blossom Rock followed by a reaching leg to Southampton Shoal, we made for the finish line hiding behind Treasure Island. *Alma* then became a great viewing platform from which to watch the converging fleet. *Brigadoon*, *Elizabeth Muir*, *Seaward*, *Water Witch* and numerous other fine ladies of the Bay surged up with all sails set as the clouds cleared and the breeze continued to build. The battle of the schooners is matched by several Bay Area-built fleets, including Birds, Bears and Farallone Clippers, while a more diverse range of classic sloops, yawls, gaffers and Marconi rigs vie for bragging rights among their peers.

Clockwise from top left: Crewman Richard Chon helms Allen Gross' 'Folly'; 'Random' struts her stuff; furling sails on 'Alma'; 'Bounty' lookin' good under full sail; two schooners and a ketch head for Blackaller; 'Alma' skipper Carter Cassel puts some elbow grease into a tack.

Once the line is crossed, the race-course tension subsides, and the short-lived thoroughbred mentality reverts to a more comfortable manner of treating (some would say pampering) vintage vessels. The sailing conditions were very pleasant all day and no major damage was reported as boats ambled down into the warm air and flat water of the Estuary, destination: Encinal Yacht Club.

We spoke to the Master Mariners Benevolent Association staff commodore Bob Rogers — owner of the bright-yellow Ben Seaborn-designed *Sunda* — who told us that beyond bragging rights, the regatta has some high stakes: A few winners earn a highly-coveted magnum of Long Meadow Ranch Cabernet, contributed by Ted Hall of *Bright Star*.

This year, *Sunda* managed to stay ahead of her fleet by hugging the Cityfront, while the rest of the pack fought their way from Blackaller to Blossom out in the main channel with more breeze but more ebb. As it turned out, the Cityfront, with ample breeze and less ebb, made for a good pairing with the Cabernet as a reward. Bob also benefited from having son Ian aboard who, freed from his Pacific Cup commitments, was able to join the crew. (*Sunda's* victory came at the cost of a damaged cockpit coaming; Bob hoped to have it repaired in time for the Master Mariners Wooden Boat Show at the Corinthian Yacht Club on June 24).

As the first starting gun fired, it seemed as if a fleet of boats had time-

MASTER MARINERS



Top: 'Flotsam' took first place in Marconi 3. Below, it was all smiling faces, especially once boats crossed the finish line and headed down the Estuary.



traveled from a bygone era; for moments, classic vessels were almost the only boats in sight. That said, Commodore Rogers told us that the event has seen some decline in participation over the years. Several vessels have moved out of the area, some are struggling to maintain racing condition, while others await the next steward to take on the task of upgrading and caring for a classic.

While it can be daunting to imagine being the next owner of one of the Bay's great historical vessels, it's also easy to become inspired. We've been delighted to meet a number of young people who have taken on the task of owning a wooden boat and becoming part of the 'Masters' scene. The race is a chance for these timeless boats to do what they were designed to do. The beauty and camaraderie that comes with joining the Bay's Master Mariners fleet is something that will survive the ages.

latitude / john

MMBA MASTER MARINERS REGATTA, 5/26

BIG SCHOONERS — 1) **Seaward**, 82-ft stay-sail schooner, 1988, Call of the Sea; 2) **Freda B**, 80-ft Witholz topsail schooner, 1991, Paul Dines/Marina O'Neil; 3) **Gas Light**, 72-ft Martinelli schooner, 1990, Wayne Goldman. (4 boats)

GAFF 1 — 1) **Brigadoon**, 65-ft Herreshoff schooner, 1924, Terry Klaus; 2) **Tiger**, 38-ft Pinky schooner, 1993, Luc Maheu. (2 boats)

GAFF 2 — 1) **Freda**, 34-ft Cookson sloop, 1885, Spaulding Marine Center; 2) **Sequestor**, 36-ft Hanna ketch, 1940, Hans List; 3) **Makani Kai**, 40-ft Angelman Sea Spirit ketch, 1970, Ken & Kristine Inouye. (5 boats)

GAFF 3 — 1) **Briar Rose**, 32-ft Hanna ketch, Clair & Jesse Whims; 2) **Kathleen**, 24-ft Hess cutter, Paul Maheu. (2 boats)

MARCONI 1 — 1) **Water Witch**, 50-ft Stone cutter, 1928, John & Gena Egelston; 2) **Elizabeth Muir**, 51-ft McInnes schooner, 1991, Peter Haywood/Ivan Poutiatine; 3) **Pegasus**, 45-ft Alden ketch, 1972, Peter Hayes. (5 boats)

MARCONI 2 — 1) **Sunda**, 35-ft Seaborn sloop, 1941, Bob Rogers; 2) **Nautigal**, Spaulding

38, 1938, Robby Robinson; 3) **Encore**, 39-ft Concordia yawl, 1966, Burt & Sue Damner. (4 boats)

MARCONI 3 — 1) **Flotsam**, Brad & Geoff Clerk; 2) **Youngster**, IOD, 1937, Ron Young; 3) **Neja**, Dasher 32, 1959, Jim Borger. (7 boats)

MARCONI 4 — 1) **Morning Star**, Hallberg-Rassy 32, 1984, Barbara Ohler/Gary Costigan; 2) **Kaze**, 23-ft Okamoto sloop, 1951, Liz Diaz. (2 boats)

OCEAN 1 — 1) **Bounty**, 52-ft S&S yawl, 1950, Dan & Sue Spradling. (1 boat)

OCEAN 2 — 1) **Mistress II**, Farallone Clipper, 1955 Richard vonEhrenkrook; 2) **Credit**, Farallone Clipper, 1952, Bill Belmont; 3) **Ouessant**, Farallone Clipper, 1957, Jennifer Hinkel. (3 boats)

L-36 — 1) **Papoose**, 1956, Allen Edwards. (1 boat)

BIRD — 1) **Cuckoo**, 1925, Bill Claussen; 2) **Curlew**, 1922, John Muir; 3) **Kookaburra**, 1922, Martin & Sue Koffel. (5 boats)

BEAR — 1) **Huck Finn**, 1940, Margie Siegal; 2) **Puff**, 1956, David Sandry; 3) **Kodiak**, 1975, Kevin Miller/Joshua Ott. (6 boats)

Full results at www.mastermariners.org

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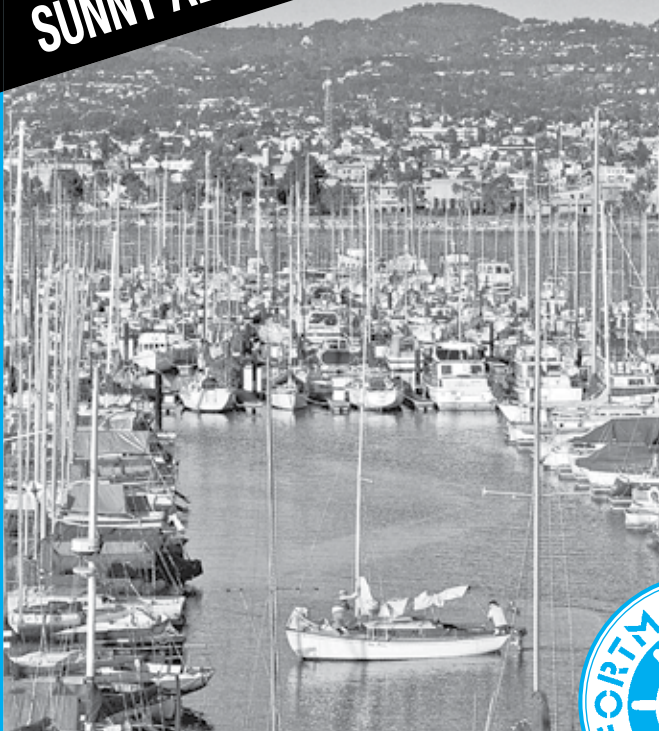
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WHY CRUISE MEXICO?

Walk the docks of any marina from Vancouver to San Diego this summer and you're likely to find dozens of sailors fitting out their boats for extended cruising. Where are they headed? While some undoubtedly have lofty dreams of eventually cruising the South Pacific, the

ALL PHOTOS: LATITUDE / ANDY EXCEPT AS NOTED



Mexicans revere their rich cultural heritage which includes many genres of music. Here, 'mariachis' play with intense concentration.

Caribbean or the Med, destination *numero uno* for almost all of them is Mexico. Most West Coast cruisers — especially those new to the lifestyle — spend a year or more exploring Mexican waters before even considering traveling elsewhere.

Why so popular? You might assume the answer is simply that Mexico is right next door to the US. But if that were the only rationale for visiting it, an equal number of boats would migrate to Canada every summer. They don't. So why then? The abundance of sheltered anchorages? The sunny sailing conditions? The low cost of living? Yes, all these factors add to our southern neighbor's appeal, but in our experience Mexico's most impressive attributes are intangibles such as the warm, friendly attitude of its people and the country's relatively laid-back pace of living. Let's take a deeper look:

The Lay of the Land — Few cruising grounds on Earth can match Mexico's seemingly endless variety of well-protected anchorages, especially in the vast expanse of the Sea of Cortez, which would take years to thoroughly explore. There, as on the outside of the Baja Peninsula and many stretches the mainland, there is very little development, which leaves you feeling as though you've traveled back in time. Mexico also offers a variety of fine marinas with first-class amenities. But in most locations, using their services is an option rather than a necessity, as there are often free anchorages nearby.

Sailing Conditions — No region can promise perfect breeze for sailing every day of the year, but Mexico is blessed with many ideal 8- to 20-knot days, especially during the November-to-May dry season. In the fall, the initial stretch from San Diego to Cabo usually serves up glorious days of downwind sailing in 12-24 knots of breeze; conditions that produce "Best day ever!" comments from wide-eyed first-timers.

Low Cost of Living — Not too many years ago, the Mexican peso traded 10 to 1 to the US dollar. Today it's around 20 to 1, making visits south of the border an incredible bargain for boaters and landlubbers alike. Although marinas are not particularly cheap, most other boating-related services are refreshingly affordable.

Not only is Mexican cuisine rich and delicious, but these days you can enjoy a "top shelf" margarita and a fresh tuna fillet for the cost of a Budweiser and a burger back home.

The Mexican People — One of the biggest surprises for many new cruisers is how impressed they become with the Mexican people. Almost universally

friendly, hard-working and family-oriented, most Mexicans are proud of their country, and eager to help you enjoy it.

Although Mexico has the 11th-largest economy in the world, visitors should be aware that typical wage-earners work very hard for relatively low wages — often six or seven days a week. Even so, you'll rarely experience anyone with a 'chip-on-the-shoulder' attitude toward you, even if you pull up in a million-dollar yacht.

Laid-Back Pace of Living — If you ever find yourself in a Mexico City traffic jam, you'll probably feel just as stressed out

Most Mexicans are proud of their country, and eager to help you enjoy it.

as you would on an LA freeway at rush hour. But anywhere outside of Mexico's biggest cities — especially along the coast — you'll experience a refreshingly laid-back pace of living. Although Mexicans

Only a few hundred miles from bustling US cities, the Sea of Cortez invites cruisers to slow w-a-y down and enjoy simple pleasures.



BLUE LATITUDE PRESS

VETERAN VOYAGERS MAKE THE CASE

often work long hours, many still have the sense to take a bonafide *siesta* in the early afternoon, in order to eat a decent lunch, take a short nap, and dial back the stressometer.

One indicator of Mexico's respect for a humane pace of living is that you'll almost never feel rushed in a restaurant. Waiters are normally enthusiastically attentive, but you rarely get the feeling they're anxious to shoo you away in order to 'turn the tables'. And they'll never bring the bill before you ask for it.

Strange and wonderful sights like this — a fresh-caught marlin being transported by pedal power — add to the magic of cruising Mexico.



'God rays' spotlight a solitary cruiser off the coast of Baja. While sailing offshore, the night sky offers equally stunning panoramas.

cruisers.

"Especially in the Sea of Cortez, Mexican waters are abundant with marine wildlife: whales, orcas, hammerhead sharks, rays, and more. It's a fisherman's dream, plus there are 600 varieties of birds.

"It is still easy to find a beautiful anchorage in a pristine setting,

often with no other boats around."

Terri Potts-Chattaway and her husband Jay have been 'wintering' in Mexico for five seasons aboard their Hardin 45 *Cadenza*. "I love cruising Mexico because of the diversity of the terrain," writes Terri. "The Sea of Cortez is spectacular, of course: the crystal-clear waters up against a desert-like terrain; the red rocks of Los Gatos; the solitude. Then, there is the west coast of mainland Mexico, some of it much more tropical and lush. More colors. I love the wildlife, everywhere; the sea life and the birds — the sounds of the birds in particular.

"Inland Mexico has so much culture to offer, as the country is so rich in history, and the streets often sing with music."

"Our first exposure to Mex-

ico was camping near Ensenada in the '70s, and at Cabo San Lucas in the '80s, on what used to be called Shipwreck Beach," recalls Keith Levy of the Catalina 470 *C'est la Vie*. "From the beginning we were impressed by how beautiful the country is and how happy, welcoming, friendly and helpful the Mexican people are.

"It wasn't until my wife Susan and I sailed down in the 2000 Baja Ha-Ha, then spent a year and a half sailing in the Sea of Cortez and along the coast from Mazatlan to Zihuatanejo, that we fully realized how wonderful the Mexico experience is.

"When we left for the South Pacific with the 2002 Puddle Jump, Paradise Village's harbor master, Dick Markie, told us we would be back. He was right. After eight years of South Pacific cruising

Circumnavigators Horst and Julia returned to their favorite Mexican anchorages after rounding the planet.



To expand on our Why Mexico? theme, we invited a variety of Mexico cruising veterans to share their perspectives:

"As circumnavigators we have seen a lot and enjoyed the cruising lifestyle in all its forms," write Horst and Julie Wolff of the Island Packet 35 *Pacific Star*. "Mexico remains one of our favorite places.

"We love the Mexican people. They are laid-back and friendly. Speaking rudimentary Spanish is much appreciated, and gets you by. The cuisine, music and culture, rooted in a deep sense of spirituality, are optimistic and positive. As a result, Mexicans are helpful, friendly and welcoming to us

WHY CRUISE MEXICO?

we returned in 2010. We now consider Puerto Vallarta and the entire Banderas Bay community our second home.

"The weather is great during the winter and there is always great sailing wind every afternoon in Banderas Bay. Every year we experience magical moments of one sort or another, including humpback whales breaching at close range, and dancing in the street when a band starts up spontaneously. I tell Susan that I feel 20 years younger when I am in Mexico!"

Washington-based authors Heather

Bansmer and Shawn Breeding spent seven years 'commuter cruising' in Mexico aboard their Westsail 32 *Om Shanti* while researching several excellent guidebooks (Google: Blue Latitude Press). They now return annually to do updates. Over

the years they've developed a deep love for both the country of Mexico and its people. "The cruising grounds have it all, from the isolated and remote anchorages of the Sea of Cortez to the glamorous marina resorts of mainland Mexico and

Top row, left to right: Hiking the desolate hills of the Benitos Islands off Baja; a dolphin says hello; typical light-air spinnaker run; indigenous kids whose education is funded by cruisers. Middle row: cruiser bocce ball at San Juanico; pelicans are plentiful and always ready to pounce; a Baja diver shows off his catch of abalone; mahi-mahi for dinner tonight; casting for bait fish. Third row: the cutter 'Penelope' heads south; getting goofy aboard 'Vitesse'; beachfront volleyball in 'downtown' Zihuatanejo; afternoon light paints the rugged Baja landscape in golden tones.



VETERAN VOYAGERS MAKE THE CASE

southern Baja.

"We love having anchorages to ourselves and endless hiking opportunities in the Sea of Cortez, and we love swimming all day and exploring towns and restaurants on the mainland.

"The food is amazing! When we are back in Washington, we dream of fish tacos, cheap avocados and tomatoes that actually taste like they're supposed to.

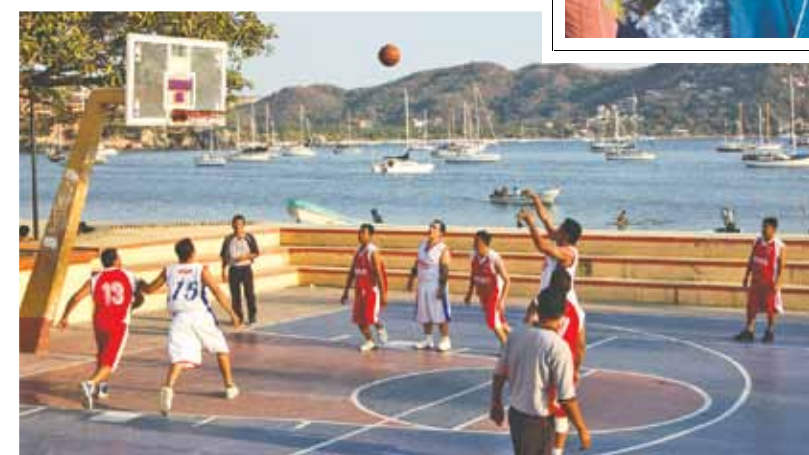
"One of our favorite things about cruising in Mexico is getting to know

the people. They have made us feel so welcome in their country and communities, from large cities to small fishing villages. Their friendliness and openness draws you in, quickly making you feel like Mexico is home. Feeling welcome and comfortable fuels our desire to keep exploring the country year after year and to return to familiar haunts to visit friends.

"Mexico enables us to have flexibility in our cruising life while enjoying an

amazing cruising destination. The winter weather is great, there are plenty of beautiful and well-protected anchorages, there's excellent cuisine and inexpensive groceries, welcoming locals and a helpful cruising community, numerous protected yards for storing our boat during the summer hurricane season, easy flights or driving to and from, and it is a relatively short trip back to the US with the boat when work, life or a new adventures calls."

Tom Price of the San Francisco-based

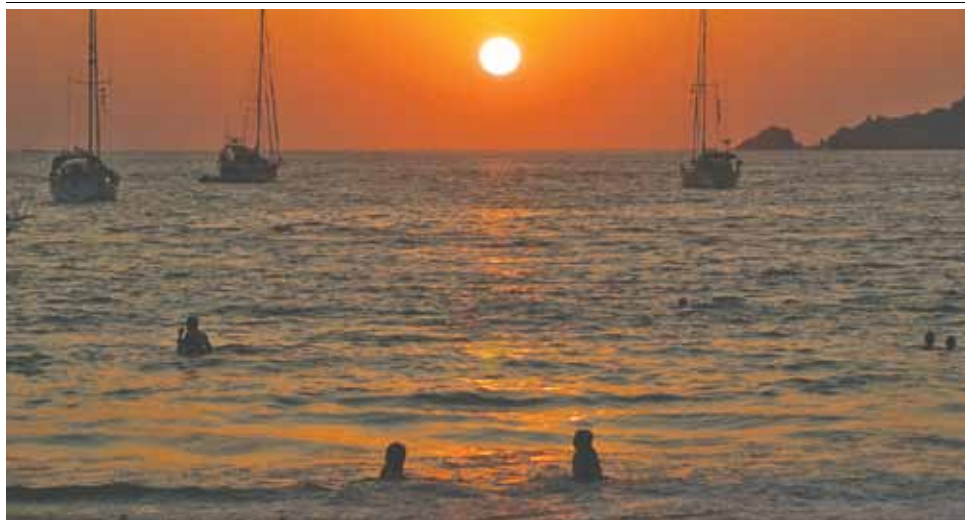


WHY CRUISE MEXICO?

Beneteau 473 *Vitesse* explains, "Cruising Mexico feels like going back in time to a simpler way of life. As a tech executive, joining the Ha-Ha in 2008 and 2015 as owner/captain was the ultimate release from work, but simultaneously a new and very real challenge. The sailing was always terrific, but interacting with Mexicans who live very simple lives was truly amazing!"

Marina and Myron Eisenzimmer have done nine Baja Ha-Ha rallies aboard their Swan 44 *Mykonos*, and have developed a deep respect for the Mexican people. Marina shared this fond memory: "A few years ago I brought down to Turtle Bay a bunch of pens, pencils and yellow notebooks to donate to the school.

"As we climbed up the ladder to the fuel pier and started to walk toward town, one of the workers noticed the pens in the bag and asked for one. Then so did the other guys. By the time we got to the local restaurant all the pens were gone. But the servers asked very politely for a few pencils and notebooks for their children. After breakfast we walked to the school to donate what was left of



Just another lousy sunset off the mainland coast of Mexico. Reconnecting with Mother Nature's wonders is a major reward of cruising.

our little bag of simple gifts, which were much appreciated."

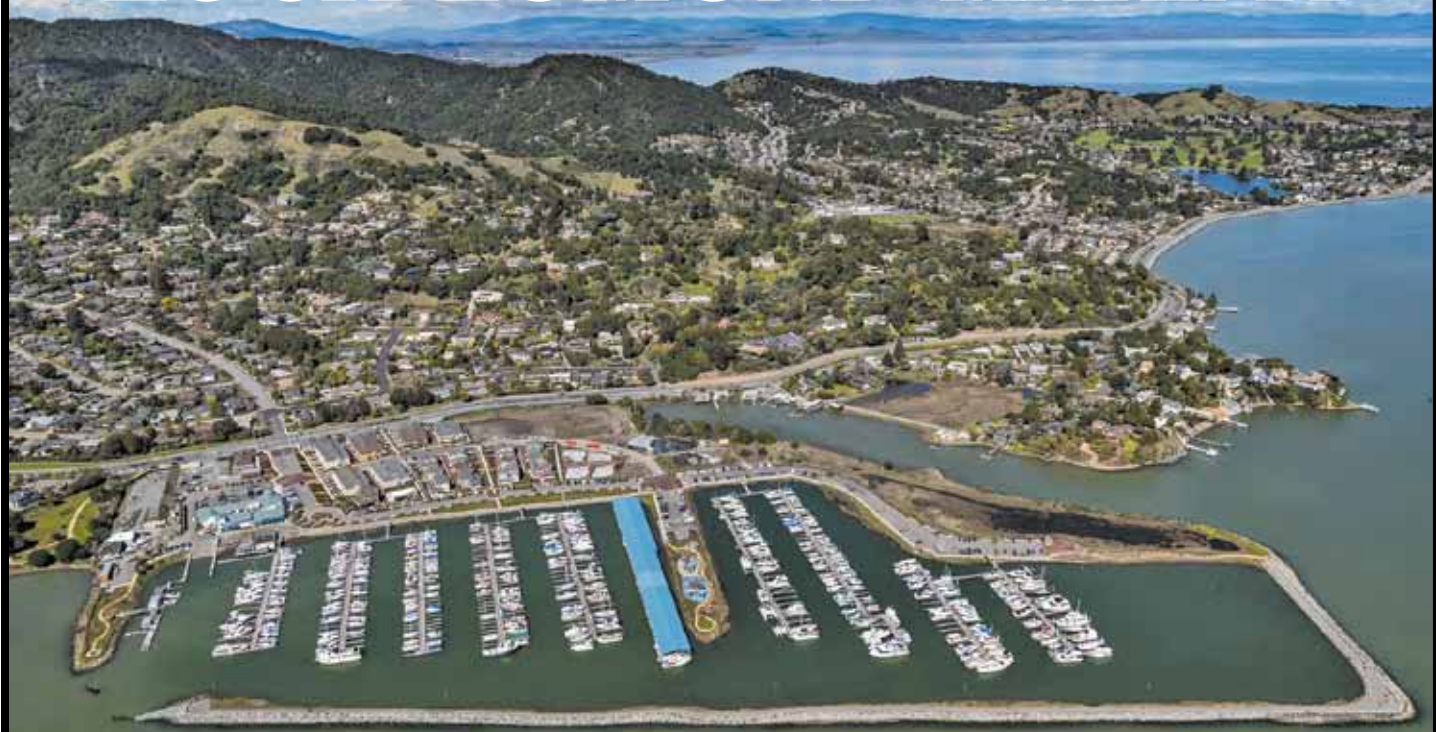
Such experiences lead many cruisers to realize how incredibly privileged they are to have the freedom to explore Mexican waters under sail, often with open-ended timetables. So much so, in fact, that many look for ways to 'give back' to their generous hosts in one way

or another, from donating basic supplies to helping build schools and houses.

In any case, we think you'll find that getting to know your southern neighbors will be an energizing, enlightening, and perhaps even life-changing experience. And there's no better time to quit procrastinating and make the leap than this fall. Whether you join the 25th Baja Ha-Ha rally or travel solo, good times await south of the border.

— **latitude/andy**

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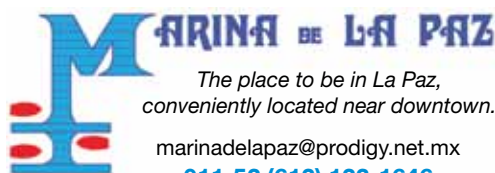
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IMPORTANT DATES

- September 5, 4-5:45 p.m. – Free Mexico Cruising Seminar, Spaulding Marine Center.
- September 5, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion, Spaulding Marine Center.
- September 14, midnight - Entry deadline.
- October 20, noon-4 p.m. – Ha-Ha Welcome to San Diego Party hosted by Downwind Marine.
- October 27, 5 p.m. – Pacific Puddle Jump Seminar inside West Marine, 1250 Rosecrans St., San Diego.
- October 28, 10 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans St.
- October 28, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans St.
- October 29, 10 a.m. – Baja Ha-Ha Kick-Off Parade.
- October 29, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 1, 2 p.m. – Daytime – BHH baseball game at Turtle Bay.
- November 2, noon – Famous Turtle Bay Beach Picnic Party.
- November 3, 8 a.m. – Start of Leg Two to Bahia Santa Maria.
- November 5 – Bahia Santa Maria Day; a layday for relaxing and exploring.
- November 6 - Beach Party at BSM.
- November 7, Start of Leg Three to Cabo.
- November 8 – Dance Party at Squid Roe.
- November 9 – Cabo Beach Party.
- November 10, 6 p.m. – Awards presentations hosted by Cabo Marina.
- November 18, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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MADE IN SANTA CRUZ RACE WEEK

Saturday, May 26, was the windiest day at the Moore 24 Pacific Coast Championships, part of Made in Santa Cruz Race Week. With winds in the twenties and confused seas, boat damage and crew in the drink came into play. — photo Latitude/Chris

It's been five years since the first Made in Santa Cruz Race Week. The event was a big hit with racers of various sailboat classes built in Santa Cruz County, and, as that week in May-June 2013 drew to a close, everyone wondered if there would be another one. Santa Cruz Yacht Club fulfilled the wish this May with a redux in celebration of the club's 90th birthday.

The first weekend, May 19-20, was set aside for PHRF 'big' boats, and only five made it to the line, including one Santa Cruz 27 that would race the following weekend. A one-off precursor to the Olson 30, the SOB 30 *Pacific High* dominated the leaderboard in four races. The team of two couples (Susie and Don Snyder and Dennis and Rainy Bassano,

the same old friends who conceived of the boat while delivering *Merlin* home from the 1977 Transpac along with George Olson and Ellen Neale) scored three bullets and threw out a third place.

The Race Week took a break until Thursday, when two very different events were planned.

It seems as if every old salt in Santa Cruz has a little 8-ft Jester sailing dinghy in his garage. They don't get their bottoms wet as much as they used to (the boats, not the sailors), but Thursday's racing in the harbor drew 10 Jester sailors (all full-grown men). Joining them were eight El Toro sailors, including boys and girls and one woman. "The Jester makes the El Toro feel big," said Serge Pond, who's sailed both.

Sailboat Data (www.sailboatdata.com) credits George Olson and Ron Moore with creating the Jester in 1970. Skip Allan says that they were based on a generic dinghy that was popular on the East Coast. One was on a foredeck of a visiting boat; someone went over and stole it, made a mold of it, and put it back, and that became the Jester. Skip says that the only way to jibe one when it's windy is, "You run it onto the beach, turn it around, and hop back in."

The little boats were sent on four races out to the harbor mouth and back under overcast skies in puffy conditions. While the racing was going on outside, within the SCYC clubhouse a boatbuilding museum had popped up, a plaque was unveiled, and a tribute to the boatbuilders of Santa Cruz was about to begin. See

SURF CITY DOES IT AGAIN



Sightings on pages 64-65 for that story.

On Memorial Day Weekend, the Moore 24s held their Pacific Coast Championship and the Santa Cruz 27s their Nationals. The forecast for Saturday called for wind up to 22 knots with gusts to 27 and a mixed swell topped by wind waves building to 5 feet. The white caps were coming in fast, making the scattered crab pots harder to see. In all three races that day, there were a couple of boats that didn't set spinnakers. In the first race a few boats missed the offset mark at the top of the course. A little red ball, it was hard to see in the swell.

An SC27 lost a crew overboard; he was picked up and taken into the harbor by the Moore 24 *Pegasus's* RIB.

In the second start, the aggressively

sailed *Pegasus* was over early and had to go back and clear themselves. (Their seventh-place finish in that race would be their throwout; their other regatta scores would be four firsts and one second.) Another Moore, *Snafu*, had a man overboard at the leeward gate; they got him right back onboard but dropped out.

The SC27 *Shibumi* broke their tiller during the second race when they were tacking for the windward mark. Crew Anthony Murphy was half in the water and had to crawl hand over hand to get back up.

A Moore 24, *Mooretician*, also broke a tiller during the second race. Peter Schoen had to finish the race steering with a stubby. They had a spare down below and switched it out before the third race. Peter said, "We'll be OK as long as

we don't wipe out." And they didn't. He said that jibing is easier when they're surfing because there's less load.

Adding to the toll, the Moore 24 *Ruby* blew up a kite when it snap-filled. A local asserted that these were typical spring conditions.

Traditionally, the Moore 24s have a race to Natural Bridges during regattas here, and the SC27 Nationals require a long-distance race. Those needs would be fulfilled with Sunday's first race.

On the beat to the mark off Natural Bridges State Beach, *Mooretician* skipped ahead of *Pegasus*, but *Pegasus* regained the lead.

The Moores got in two more races to finish up their PCCs; the SC27s raced one more on Sunday and two more on

MADE IN SANTA CRUZ RACE WEEK —

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Eventual 2018 Moore 24 Pacific Coast Champions, Philippe Kahn and crew on 'Pegasus'.

Monday.

The Moore 24 awards ceremony recognized not just the new champions, but also the top boat with a female crew (third-place *Mooretician's* Erica Bryan) and the top boat with crew under 18 (fifth-place *Moore Wave*Ohs'* Owen and

Hayden Lahr and Jayden Benedict). *More Uff Da* won a prize for traveling the farthest (from Seattle).

But when it came time to award the perpetual trophy the *Pegasus* team was the one called up.

Thursday's thoroughly entertaining dinghy races, clockwise from top left: Chris Watts topped the Jester fleet; Bob Simpkins and Mark Voropayev focus upwind; Kyle Schaefer was the top junior El Toro sailor — and appeared to be having the most fun; Tom Burden topped the El Toro fleet.

"There was no real light air, a little bit at the end of the third race today," reports the winning skipper, Philippe Kahn. He saw similar wind directions and a similar shift at the end of each day as it got lighter. About the race to Natural Bridges, he said, "I love the long races. I think we should do more long races, as opposed to just sausages. We could do a race to Soquel. We love the Moore 24." He's been focusing on sailing A-cats. "Sailing an A-cat in the conditions we have here — big waves and 20 knots — is something

most people don't do. It's just a matter of becoming a better sailor."

Bowman Cole Kerby has been sailing on *Pegasus* for five years. "It was absolutely perfect conditions; Santa Cruz offered up a perfect venue once again.



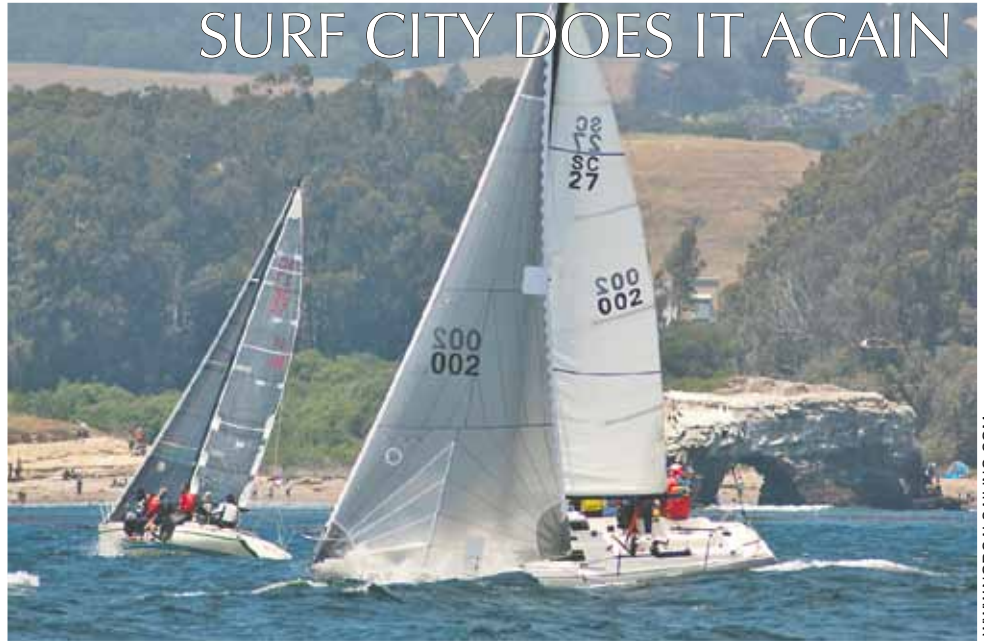
ALL PHOTOS LATITUDE / CHRIS

SURF CITY DOES IT AGAIN

Sailing is relatively new for me," said the local surfer, "and I'm loving it."

The SC27s sailed in 12-15 knots in two more races on Monday. The Diola family finished 1-2-3 in the Nationals. Uncle Rick was aboard third-place *Jersey Girl* and Patrick Diola was aboard *Hana-iei*. Evan Diola's *Mistress Quickly* finished first. Evan had never won any kind of Nationals before; this was his third Nationals with the SC27 that he's had for five years. The class has no weight limit, so Evan sails with six or seven guys. "It helps when it's windy; Saturday was windy for sure."

At the awards ceremony, Saturday's MOB was given a swim noodle. Class president Barry Whittall said, "John not only went swimming, but he decided that he wanted to experience keelhauling." Skippers then went up one by one and chose a crewmember to praise for crew appreciation. The appreciated crew got to pick useful prizes. Swag and prizes were donated by West Marine, Davis Instru-



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The winning SC27, 'Mistress Quickly' (left) and third-place boat, 'Jersey Girl', sail past Natural Bridges in Sunday's long-distance race.

ments, Santa Cruz Marine, Marine Tech, Pirate's Lair and Ullman Sails.

The Dave Diola Memorial Trophy for the winner of the long-distance race went to Dave's son Evan.

Next Bill Lee told the story of how the SC27 was conceived. "A 'quarter-pounder' at the time was about 24 feet. We took this 9-ft wide, 24-ft long boat and made it 8 feet wide and 27 feet long. We took all the IOR bumps off it, stretched out the waterline and overhangs, and that became the Santa Cruz 27." The first one was *Vanishing Girl*. "George Olson

Clockwise from upper left: Ron Moore hands the PCC trophy to Philippe Kahn; crew were Cole Kerby, Mark Christiansen and Shane Illidge. Tactician Roy Haslup steers 'Shibumi' with what's left of the tiller; Ryan, Diana and Rob Schuyler with the owner-driver trophy and Bill Lee; Andreas Kral, Brad Nieuwstad, Seth Cohen, Adam Borchering, Peter Faronie and Evan Diola won the SC27 Nationals.



CHERI SCHAMUN



ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

MADE IN SANTA CRUZ RACE WEEK

and Dennis Bassano did one called *California Zephyr*. Paul Daniel did one that became *Jersey Girl*. It wasn't actually until boat #37 that someone from Santa Cruz bought one."

The SC27 class at one time had an owner-driver rule, then they opened it up so anyone could participate. But some high-powered professionals came in, so the class put the owner-driver rule back in. All the boats are now driven by owners, so the class wanted to retire the owner-driver trophy. Whoever's name is on the trophy the most — and is still alive — gets to keep it. The most frequent name on the trophy is *Hanalei*. "I've been to 36 Nationals," said *Hanalei's* Rob Schuyler.

— **latitude**/chris



'Sumo' rounds up, but 'Summer Breeze' squeaks past. — photo Latitude/Chris

MADE IN SANTA CRUZ RACE WEEK, 5/19-20 (4r, 0t)

PHRF — 1) **Pacific High**, SOB 30, Susie Snyder, 3 points; 2) **Dr. Feelgood**, Olson 29, John Mowry, 5; 3) **Hanalei**, SC27, Rob Schuyler, 8. (5

boats)

5/24 (4r, 0t)

JESTER — 1) **Yikes!**, Chris Watts, 11 points; 2) **Ack Ack, We Come in Peace!**, Mike Evans, 13; 3) **Tequilla**, Mike Holt, 13. (10 boats)

EL TORO — 1) **Warrior**, Tom Burden, 4 points; 2) **Tampala**, James Savatone, 10; 3) **#11747**, Kyle Schaeffer, 13. (8 boats)

MOORE 24 PCCs,

5/26-27 (6r, 1t)

1) **Pegasus**, Philippe Kahn, 6 points; 2) **Mooregasm**, Steve Bourdow, 13; 3) **Mooretician**, Peter Schoen, 17; 4) **Lowly Worm 2.0**, Scott Nelson, 18. (17 boats)

SANTA CRUZ 27 NATIONALS, 5/26-28 (7r, 1t)

1) **Mistress Quickly**, Evan Diola, 12 points; 2) **Hanalei**, Rob Schuyler, 20; 3) **Jersey Girl**, Greg Miller, 25. (15 boats)

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CALEB PAINE —

Following an upset in the rankings at the European Championship in March, 2016, it was then-unknown Caleb Paine, not 2008 silver medalist Zach Railey, who would be going to Rio in August. Paine, then 25 years old, came from behind to place 24th in the Finn, with Railey placing 29th.

Going into the medal race at the 2016 Olympic Games, he was in fourth place with 74 points. Giles Scott of the UK was pretty much assured of the gold medal, but Paine knew he had a shot at the podium. He took the lead early in the final race and never let up, rounding each of the four marks in first place. His performance in that last race earned him a bronze medal, the first US medal in sailing at the Olympics

since 2008 (Jean-Paul Creignou and Jennifer French won silver at the 2012 Paralympics, as did Rick Doerr, Brad Kendell and Hugh Freund in 2016).

Caleb grew up in San Diego, but last year, he moved to the San Francisco Bay Area and joined Richmond Yacht Club, where he lives aboard his Nauticat 33. We caught up with him there in April.

Latitude 38: Did the opening of the FAST USA Olympic training facility at Treasure Island Sailing Center have anything to do with you moving to the Bay Area?

Caleb Paine: Yes it did. The main reason was that Bill Kreysler offered me a job after the Olympics. His company, Kreysler and Associates does massive fiberglass architecture. I actually did the façade on the San Francisco MOMA museum. So it was to work for him, and I wanted to continue sailing for the 2020

"The first time I was on a boat I was two weeks old."

Games. I took time off and now I'm doing that, and helping wherever I can.

38: And what was your job with Kreysler?

CP: I was a fabricator, basically helping with programming robots.

38: Now that you're back racing and training for the Olympics, how much of your time is spent in that other occupation, and how much is spent in your



Caleb Paine at Richmond Yacht Club. He also belongs to St. Francis, Mission Bay and Southwestern YCs (the latter two of which are in San Diego).

training and sailing?

CP: 100% sailing. If you want to be the best in the world, you've got to give it everything you've got.

38: It's a full-time job and then some.

CP: Absolutely. Basically, I got back from Europe last week, and I've been in training at the gym to stay fit, and going to start sailing here in the next week or two. So yeah, it's been full-time.

38: Here in the Bay Area, where do you keep your boat, and where do you sail?

CP: Just right out here. Richmond Yacht Club. I sail right out here in the Circle. It's an awesome place to sail, as we all know. I've always thought it's kind of under-utilized. With athletes, especially on the Olympic team, there's a variety of conditions you get. You want light air? Just go out in the morning. Almost every day in the summertime you're going to get 18 knots, and you get the fluky stuff as well. People tend to focus on one general type of condition, when in reality, with the Olympic Games and all these events we sail, we get everything. You have to sail on the challenging stuff, on the breezy stuff.

38: Do you still have a home in San Diego as well?

CP: My parents have a home there, so if I ever wanted to move back there... but no, basically I'm living on a boat now. It's good.

38: And you have your boat here in the yacht club?

CP: Yeah, good old F Dock.
38: What's the name of your boat?

CP: The boat has a funny story. It's *Lost and Found*. A retired NYPD officer was cruising her down the coast, and he and his wife were going to travel to the Caribbean. She was off getting papers for the Panama Canal, and he was trying to meet her down there. When he was off the coast of Costa Rica, there was a storm. I think he got a little freaked out, something with the engine blew — he didn't know how to sail very well and called the Coast Guard in a panic, and the Coast Guard told him to leave. So, he jumps on a shipping freighter and abandons the boat.

The boat then gets picked up by some Costa Rican fellas, and everything gets stripped out of it. They push it back into the ocean, where it floats for six months around the Pacific Ocean.

It was then found about two miles off the coast of Honolulu, where the Harbor Patrol pulled it in and contacted the guy; the guy picked it up and then brought it to San Diego, where it sat for about six or seven years.

I was fortunate enough to pick it up, and it's been a work in progress ever since. [Laughs] But it's a cool story. I named it the *Lost and Found*.

38: A true fixer-upper.

CP: [Laughs] Oh yeah! In every sense of the word. But, it's got good bones, a Nauticat 33, so basically half an inch of fiberglass with no balsa core or anything, just solid fiberglass. It's built well.

38: So you had her in San Diego and you sailed her up the coast?

CP: Actually, we trucked it up. We weren't sure what the deal was with it, so we were fortunate enough to just put it on the truck and bring it up here.

It's great for a liveaboard. Everyone's like, "It's not a race boat!" I can race fast whenever I want, but I want to be as comfortable as possible, and it definitely gets me that.

38: Especially when you're over six feet tall...

CP: Oh yeah. A pilothouse I can stand up in definitely adds to the practicality of it.

38: Going back to the beginning, how did you get involved with sailing and

MAN OF BRONZE



RICHARD LANGDON / SAILING ENERGY / WORLD SAILING

Top: Caleb Paine racing in January's World Cup Series Miami. **Bottom:** Caleb (right) shows his bronze medal to the kids at Treasure Island Sailing Center — and lets them touch it.

competition?

CP: My dad was a big sailor. He claims the first time I was on a boat I was two weeks old. I just grew into loving the sport of sailing and transitioned into Sabots when I was around 5 or 6 years old, and I took up racing up and down the California coast then, sailing little tiny boats. And then I transitioned to the Laser and did some national events. When I was 19, I did my first international events in the Finn.

38: Did you sail in college?

CP: I did not, actually. I was one of the few who saw the path that was before me and realized that if I wanted to go off and win a medal I'd probably have to go full-time sailing, so that's what I did, and fortunately it worked out. Obviously I'd go back to school if I needed to, but for the time being, this is what I'm doing.

38: What made you choose the Finn?

CP: Basically, size. In boats, specifically dinghy classes, your body is really going to put you in a category of what you



WILL RICKETSON / US SAILING

CALEB PAINE

can sail. Being over 6 feet tall at 19 and weighing over 200 pounds, the Finn was really the only boat I could do.

38: Was Rio your first Olympics?

CP: It was. It was never a dull moment.

38: What was Rio like?

CP: The first time I was ever there was 2013. It is such a beautiful country. It was probably the most beautiful harbor I've ever sailed in for my entire life. San Francisco is gorgeous, but this was like sailing at

Jurassic Park. You've got Sugarloaf, Christ the Redeemer — it's a very cool place. It definitely has its issues, like anywhere. Pollution is definitely a problem, but we see that here in the US as well. It was amazing sailing. In terms of the variety of conditions, I don't think there is anywhere that has quite the same variety. During the Olympics, for instance, we had the inside flat water, 10 knots, shifty but consistent; and then outside we had 15-ft waves and 25- to 30-knot winds — the whole spectrum of sailing. The Finn is able to do that.

38: The media made it seem like the water was pretty disgusting. Was it really as bad as they made it sound?

CP: The water wasn't great. It's kind of like San Francisco Bay; they were taking their samples really deep into the delta where there wasn't a lot of tidal separation. So yeah, the water wasn't as bad as they said. I'm fine now. The majority of the sailors survived; I only heard of one or two instances of people getting sick. You know, there are staph outbreaks

"San Francisco is gorgeous, but this was like sailing at Jurassic Park."

whenever it rains at San Diego. I think I had more staph infections there than I ever got in Brazil, which was zero.

38: What are your next regattas?

CP: The next event this year is the Aarhus [Denmark], and that's the World



JESUS RENEDEO / SAILING ENERGY

The Finn podium in Miami following January's World Cup Series regatta. Left to right: Caleb Paine, USA, silver; Giles Scott, GBR, gold; Alican Kaynar, TUR, bronze.

Sailing combined world championships. This event qualifies the country for the spots at the Olympic Games. There are only 10 available. That's in August. I have one event previous to that in Kiel [Germany, June 16-24].

38: When are you going to be able to sail in the Tokyo venue for the first time?

CP: I'll actually be going there in September or October, I believe, so that will be the first time. I'll spend plenty of time there for sure.

38: Who's your coach?

CP: A guy named Luther Carpenter. There are like three coaches that are considered to be the best in the world, and he's one of them. He's coached six different Olympic medalists and five different Olympic classes. He's the real deal.

38: Where's he from?

CP: He's originally from Louisiana, but lives in Houston, Texas, now.

38: And he's coming out here to coach you?

CP: Yeah, he'll be here in May.

38: Looking beyond the 2020 Olympics: If they cut the Finn out of the program, what do you see your future being beyond 2020?

CP: So I actually wasn't going to sail the 2024 Olympics anyway. I've been fortunate to be a part of American Magic, so I'm looking forward to working with them. We'll see where that goes. Olympic sailing, it looks like there are a lot of things that are changing or could change. Who

knows where life will take me, but for this point in time, I'm focusing on the Olympics.

38: The American Magic America's Cup team sounds very exciting. What are you doing with them?

CB: Just doing a couple of training camps here and there. They're very supportive of my Olympic sailing, and as we're going forward our lives will be more intertwined.

38: That America's Cup is going to be in 2021.

CB: That's correct.

38: So that's after the Olympics.

CB: Yep. It works out. Good timing. I'm glad they planned it that way.

38: Is there anything else you want to share with our readers?

CB: Just that *Latitude 38* has been an awesome magazine, and thank you for all the coverage that has happened in the past. I look forward to possibly working together again in the future.

About the need for the new FAST USA center on Treasure Island, Paine commented, "It's been a very East Coast kind of vibe with the Olympic sailing. Because US Sailing is based over there, people on the West Coast kind of felt like, you know, what the hell, man? We never get any of the notice. That's definitely changed, and Malcolm Page and a lot of the people who are part of the Olympic program of US Sailing have really been behind this in trying to get more communication between the two sides, and fortunately we're able to make that happen." (Malcolm Page won gold medals for Australia in the 470 in 2008 and 2012. He's now US Sailing's chief of Olympic sailing, and he's moving to the Bay Area to run the new training facility.)

See www.teamusa.org/us-sailing/athletes/Caleb-Paine to read more about Caleb Paine.

We plan to bring you additional profiles of West Coast Olympic sailors in future issues.

— *latitude*/chris

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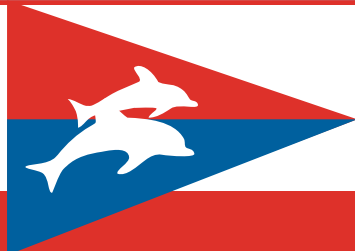
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Photo by Leslie Richter / www.rockskipper.com

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LAKE TAHOE —

We're always a little giddy when we load the skis in the car and head for Tahoe. We took our second trip of the year at the conclusion of "Miracle March," when it had dumped a season's worth of snow in a few weeks. The hills were insanely, brilliantly green as we crossed the 37, caught I-80 and headed east. Tahoe's proximity is part of its appeal.

It's about three hours from the greater Bay Area — but in half that time, you catch your first glimpse of the cluster of snow-caked mountains straddling the California/Nevada border. In just a few hours, you're in a radically different landscape, season and culture.

From some angles and depending on the weather, Lake Tahoe can look like the ocean, until you see it rimmed with mountains. On our ski trip in March, we stopped at Sugar Pine State Park on the West Shore, where the lake was glassy and serene, with snowy peaks reflected perfectly upside down. We found a few flat rocks to skip on the still water, and hurled them toward Nevada. There was, of course, not a single boat to be seen. But in just a few months, the sporting seasons would change, and people would go from snow to water.

The staff of *Latitude* have been going to Tahoe for almost 50 years, but mostly

Scenes from the 2017 spring beer can series hosted by Tahoe Yacht Club.

Once you get out to the middle of the lake, there's a lot of solitude to be had.

to ski. Not many of us have sailed there, even though the sailing is said to be magnificent. Lake Tahoe is the largest alpine lake in North America, and the second-largest alpine lake in the world — which

is to say that there's plenty of room for a sailboat to stretch its legs. Where the Bay has muddy-brown water, Tahoe is deeply, powerfully blue, with tinges of turquoise along the sandy, boulder-dotted shore. Tahoe has a vibrant sailing community, an active racing scene, a handful of yacht clubs, marinas and mooring fields, and endless shores to cruise.

We've watched Lake Tahoe change from a smallish mountain community to a full-blown enclave of the Bay Area, complete with gridlocked traffic, a lack of boat storage and a decline in sailing. Locals tell us that the prices for moorings and other marine services have skyrocketed. In other words, Tahoe is experiencing similar changes to the business, infrastructure and demographics of sailing that most other West Coast locales are dealing with.

But in the end, none of that matters, because when you're on the water in a fresh breeze and surrounded by the Sierra, the sailing itself remains timeless. "Once you get out to the middle of the lake or anchor in the evening, there's a lot of solitude to be had," said Steve Katzman, who's been racing and cruis-



ing in Tahoe since the 1980s. Katzman, who sails out of South Lake Tahoe, said there's a fleet of Express 27s, Catalinas, Ericsons, and other Bay Area standards that race in weekly beer cans. "There are also lots of good places to anchor where the road isn't close to the edge of the lake, and the beaches are virtually deserted late in the day."

After a lifetime of coming to Tahoe in the winter to ski, the idea of sailing there suddenly captured our imagination. We reached out to locals and our readers to share some of their unique knowledge of the lake, and their thoughts on how Tahoe has changed over the years.

So what's the wind like during a Tahoe summer? Most sailors we spoke with said it trends toward lighter, flukier breezes that generally begin to stir around 2 p.m. We've heard of averages between 5 to 8 knots or 8 to 12 knots, with 15-to-20 days not uncommon, but less frequent. Typically, the breeze is said to linger until sunset — making the lake perfect for evening racing.

Because it sits so high in the sky and is at the nexus of weather systems from both the ocean and the scorching-hot desert, the weather in Lake Tahoe can be



TAHOE YACHT CLUB

ALPINE SAILING



TAHOE YACHT CLUB

A surreal scene from Melges Race Week in Lake Tahoe a few years ago.

volatile. "It's a big lake; it can easily be an ocean before you know it," said Bryce Griffith of Tahoe Community Sailing. (In fact, Tahoe can get even get "surfable" in the winter, and in the summer can produce a wind swell to be reckoned with).

"If a front goes through, it's scary-windy," said Steve Katzman. "You can get gusts from 20 to 50 that break your boat and do 90-degree shifts." The summer in Tahoe can also bring thunderstorms and lightning. Most sailors told us that such days are well forecast, and avoiding lightning is a matter of vigilance, though getting caught in it is certainly a possibility (Katzman said that in his experience, thunderstorms are most frequent in May and August).

"Right now it's 75 degrees and blowing 15," said Tahoe Yacht Club sailing committee chair Dan Hausermann during a phone call in June. Located on the North Shore, Tahoe Yacht Club hosts two weekly evening races: a three-division 20ish-boat Laser fleet on Mondays, and a three-division PHRF fleet on Wednesdays. The largest race of the year is the Trans-Tahoe Regatta, a 55-year-old event. The regatta features one day of buoy racing, followed by a long-distance race around the lake.

Hausermann said that over the years, both the Laser and PHRF fleets have become more organized and grown steadily — especially the Lasers. "The beer can fleet would have grown more, but it's hard to get a mooring."

Most boats in Tahoe are kept at moor-

ings during the summer, and space is finite and increasingly expensive. "There's a limited number of moorings, and we're competing with powerboaters," Hausermann said, adding a common factoid we heard from several sailors: Powerboats by far outnumber sailboats in Tahoe, and marine traffic on the lake can get downright crazy on windless days. The Tahoe Regional Planning Agency (TRPA) regulates the mooring fields, and, after a years-long moratorium, has said it's in the process of "permitting new boating facilities, including piers, buoys, slips, boat ramps and lifts."

But as in all coastal municipalities in the modern era, such work is painstakingly difficult. "Reaching consensus on standards for shoreline structures has been difficult in the past, with the complex mix of public and private land, the lake's renowned water clarity and natural beauty, a complex regulatory environment with two states, four counties, a city and numerous state and federal agencies," the TRPA website says.

"I'd like to see some buoys for sailboats only," said Hausermann. "Powerboaters can launch for the day, as opposed to sailboats that have to take down the rig, and can usually only launch once a season. It would be nice if there was an incentive for sailboaters, since they're more environmentally friendly. The lack of moorings is probably the single-biggest reason our beer can fleet

For those of you who sail for the sheer pleasure of your surroundings, Tahoe may be one of the greatest spots in the world.



TAHOE YACHT CLUB

LAKE TAHOE —

TAHOE YACHT CLUB



isn't twice as big."

The South Shore faces a similar problem. "It's gotten very expensive to keep a boat anywhere in Tahoe," said Steve Katzman, who trailers his Express 27 to the lake from the East Bay in the summer, and sails out of the Tahoe Windjammers Yacht Club. "Rates have skyrocketed — a mooring that used to cost \$800 a summer at Camp Richardson Marina is now \$3,000." Katzman said that other infrastructure in the area has similarly risen in price, which, along with other factors, has adversely affected sailing. "Our numbers are really down. Like everywhere in sailing, it's the lack of infusion of young people. We don't have a junior program; we try to take people out sailing and boating when we can."

Tahoe Community Sailing, a non-profit that partners with Tahoe City, has one of the largest junior programs on the lake. "We'll have about 400 kids that will go through the program this summer, plus some adults," said Bryce Griffith, adding that about 70% of the kids are local, with the rest hailing from Sacramento and the Bay Area. Tahoe Community Sailing's race team heads over to TYC for the Monday night Laser series, keeping that fleet strong and participation high. Dinghies might be better suited to Tahoe's unique boat-storage challenge, although hitting the road with a trailer poses its own unique problem.

After a short ski trip in December 2015, it took us nearly three hours to drive five miles on our way back to the Bay (it was snowing, but conditions weren't too bad). "What's the problem?" we asked a Caltrans worker, who shrugged his shoulders. "It's just Sunday night in Tahoe in the winter," he said.

Some locals say that the summer traffic around the lake is actually worse because there are more tourists and an abundance of road maintenance. We're told that more roundabouts are being

When snow-covered mountains meet an alpine lake, there's bound to be plenty of magic in store for sailors and skiers.

built, and that — much like the Bay — timing (and patience) is everything. For example, try to avoid driving home on a Sunday night.

While swiping through Instagram this winter, we found that a large number of our followers were on the slopes when they weren't on the water. It's not surprising. Skiing and sailing are, in some ways, similar pursuits for whatever unique category of athlete, enthusiast and bum the devotees of each sport fall into. It takes years to hone each craft, and while a high level of skill is attainable, true "mastery" of a sport dependent on nature is elusive. And that relationship with nature, which entails waiting for the conditions to be just right, is a process both agonizing and glorious.

In a sping *Lectroinc Latitude*, we asked about sailors who ski, and skiers who sail. Here are some of your responses: "As for sailing and skiing, here's some of the obvious," said PJ Landreese. "Beautiful views, freedom to go/stop/pause/the experience of exhilaration. Also, it's the fact that each activity includes something for the individual to accomplish and be fully engaged in."

Paul Close said that he used to have "an O'Day 25, *Another Snafu*, on the lake. We'd put it in the water about this time of year [in May]. Often, my son and I would ski at Squaw Valley in the morning and sail in the afternoon breeze. From the top of Squaw, we could see *Snafu* on her mooring. When sailing later, we could admire the runs we'd shredded a few hours earlier. It was wonderful!"

Tom Barr told us that he lived, skied and sailed on various lakes in Mammoth, Aspen and Shasta for 40 years. "Now I live on my Catalina 30 *Banana Wind*,

and sail my boat in the Bay. I've skied since I was 12; my two children were Jr. Olympic skiers for five years in a row."

Mike Staudenmayer told us the story of how his Tiffany Jayne 34 got to Tahoe: "In 2012 I found the *Mildred T.* (or she found me) on the hard in Vallejo, left for dead. I dragged her up to Tahoe and spent a year refurbishing her in my side yard in Truckee. We launched in the spring of 2013, and were happy to see that she floated, and even more happy to see that she could really sail.

"The sailing on Tahoe is pretty damn fun. The zephyr (thermal) kicks in pretty much every afternoon and blows at least 15-20, if not more, from the southwest. The north end of the lake gets pretty choppy with tightly-spaced 3- to 5-ft waves, but the narrow beam and deep fin keel of the TJ slices through nicely. Anchoring out for the night on the East Shore is like a cold-water Caribbean paradise. (Don't tell anyone.) The wind dies, the water gets calm, and everybody leaves, making for some unforgettable cruising. If you are patient for the zephyr, you don't even need an engine."

Mark Blum told us that "skiing nicely fills the gap in the sailing season, which is pretty much limited to May to September. Summer sailing is quite mellow; winds generally blow from the southwest at about 5-15 knots from 2 to 6 p.m. Because of the surrounding mountains, winds tend to vary considerably. At 6200 feet, the typical afternoon temps, usually in the 70s to 80s, can be quite intense, making a bimini a nice addition (though a cockpit dodger isn't really necessary).

"Except during low-pressure events, which usually last one to three days and are associated with winds of 20-30 knots and 2- to 3-ft chop, mornings and evenings tend to be calm. When it heats up to 100 degrees in the Central Valley it's not uncommon for the afternoon breeze to fail to fill in. You can be fooled

ALPINE SAILING



LATITUDE / TIM

by morning easterlies — they rarely persist and sometimes predict a windless afternoon. You have to pay attention to the weather forecast as afternoon thunderstorms are not uncommon.

"A popular activity is going to lunch or dinner by boat. There are several lakeside restaurants that have mooring buoy fields and offer complimentary shore boat service. The most popular cruising destination is Emerald Bay, which is extremely well protected from winds and chop and has free buoys as well as a beach to land dinghies.

"There are numerous marinas around the lake as well as public launch ramps for trailer sailors. Obexer's Marina, located in Homewood on the West Shore,

The California/Nevada border (and Heavenly Ski Resort) as seen from Sugar Pine State Park at the end of a super-snowy "Miracle March." (It was like a 75-degree day when we shot this.)

offers the best services for keelboats including a Travelift, adjacent sailboat rigging service, and winter storage on jack stands. All boats brought into the Tahoe basin have to undergo inspection and often decontamination of the bilge and engine to prevent introduction of mussels and other invasive species. Inspection stations are located on all the major highways leading into the basin.

"You can't beat the alpine scenery, especially early in the season when the lake is surrounded by snow-capped peaks."

As we were skipping rocks on the West Shore last March, it was the idea of cruising Tahoe that really captivated us. The next day, as we were descending the face of Homewood (and felt like we could literally ride into the lake), we stopped to admire the view. An empty mooring field dotted the water, and we imagined when, in just a few weeks, all this snow would turn to lake. We imagined sailing in a nice breeze, finding a quiet cove, jumping into the crystal-clear water and wading into a sandy beach nestled against towering trees. That night at the bar, we started looking for boats to rent.

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PACIFIC CUP 2018 PREVIEW —

As is often the case in life, promoting a yacht race can have its fair share of ups and downs. With economic expansions and contractions, constantly changing market trends, new races to compete with, and competitors being pulled in increasingly disparate directions, getting a solid number of Category 1-prepared racing yachts on the starting line of a long ocean race, year in and year out, can be a daunting proposition.

Founded 38 years ago and held every two years since, the Pacific Cup is now charging into its banner 20th edition, full steam ahead. Built from the ground up with an ethos of fun, safety, preparedness, volunteerism and inclusivity, Pacific Cup continues to turn out huge, enthusiastic fleets every time — no small feat in this crazy game we call yacht racing.

Again continuing to reinvent itself, change with the times, and make moves to get boats on the starting line, the 20th Pacific Cup sees a healthy fleet of 63 yachts preparing to undertake the 2,070-mile journey from San Francisco to Kaneohe, O'ahu. Even more impressive than the total number of entries for 2018 is the fact that around two thirds of those entries — 43 to be exact — are first-time entries, signaling the continued appeal and long-term viability of the race. Many of these entries are in the Cruising Class, first introduced in 2014 and now comprising the largest division in the race at 14 boats.

Another point of strength for the Pacific Cup is the continued success with doublehanded entries, primarily fueled by lightweight, trailerable boats that require a minimum of money and logistics to get to the start and finish lines.

While there's a big, interesting fleet

'Cazan' joins 'Hula Girl' in the J World sphere of Pacific Cup racing. Paul Martson and George Mann will skipper the San Diego-based DK 46.

and we expect to see some great racing, any attempts at breaking the two-year-old course record will have to wait for another year. 2016 was the second consecutive year of a particularly strong El Niño occurrence, which helped create record-shattering conditions for much of the fleet, including Manouch Moshayedi's supermaxi *Rio 100*, which broke *Mari Cha IV's* 12-year-old course record by a couple of hours to bring the new mark to 5 days, 3 hours and 41 minutes.

Now in the second year of cooler temperatures — last winter was a La Niña occurrence — Pacific Ocean conditions are forecast to be much more 'typical' than the nearly apocalyptic conditions that the fleet encountered in 2016.

In 2016 the crew had their hands full with nuking winds and crazy swells.

While it's too early to forecast the race, initial indicators point to fairly windy conditions both on the West Coast and in Hawaii, with scientists predicting average to very slightly above-average hurricane activity. These may not be record-setting conditions, but they are potentially really good racing-to-Hawaii conditions.

A Fleet

Coral Reef Sailing Apparel Division

Monday, July 9 — When the first starting guns go off on Monday, July 9, four fleets and around half the boats in this Pacific Cup will get underway, including the slower-rated boats, two doublehanded classes and a steadily

growing armada of cruising boats that want to take part in the "fun race to Hawaii."

The A fleet/Coral Reef Sailing Apparel Division includes just four boats: a Morgan 382, an Express 27 and two Cal 40s — three very different designs. Of note is the Cal 40 *Green Buffalo*, skippered by Jim Quanci, who will

be sailing in his 16th Pacific Cup, including a long list of wins. Quanci certainly knows the way to Hawaii.

Doublehanded 1 Pau Maui Vodka Division

Monday, July 9 — One of the most anticipated fleets in this year's Pacific Cup is the Doublehanded 1/Pau Maui Vodka Division; effectively a one-design Express 27 fleet consisting of six of the classic ultralight NorCal speedsters.

Express 27s have long been a staple in the race; there's a ton of them in Northern California and they are arguably the most refined and well-mannered of all of the Santa Cruz ULDBs. They're legendary boats to race shorthanded to Hawaii, so it was only a matter of time before we would see a big one-design start.

Perennial class champion *Motorcycle Irene*, with Zachary Anderson and Will Paxton on board, is certainly expected to do well, but in a long race with six boats and a couple of wild cards from Tahoe and Seattle, this should be a fun division to watch.

Doublehanded 2 Mount Gay Rum Division

Monday, July 9 — The other doublehanded fleet, the D2/Mount Gay Rum Division, comprises seven boats of diverse designs, yet filled with experienced sailors.

Bill and Melinda Erkelens are back with their Jim Donovan-designed MORC 30 *Wolfpack*; after back-to-back wins in this division, they're certainly a favorite. The Erkelens will face off against another husband-wife duo, Sean and Kim Mulvihill on the *J/120 Jamani*.

Another interesting entry is the Kaneohe-based Antrim 27 *Bacon Berger*, with Mike Bacon and Kaneohe Yacht Club commodore Frederic Berg on board. Antrim 27s have proven to be a handful in past Pacific Cups, but, when sailed well, they can be extremely quick.

The smallest boat in the Pacific Cup, a Moore 24 called *Foamy*, will surely be a crowd favorite and a potential dark horse on the racecourse. The tiny ULDBs have written themselves into the history books since races like the Pacific Cup were created. In fact, *Foamy's* skipper, Lester Robertson, was one of the first



FULL STEAM AHEAD



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

'Wolfpack' surfs toward a first-place finish in the 2016 Pacific Cup. Bill and Melinda Erkelens are back to compete in the Mount Gay Rum doublehanded division with the Donovan 30. The prolific sailing couple is again expected to do well in what may be their final Pacific Cup with 'Wolfpack', as the boat has been offered for sale once she arrives in Hawaii.

three Moore 24 skippers to compete in the 1980 Singlehanded TransPac, nearly 40 years ago!

Sailing alongside the Mount Gay Division will be Charles Devanneaux's Beneteau Figaro 3, *A Fond le Girafon*, which is the first 'foil-equipped' boat to ever enter the Pac Cup. As it's the first of the new generation of Beneteau's shorthanded offshore one-design boats to hit the United States, Devanneaux and co-skipper Matthieu Damerval are more test pilots than anything, sailing as an exhibition since the rating boards simply don't know how to rate the boat and its foils.

The Figaro was initially slated to start on Friday, which wouldn't have been a good fit, so the race committee has instead moved the boat up to start with the other doublehanders.

While *A Fond le Girafon* won't be 'flying' to Hawaii, she should

certainly benefit from increased righting moment during the race's reaching stages and should generate lift downhill as well. *A Fond le Girafon* could likely be the first boat to reach Kaneohe.

Below: Charles Devanneaux's new Beneteau Figaro 3 'A Fond le Girafon' will be the first boat with lifting foils to ever enter the Pacific Cup. The boat will sail alongside the rest of the doublehanders but be scored independently. Drawing heavily on IMOCA 60 foil technology, the hot new Bene won't be flying above the surface like an America's Cup catamaran, but merely generating lift, becoming potentially much more powered-up in reaching conditions.



BENETEAU

PACIFIC CUP 2018 PREVIEW —

Kolea Cruising Division

Monday, July 9 — Easily the largest division in the Pacific Cup this year is the Kolea Cruising Division, with 14 boats ranging in size from 35 to 52 feet and including one, two and three hulls. With relaxed rules that permit motoring if the winds go light, cruising-class entrants tend to take the racing a bit less seriously and therefore plan elaborate meals, movie nights, cocktail parties and more. With fish being landed off the stern and more talk of sunsets than optimal downwind jibe angles, no one portrays the sentiment of 'living the dream' more than those sailors who choose to race to Hawaii more for the experience and pure joy of being at sea than their competitive aspirations.

Yet many of the cruising boats are stocked with multi-time race veterans, innovative sail-handling systems and relatively modern and high-performance designs. With 50-ft boats departing on the first starting day, don't be surprised to see some of the cruising boats among the first finishers in Kaneohe.

B Fleet

Weems & Plath Division

Wednesday, July 11 — Two days later, we'll see a Wednesday start that includes 17 boats, ranging in size from a quick 30-footer to a heavy 57-ft cruiser, across two mixed-handicap fleets.

In the B Fleet/Weems & Plath Division, a very competitive mix of boats grouped together include some usual suspects and a few new surprises. What's not a surprise is to see Dean Treadway's gorgeous Farr 36 *Sweet Okole* back on the starting line of yet another Hawaii race. With countless Pac Cups and Transpacs under her keel, she's always a competitive entry. In 2016, *Okole* barely came up short in a close battle against Shawn Ivie's Express 37 *Limitless*, which is also back as defending division champion.

Another Express 37 is entered as well, with Sandy Andersen Wertanen's *Eclipse* joining the fray. With a J/92 from the Pacific Northwest, a J/35, a Jeanneau SunFast 3200 and a couple of interesting racer/cruisers also in the mix, the Weems & Plath Division should offer some very close racing and differing strategies down the race course.

C Fleet

Alaska Airlines Division

Wednesday, July 11 — The other Wednesday start will be the C Fleet/Alaska Airlines Division with eight boats ranging in size from 32 to 57 feet.

Well-sailed Hobie 33s are always a

threat to win on handicap in a Pacific Cup, having claimed division honors on several occasions. Kyle Vanderspek's aptly named Hobie 33 *Aloha* comes up from San Diego to sail her first Pacific Cup, while Alex Simanis' Evelyn 32-3 *Poke & Destroy* is making the journey from Seattle after years of preparation to also participate in their first Pac Cup. Most won't think of racing across the Pacific when they think of an Evelyn 32, but with a well-thought-out sail inventory and a boat that seems to sail to its rating across a range of conditions, *Poke & Destroy* could be the surprise that many didn't see coming.

After retiring from the 2016 race with a crew injury, Kirk Denebeim's Archambault 35 *Mirthmaker* is back to take care of some unfinished business. Having picked up some good local Hawaiian crew and with a boat that should excel on both the reaching stage and the downwind stage, watch for *Mirthmaker* to make her presence known in the Alaska Airlines Division.

Aside from the three 30-somethings on the small end of the fleet, C Fleet is dominated by larger boats, including a

D Fleet

Pasha Hawaii Division

Thursday, July 12 — Thursday's lone group of starters, another big and diverse fleet, will set sail in the D Fleet/Pasha Hawaii Division.

On the small end of the fleet are two ultra-quick 32-footers, with Rufus Sjoberg's tricked-out Melges 32 *Rufless* squaring off against Chris Kramer's Columbia Carbon 32 *Six Brothers*. *Rufless* made her Pacific Cup debut in 2016 and the crew had their hands full with the nuking winds and crazy swells. In a more typical year, we expect big things from Sjoberg and crew on *Rufless*, who are almost always in contention to win any race they start.

Both of J World's boats — their



EDWARD DOWNER

A group of friends from the Northeast have brought the Mills 68 'Prospector' to the edge of the Pacific to continue pursuing a bucket list of regattas such as the PV Race, Pacific Cup and eventually the Rolex Sydney-Hobart. Originally known as 'Alegre' and then 'Caol Ila R', the 10-year-old Mark Mills design has tasted success in races such as the Rolex Middle Sea Race, Pineapple Cup and Maxi Worlds in Sardinia. One would expect 'Prospector' to set the quickest elapsed time.

turboed Santa Cruz 50 *Hula Girl* and their new DK 46 *Cazan* — will be on the starting line in D Fleet this year. You can't count out these pay-to-play charter boats, as Wayne Zittel and crew proved in 2016, decisively winning this division with *Hula Girl*.

Another highly anticipated entry is Greg Mullins' Farr 52 *Zamazaan*, which makes her return to long-distance ocean racing with a wicked-up crew that includes some of the Bay Area's top professional sailors.

E Fleet

BMW of San Rafael Division

Friday, July 13 — Friday's one start — somewhat ironically on Friday the 13th — will see seven boats contest the E Fleet/BMW of San Rafael Division.

David Raney's custom Wylie 70 *Rage* — a former Pac Cup record holder — is back, as are a trio of other sleds. Cer-

FULL STEAM AHEAD

tainly one of the pre-race favorites, Roy Disney and his characteristically world-class crew are back on the Andrews 68 *Pyewacket*. Another notable entry is the Mills 68 *Prospector*, owned by a group of friends from Shelter Island in New York. While the ratings aren't posted yet, we suspect *Prospector* to be the fleet's scratch boat. Look for the esteemed mini-maxi to set the quickest time to Hawaii and to sail to her rating and contend on handicap as well.

Perhaps the most highly anticipated boat in E Fleet, however, is the smallest, Michael Schoendorf's Riptide 41 *Blue*. Hailing from Milwaukee and with legendary Olympic gold medalist and ocean-racing rock star Jonathan McKee aboard, this innovative Paul Bieker design is likely to be shockingly fast and fully in it to win it. Riptide 35s have twice won the Vic-Maui overall, and we wouldn't be surprised to see *Blue* correct out very well. For more about Schoendorf and *Blue*, see the February 2018 issue of *Latitude* 38.



RONNIE SIMPSON

When this issue hits the docks, the start of the 20th Pacific Cup will be tantalizingly close. Make sure to keep up with the magazine and *Lectronic Latitude*, as we'll be updating our readers throughout the course of the race. Also see www.pacificcup.org. Aloha!

— ronnie simpson

The finish of Pacific Cup is at the lovely Kaneohe Yacht Club, one of the most idyllic destinations of any yacht race on earth. Nestled inside the barrier reef that protects Kaneohe Bay, the club sports a huge pool, tennis courts, a great lawn for parties, and some of the most stunning views in Hawaii. Come late July, this bulkhead will be buzzing with activity and filled with racing yachts that have just sailed across more than 2,000 miles of open ocean.

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"Get some sleep, Max, you're not doing anything useful."

"But I'm on watch!" I yawned.

Lee Helm did have a point. I was on deck because the schedule said I was "on watch," and because I considered it extremely bad form to skip out early before my full four hours from midnight to four in the morning were over.

This was a short qualifying race down the coast, required for entry into the much longer Pacific Cup race to Hawaii. Lee and I had both signed on as substitute crew. Our little junket in the ocean was more than long enough to set watches.

"I think it's, like, just as bad to be up here doing nothing," said Lee, "as it is to be down below when you're needed. No point getting cold, wet and tired when you could be sleeping in a warm bunk. It's not as if we're pumping the spinnaker sheet on every wave or anything. Watch-standing is, like, all about adaptable resource management. So get some rest."

"Okay," I yawned again. "I'll flake out early and see if I can find an empty berth."

The problem was that there were no empty berths. The boat was organized with alternating port and starboard watches, and hot bunking, so at any given time all berths were occupied and half the crew had no place to crash except the pile of sailbags on the cabin sole. I fumbled around in the galley for some

An eight-person watch rotation, including sun and moon schedule, for this year's Pacific Cup.

chocolate-covered espresso beans, which was much more difficult than it sounds because my personal flashlight was buried in an inner pocket somewhere. I eventually joined Lee back on deck.

"Berths all taken," I sighed.

"Like, that's the problem with this navy style four-on, four-off, hot bunking," said Lee. "It's not adaptable. It just gets everyone tired even when conditions

"It's hard to get someone to wake up and put their gear on just so they can be a standby."

are stable, and then there's not enough fresh crew ready when you need more hands on deck. I like the on-standby-off systems much better than on-off."

"How would that work?" I asked.

"What does standby do?"

"The watch rotation works like a volleyball game," Lee explained. "Every hour, or every two hours or half hour or whatever depending on the time of day, a new crew comes on and an old crew rotates into the standby position. Actually, on a boat this size with eight crew total, we would have two standby positions: Standby-one means you keep

all your gear on and you're ready to be on deck in a few seconds. Standby-two means you can be undressed and in your sleeping bag, but you're the next one called up after standby-one."

"So you would go from on to standby, instead of standby to on?"

"For sure, much better that way. It's hard to get someone to wake up and put their gear on just so they can be standby-one and probably not get called up on deck anyway. It's like, much better to stay suited up when you come off watch, and then de-rig when the standby-one period turns to standby-two. Or earlier if conditions are clearly stable."

Our navigator, who had the luxury of not being assigned any watches, popped up for some night air.

"Don't you ever sleep?" I asked.

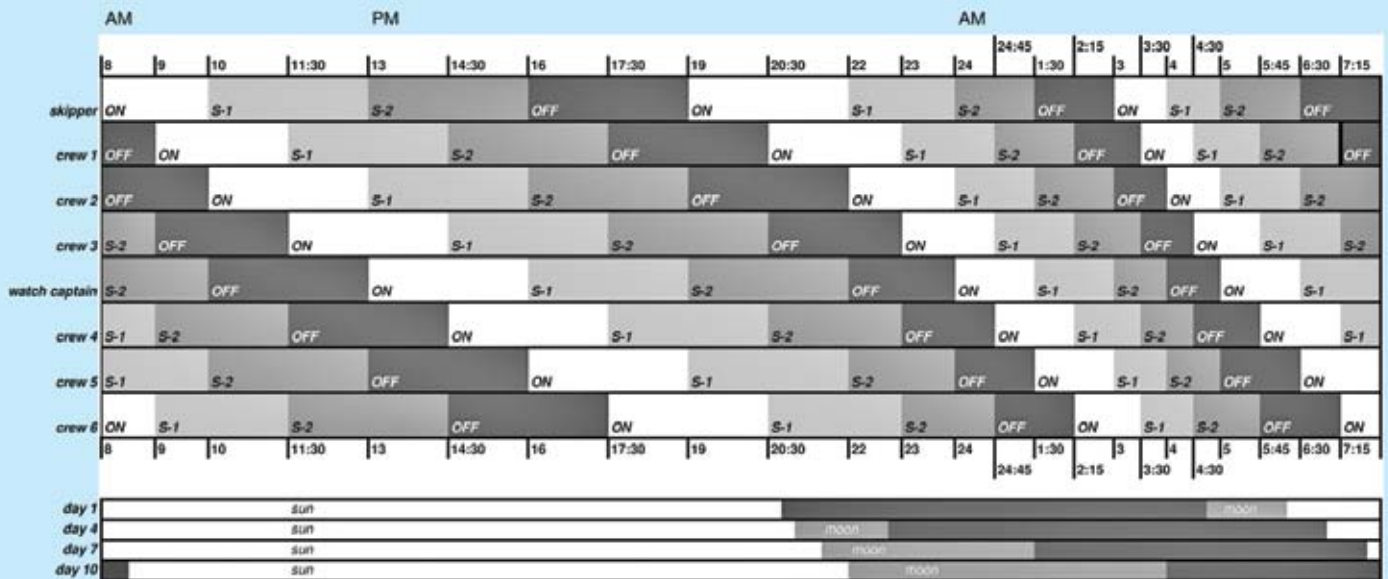
"Thank you," he replied. "That's a compliment. I only sleep when the boat is going fast at a good angle on the right jibe. Which reminds me," he added, "when you discuss the speed and course in the cockpit, talk loud enough for me to hear the numbers in my bunk. I sleep better when I'm hearing good numbers."

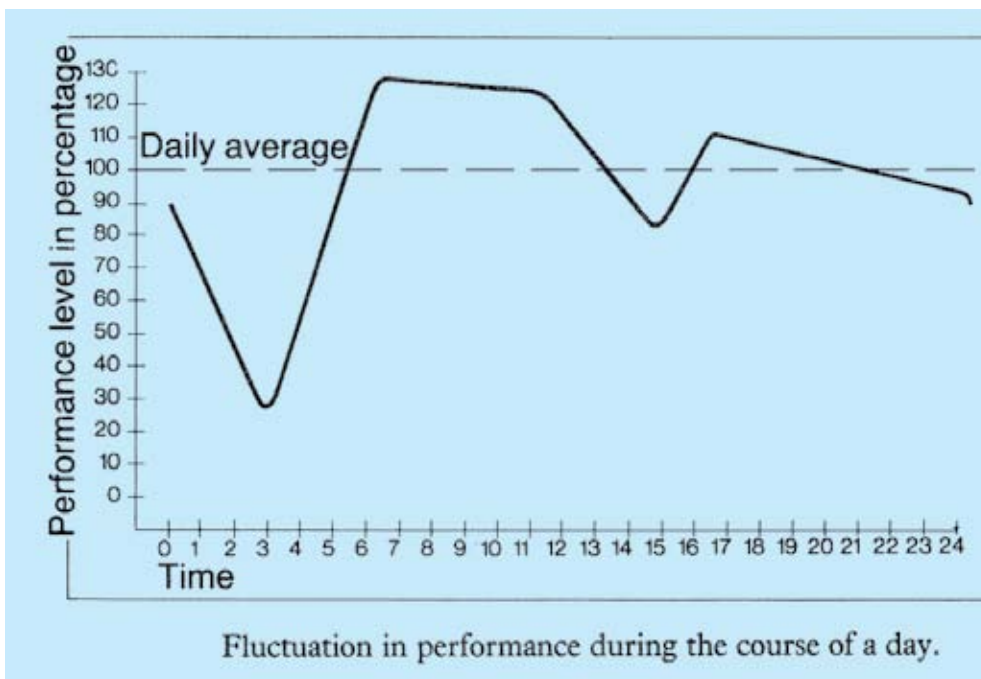
"Gotcha," Lee agreed, "Like, I totally get it."

"These four hours from midnight to four," I yawned again, "sure go slow."

"Yeah, I tried to come up with a non-rotating system with much shorter watches late at night," said the navigator. "But I couldn't get it to come out even."

8-person watch rotation (non-dogging)





Fluctuation in the performance during the course of the day, from Michael Stadler's *Psychology of Sailing*. Reason enough to keep the late-night watches very short.

"You have to start with the right number of time intervals," said Lee, as if this was an easy problem to solve. "Take the number of crew, X, multiply by the number of watches each crew will stand each day, N. Usually N is three or four, depending on crew size. Divide the day into X times N time intervals. The time intervals don't have to be the same length, and like, the breaks don't need to fall on whole hours, they can be any odd lengths to make them add up to 24 hours. Then, each crew cycles through all the positions in X time intervals, N times each day. You can make the late-night intervals much shorter than the daytime intervals.

"Can you always get that to work out evenly?" asked the navigator. "Even for an odd number of crew?"

"Use seven crew and three watches per day as an example," explained Lee. "For seven crew and three watches for each crew each day, you need 21 time intervals that add up to 24 hours. Then you need to allocate the on, off and standby modes into seven time intervals: for example, three intervals on, one interval on standby-one, one on standby-two, and two intervals off. That way each crew is on watch for, like, three sevenths of the time, which is more relaxed than the usual half-on/half-off alternating schedule, because in stable conditions, the standby modes are really the same as off-watch. But like, when things are happening on deck, you have five out

of the seven crew available when the standbys are called up, and even more important, it keeps everyone rested for those squally nights when it's all hands on deck, all night."

"Wouldn't it still be better to shift the times a little each night, so the same person isn't always stuck with the graveyard shift?"

"That's another reason for keeping the time intervals much shorter late at night," said Lee. "That way everyone

"If you want to 'dog' the watches, use a 25-hour cycle instead of 23 or 22."

has to do a graveyard shift, but like, it's short, so no big deal. Check out the graph of attention span and alertness versus time of day. It comes from Michael Stadler's *Psychology of Sailing* book. Required reading. But if you do want to 'dog' the watches, use a 25-hour cycle instead of 23 or 22. No one seems to be able to explain this, but when they do the sleep experiments on people isolated from any external day-night inputs, like daylight or TV programming, they seem to fall into a 25-hour circadian rhythm. It's closer to a tidal day or a lunar day than a solar day, proving that humans evolved from clams."

"You're probably right about that," I agreed. "My best vacation ever was on a cruise ship sailing west across the Atlantic. For five days in a row, they set the clock back an hour every night, so we could sleep an hour later and still get up in time for breakfast. It was heaven."

"But the other direction must have been hell," added the navigator, "with the clock moving forward every day."

"Yup."

"Then don't force a crew onto a 23-hour cycle," advised Lee. "25-hour cycle works much better if you insist on dogging the watches. But like, there's research done on ship crews that supports non-dogging: Everyone adapts better and faster if they are working the same hours every night. That also makes it much easier to remember when you're on and when you're off, and the research shows easier wake-up, less 'sleep inertia' and better late-night performance."

"But Lee," I said, "There's one problem. With your system, you need bunks for more than half the crew."

"For sure, totally," she said. "Especially with a less aggressive schedule, for example a seven-person crew on a boat that really only needs two people on deck most of the time. It might be set up with two intervals on, one interval on standby-one, one interval on standby-two, and three intervals off-watch. In that case five out of seven crew might be sleeping. And like, even with five bunks, the rolling watch change means that people find a different empty bunk each time they come off watch, so you never know which lump to wake up when you need the standby person to come up. It all points to the necessity for having enough bunks for everyone to have their own."

"Also keeps the clutter in the cabin way down," added the navigator, "because each crew can keep a lot of their personal gear in their bunk with them. Plus you don't have to get into someone else's smelly bedding. It might get smelly anyway, but at least it's your own smelly."

"And with hot bunking," I added, remembering what happened on an overnight race last year, "if one crew is hopelessly seasick and takes up a bunk through his on-watch, someone on the off-watch is out of luck."

"What, you don't like crashing on a pile of sailbags?" said the navigator.

Finally it was eight bells, four in the morning, and our watch was over.

"Aloha!" Lee shouted into the cabin.

MAX EBB

"Four o'clock and you scurvy tars are all on watch!"

The new watch is supposed to wake up at least 15 minutes early and be on deck five minutes early, as per merchant marine practice. But that was wishful thinking with this crew. We had decided it was easier to just rouse people on the hour and let the transition time be after the hour instead of before the hour.

Finally, at about 4:25, the new watch was on deck and ready to take over.

There was a warm bunk waiting for me, and I really didn't care what it smelled like.

max ebb

There's some interesting research relating to sleep and work schedules:

6-Person Non-Dogging Watch Rotation

	AM		PM						AM									
	8	10	12	14	16	18	20	21	22	23	24	1	2	3	4	5	6	7
skipper	S-1	S-2	OFF		ON		S-1	S-2	OFF	ON	S-1	S-2	OFF	ON				
crew 1	ON	S-1	S-2	OFF		ON		S-1	S-2	OFF	ON	S-1	S-2	OFF	ON			
crew 2	ON		S-1	S-2	OFF		ON	S-1	S-2	OFF	ON	S-1	S-2	OFF	ON			
watch captain	OFF	ON		S-1	S-2	OFF		ON	S-1	S-2	OFF	ON	S-1	S-2	OFF	ON	S-1	S-2
crew 3	OFF		ON		S-1	S-2	OFF	ON	S-1	S-2	OFF	ON	S-1	S-2	OFF	ON	S-1	S-2
crew 4	S-2	OFF		ON		S-1	S-2	OFF	ON	S-1	S-2	OFF	ON	S-1	S-2	OFF	ON	S-1
sun/moon day 1	sun								moon									
sun/moon day 3	sun								moon									
sun/moon day 6	sun								moon									
sun/moon day 9	sun								moon									
sun/moon day 12	sun								moon									

A six-person watch rotation, including sun and moon, for 2014.

— Gender preferences for "morningness" v. "eveningness" state that women are more likely to be 'morning people', while men are more likely to be 'night owls': www.tandfonline.com/doi/abs/10.1081/CBI-120005390

— Two sleep periods per day are said to be beneficial, and at one time the norm; this could support the importance of the siesta, as well as the "alertness dip" after lunch: www.sciencealert.com/humans-used-to-sleep-in-two-shifts-maybe-we-should-again

— Sleep before a night shift is better than sleep after a night shift: www.nursingtimes.net/clinical-archive/neurology/an-evening-sleep-before-a-night-shift-improves-alertness-and-performance/7014288.article

— A constant, or non-dogging schedule is found to be better than a dogging or rotating schedule: www.he-alert.org/filemanager/root/site_assets/stand-alone_article_pdfs_0605-/he00645.pdf

— A constant, or non-dogging schedule is found to be better than a dogging or rotating schedule: www.he-alert.org/filemanager/root/site_assets/stand-alone_article_pdfs_0605-/he00645.pdf

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THE RACING

California Offshore Race Week encompassed the too-light **Coastal Cup**, the too-windy **SoCal 300** and the just-right **Spinnaker Cup**. The **I-14 Nationals** tested skiff sailors with high winds and the new **Lipton Cup** was refreshing indeed, but the **Delta Ditch Run** was a slow broil. To round out this month's travels, we visit **Cat Harbor** with 39 crews, **Lake Yosemite** with trailer-sailors, and **Lake Tahoe** with keelboats.

California Offshore Race Week

California Offshore Race Week is a new format now in its third year. It embraces three classic California offshore races in a long, one-week period. The first leg, the Spinnaker Cup, started on May 26 from San Francisco to Monterey, and was followed by the Coastal Cup, which traditionally started in S.F. and blasted downwind to SoCal. It now starts the day after the Spinn Cup in Monterey, and finishes in Santa Barbara. The last course, the SoCal 300, is in 'SoCal light-air weather', starts off the Santa Barbara YC race deck, and finishes in San Diego.

This new condensed format of the three races together has enabled owners and racers to partake of the various legs and has given new life to offshore racing on the California coast. This year's race had everything from a Gunboat 62 and Santa Cruz 70s to a Moore 24, but the largest fleet was the six-boat division of Santa Cruz 50/52s.

I joined the crew of the Santa Cruz 50 *Hana Ho* as bowman. *Hana Ho* is owned by Mark Dowdy and navigated by Mike Maloney. Having sailed on *Hana Ho* in the San Diego to Puerto Vallarta Race in March, and seeing what the SC50 was capable of, I wanted more — and more is what I got. The CORW delivered, but

Among the 'Hana Ho' crew in CORW were (left to right) Dan Shine, Craig Page, Richard 'Chewy' Parlette (driving) and Mike Hanna.

in a completely opposite way.

Starting on Saturday, near Angel Island, the Spinnaker Cup was a classic out-the-Gate, left turn, and kite-up in 15-21 knots race. Getting *Hana Ho* up on a plane and watching the bow plow through the waves was a reminder of what was to come during the Coastal Cup leg of the race. Past Coastal Cup memories of unbelievable boat speeds and 'life moments' that made me ask myself "Why do I do this?" filled my head. Seeing the first-place results in the SC50/52 division, of Dave MacEwen's *Lucky Duck* in just under 9 hours, convinced me that we would be in for a classic heavy-air, tether-in and hold-on Coastal Cup race.

But the Coastal Cup leg was just the opposite. It was a complete light-air dud, with the most exciting part being the start, when the six SC50/52s all lined up and raced out of Monterey Bay in hopes of big wind.

Sadly, that big wind never arrived, and 44 hours and 204 miles later, all six SC50/52s converged on the finish line in heavy fog and drizzle. Amazingly, four of the boats finished within 13 minutes of one another. John Shulze's *Horizon* pulled off the division win for this leg.

The next leg was from Santa Barbara to San Diego, and from the weather report it looked to be just the opposite of the Coastal Cup. The forecast was for

35 knots from the west-north-west, with seas building to 14 feet, but what the forecast had not called for was two major injuries requiring USCG air evacuation from two different boats.

Starting in light, warm air off Santa Barbara YC, the boats headed west for 1.5 miles, rounded the first mark to port, and

headed southwest toward the Santa Rosa/Santa Cruz islands channel.

The conditions quickly changed, and on *Hana Ho* the crew went to work. We immediately switched from our light #1 to our #3 with an outboard lead. Beam reaching in 18-22 knots with gusts to 25 felt great as we blasted along through the water at 10-12 knots. Cold Pacific Ocean waves rolled over the foredeck crew, to everyone else's delight.

As we entered the mid-island channel, the seas calmed; we were in the lee of the islands, and we started to prepare for a kite. Once we had our course to the next mark, the Cortes Bank some 100 miles away, and being downwind enough, we set the kite and the afterburners were on. We were quickly hitting 14, 16 and 18 knots of boatspeed. It was all smiles!

The farther away we got from the Channel Islands, the more exposed we became to the open ocean and the large seas. Driving quickly became incredibly challenging. Blasting downwind and having 10- to 14-ft waves attack from the starboard beam was sure to make for carnage.

The wind was now a consistent 25 knots with gusts to 28, and the sun was getting low. As we started to talk about a kite change, the boat in front of us wiped out, rounded up, and stayed on her side for longer than what looked normal.

With their kite now flying as a flag, high from the top of the mast, and the wind now gusting into the 30s, it was time for our 'kite down'.

It was at this time that we heard on the radio from the boat that had wiped out that they had a serious injury. During the round-up, a line got wrapped around a crewmember's leg, leaving it with no pulse. After consulting with a duty flight surgeon, a USCG MU-65 Dolphin helicopter was dispatched to airlift the crew, along with a 45-ft Response Boat for support (see 'Lectronic Latitude on June 4 for details).

Hearing this on the radio, and dealing with the short 12- to 14-ft seas and building winds, we followed the actions of other boats around us and took our kite down and went to white sails. *Hana Ho* settled in and was making 13-16 knots through the water. Our top wind gust was 38, and post-race we heard of other boats seeing top gusts of 44.

Sometime after midnight I had just gotten off watch and was crawling into my berth, when I heard the dreaded "mayday" call on the radio. The voice on



MIKE REED

"Our best conditions were around dusk when we jibed onto port, got a few more knots of breeze, and the swell lined up behind us," reports Rebecca Hinden, skipper of the Express 27 'Bombora', competing in the Spinnaker Cup. "It was a magical couple hours with a super-bright full moon ahead and beautiful surfing conditions." Left to right: Zac Judkins, Scott Davidson, Jack Peurach.



REBECCA HINDEN

the radio was calm, but you could hear a crackle in it, which was of great concern. The boat calling mayday reported a crewmember with a major head injury, who was in need of immediate medical assistance. It was a true reality check and an uneasy feeling knowing someone needed help but knowing that, under these conditions, there was nothing we could do for this crewmember. Details were sketchy for us at the time, but reports show that the USCG dispatched an MH-60 Jayhawk helicopter for air evacuation and a C-27 fixed-wing for radio support due to the long distance from shore. (See June 4's 'Lectronic Latitude.)

We raced through the night, jibed at the Cortes Bank mark and headed to San Diego. The wind lightened as the sun came up, and the seas died down. We finished mid-afternoon in the same light, warm air we'd started in. *Lucky Duck* took first in our division, but it was a somber win due to the injuries on the other boats, and everyone was just happy to have survived the night.

— mike reed

SPINNAKER CUP, SFYC/MPYC, 5/26-27

DIVISION D — 1) **Prospector**, Mills 68, Shelter Island Transatlantic Partners; 2) **Catapult**, SC70, Joel Ronning; 3) **Buona Sera**, SC70, Edward Marez. (7 boats)

DIVISION E — 1) **Outsider**, Azzura 310,

Greg Nelsen; 2) **Mad Men**, J/111, Jeff Thorpe; 3) **Six Brothers**, Columbia C32, Chris Kramer. (10 boats)

DIVISION F — 1) **Loca Motion**, Express 37, Mark Chaffey; 2) **Bombora**, Express 27, Rebecca Hinden; 3) **Javelin**, J/105, Sergei Podshivalov. (11 boats)

DIVISION G — 1) **Escapade**, Sabre 402, Nick Sands; 2) **Highlander**, Cal 40, Robert Horton; 3) **Angelique**, Columbia 57, Andy Kurtz. (6 boats)

DIVISION J — 1) **Fired Up!**, Express 27, John Morrison; 2) **Loose Cannon**, Express 27, Andrew Goodman; 3) **Envolée**, Figaro 2, Nathalie Criou. (4 boats)

DIVISION K — 1) **Chim Chim**, Gunboat 62, John Gallagher. (1 boat)

DIVISION M — 1) **Lucky Duck**, SC52, Dave MacEwen; 2) **Horizon**, SC50, John Shulze; 3) **Oaxaca**, SC50, Michael Moradzadeh. (7 boats)

COASTAL CUP, EYC/MPYC/SBYC, 5/28-30

ORCA E — 1) **Chim Chim**. (1 boat)
PHRF A — 1) **Prospector**. (3 boats)
PHRF C — 1) **Horizon**; 2) **Lucky Duck**; 3) **Deception**, SC50, Bill Helvestine. (6 boats)

PHRF D — 1) **Astra**, Farr 40, Simon Phillips; 2) **Numbers**, Taylor 49, Ivan Batanov. (3 boats)

SOCAL 300, SBYC/SDYC, 5/31-6-2

ORCA — 1) **Chim Chim**; 2) **Mighty Merloe**, ORMA 60, HL Enloe. (2 boats)

ORR-A — 1) **Pyewacket**, Andrews 70, Roy Disney; 2) **Prospector**; 3) **Destroyer**, TP52, Jim Bailey. (4 boats)

ORR-B — 1) **Cipango**, Andrews 56, Shawn Bennett; 2) **Carbon Footprint**, Rogers 46, James

Devling; 3) **Fast Exit**, Andrews 40, John Raymond. (8 boats)

ORR-C — 1) **Lucky Duck**; 2) **Prevail**, SC52, Bill Guilfoyle; 3) **Deception**. (5 boats)

ORR-D — 1) **Pakala**, Express 37, Joe Barry; 2) **Sonrisa**, Beneteau First 36.7, Wai Wan Mok; 3) **Macondo**, Beneteau First 47.7, Mike Sudo. (3 boats)

OVERALL — 1) **Cipango**; 2) **Pyewacket**; 3) **Lucky Duck**; 4) **Prevail**; 5) **Prospector**. (20 boats)

CALIFORNIA OFFSHORE RACE WEEK, 5/26-6/2

ORCA — 1) **Chim Chim**. (1 boat)

ORR-A — 1) **Prospector**; 2) **Astra**; 3) **Numbers**. (3 boats)

ORR-B — 1) **Lucky Duck**; 2) **Deception**; 3) **Horizon**. (5 boats)

OVERALL — 1) **Lucky Duck**; 2) **Prospector**;

For more racing news, subscribe to 'Lectronic Latitude' online at www.latitude38.com

June's racing stories included:

- Singlehanded Farallones & TransPac
 - Medevacs in SoCal 300
- Hydrofoil Pro Tour • Atlantic Cup
- San Luis YC Racing • Race to Alaska
 - FAST USA at TISC
- New Race Crew Orientation Course
- More Delta Ditch Run & Lipton Cup
- Previews of July races, Trans-Tahoe, the YRA Roundtable, and more.

THE RACING



The Lipton served up a strong cuppa. Clockwise from top left: the battle for third place between Encinal (#5) and StFYC on June 15; windward mark rounding on Friday; StFYC supplied the J/22s, but their team was not immune to wipeouts on wild Saturday; Friday's winners from Inverness, left to right: Bren Meyer, Anna-Pia Slothower, Bill Barton and Mike Meszaros (additional team members were David West, Jim Noble, John Phelan, Milly Biller, Bill Pearson and Malcom Fife).

3) Deception. (8 boats)

Full results at www.offshoreraceweek.com

Readers — Ann Walton-Teter, who suffered a head injury during a jibe aboard *Amazing Grace*, has been moved to a step-down ICU at Scripps in La Jolla. She has a tracheostomy but is breathing on her own and is able to speak and sit up in a wheelchair. "She spends a majority of her time sleeping, which is expected at this stage of healing after serious brain injury," says her father, George Teter.

Jeff Johnson, SDYC's waterfront director, says that Casey Shilling, who sustained a leg injury aboard *Bretwalda*, is progressing. Casey's wife Erin told Johnson that this incident has been a motivator to forge ahead with their life plan, to set sail with their kids and see the world. — ed.

Lipton Cup a Strong Brew

The Lipton Cup, first raced as an interclub rivalry in 1916, has had as many ups and downs as a San Francisco cable

car. Racing ceased in the early 1920s and the Cup was 'lost' for almost 40 years until being revived in the '60s. Jim DeWitt won it four times for Richmond YC. RYC decided it was time to give another skipper a chance at the helm. Jim promptly went to St. Francis YC to race for them and won it a fifth time. That was right before the club burned down in 1976 with the loss of the trophy (and many other treasures). Enthusiasm for the event remained and a new trophy was created.

However, in the past decade the Lipton Cup had been taking on the same flavor as an overused tea bag, with declining participation. Dick Loomis of RYC floated the idea of a reinvigorated event, and the resulting brainstorming and coordinated efforts of RYC and StFYC resulted in a three-day nine-club challenge. Joining the instigators were Berkeley, Corinthian, Encinal, Inverness, San Francisco, Sequoia and South Beach YCs.

The format had the teams leaving StFYC on that club's supplied fleet of

matched J/22s on Friday, June 15, for a downwind race to RYC. On Saturday, five to seven races were planned on windward/leeward courses in the Southamptton Shoal area. A woman-skipped upwind race would return the boats to StFYC on Sunday.

June fog and heavy breeze were brewing up challenging conditions. The blustery run on Friday had all teams challenged to carry spinnakers across the Bay, with Team Corinthian doing the first full-on broach, sending all four crew for a swim. Team Inverness YC stretched out to a big lead, then barely held off Team SFYC at the RYC seawall finish.

Saturday started out mellow, giving crews a chance to get better acquainted with the J/22s, accompanied by on-the-water judges and a fleet of spectator boats. After the first race things got lively as the breeze and chop built. The second race featured more round-ups and round-downs, and some crew swims and injuries, with more keels getting glimpses of sunshine.

The rules called for eliminating spinnakers when the winds hit 22 knots, and after two races the limit was reached. The next races were main and jib only, but that didn't stop racers from finding



The day of the Delta Ditch Run, June 2, was a rare windless one this spring, and the sailors baked in the hot sun. Top: 'Rufless2', as seen from 'Stewball'. Left: 'SSC's race wrangler Tom Lueck with Bob Harford, skipper of 'Stewball', at the awards ceremony on Sunday the 3rd. Right: The Melges 24 'Average White Boat', seen here passing Benicia, was the winning monohull.

a way to get the spreaders in the water, as another club laid their boat down while heading upwind. Two more races were held with everyone high on the rail in 25-30 knots and plenty of water coming over the bow to soak the crew. After four races the race committee decided to move from Southampton back toward more civil conditions near Richmond, but there was no break from the breeze, so the day was called after four races. Saturday results showed Team SFYC in first, Team Encinal YC in second and Team Inverness YC in third.

Soggy and sore, the crews headed in for 'high tea' courtesy of RYC and the Pacific Interclub Yacht Association, the trustees of the Lipton Cup. Competition continued in the form of an egg toss and liar's dice.

Sunday's conditions gave weary crews a rest. Quieter but steady breeze in a fading ebb gave teams that stayed in the deep, Earl Grey-colored water between Alcatraz and Angel Island a boost on the return course to StFYC. Early leaders faded, and Inverness YC, the upstart from another bay, took their second long-distance victory, which, combined with the third on Saturday, gave them the overall victory. For the first time in its long history, the Lipton Cup trophy would not reside on the shores of San

Francisco Bay, but, instead, it will spend its next year by Tomales Bay in Inverness.

"We're still in shock," said Milly Biller of Inverness YC. "All but two of our entire team are 110 sailors, and we have a very tight one-design competition going on all the time. Six of us are going to the 110 Nationals this year. Our other teammates are very competitive in their respective classes. Of particular note is Bren Meyer, who skippered and won on Friday, and was tactician for me on Sunday."

The event was brewed to perfection, and PICYA and the organizing clubs believe they've found enthusiasm for the updated format. Next year, the gauntlet will again be thrown with at least eight clubs hoping to bring the Cup back to the Bay, i.e. San Francisco Bay.

— latitude/john

PICYA LIPTON CUP SERIES, RYC/SIFYC, 6/15-17

ADMIRALS CUP — 1) Team Inverness YC; 2) Team SFYC; 3) Team Encinal YC.

SIR THOMAS LIPTON CHALLENGE (4r, 0t) — 1) Team SFYC, 7 points; 2) Team EYC, 9; 3) Team InvYC, 13.

LARRY KNIGHT TROPHY — 1) Team InvYC; 2) Team South Beach YC; 3) Team Richmond YC.

LIPTON PACIFIC COAST PERPETUAL/OVERALL (6r, 0t) — 1) Team InvYC, 8 points;

2) Team EYC, 12; 3) Team SFYC, 13. (9 boats)
Full results at www.richmondyc.org
Also see www.liptoncup.info

Toasty Delta Ditch Run

The Delta Ditch Run on June 2 proved the exception to the rule of a generally windy spring. The 67 mostly downwind miles from Richmond to Stockton proved excruciatingly slow — and hot — to cover this year. Most boats dropped out somewhere along the course, and most of those remaining on the San Joaquin River were unable to reach Stockton Sailing Club by the 1 a.m. deadline — especially when the current turned back against them in the midnight hour.

Thus, the party inside the SSC clubhouse was more lightly attended than usual — but, due to the balmy weather, friends, families and quitters (like us) gathered on the lawn along the riverbank, cheering on all the crews who made it across the finish line — sails up or not.

The Extreme 40 catamaran *ShadowX* was among those that sailed the whole way and finished after dark. "We never got passed," said skipper Peter Stoneberg, shortly after stepping off the boat at SSC, "but the fleet would catch up then spread out again." Then Stoneberg realized that they'd made a gaffe. "Unfortunately we sailed through a bozone layer, crossed into the restricted Pinole Channel, and, when we discovered our mistake, we retired. Ahhh, well. The

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cheering section at the finish line was a great memory, and no one can take that away!"

The next boat (still racing) to finish, at 11:30 p.m., was the Cruising Division Alberg 30 *Venga*, sailed by a crew from BAADS, the Bay Area Association of Disabled Sailors. The Cruising boats get a head start at 8:30 a.m., and they get a motoring allowance, which they certainly needed in spades on June 2.

Now, picture yourself sitting on the riverbank. Bright lights illuminate the finish line. Some boats are clearly motoring (and not in the Cruising Division). Others are arriving under tow. Still others finish under sail, and the only way to tell if they are still in the race is the degree of celebration from the crew when the buzzer sounds.

Among those clearly still racing, with a screacher up, was the Open 8.5 trimaran *Mama Tried*. Skipper Randy Miller tells their tale: "I've been racing all season doublehanded with Colin Dunphy, but picked up the mighty Greg Nelsen for his years of Ditch Run experience and to help ease the workload of the 100+ jibes I was expecting. But with the light forecast I was worried about weight and only packed 4.5 liters of water. Big mistake!

"We eventually got ahead by taking the inside lane, and then parked it up in a massive hole that seemed to stretch clear across the whole San Pablo Bay. We watched the wind line approach with the rest of the monohull fleet and eventually caught it and stayed in what we thought was the front row of the restart."

Near the entrance to Carquinez Strait they found a "voodoo wind hole" and watched half the small monohull fleet sail past. They got going again and spent the rest of the daylight hours just behind the Extreme 40s *ShadowX* and *Smart Recruiters*.

"Other than absolutely cooking in the sun, this was a good time keep-



CHRIS RAY / WWW.CRATVIV.COM

I-14 racing on May 26. "The Bay got bumpy and conditions started to feel typical of late spring," commented photographer Chris Ray.

ing the boat moving and racing within beer-passing distance of a bunch of our friends on an oddball collection of fast but very different boats at the front of the fleet. We spent the late afternoon working hard to not run aground while keeping the boat moving 5 knots+ with occasional 8-9s and one brief stretch at 14 knots.

"Around 5 p.m. we ran out of water. The fun for me trailed off quickly thereafter. I ended up pretty dehydrated and needed about three liters of non-alcoholic fluids after the finish to start feeling like myself again.

"During the early evening we sailed through massive weed patches. Finally, we came to the homestretch but were doing 1-2 knots after 9 p.m. My stern light had attracted a giant swarm of mosquitoes and other farmland insects that had been with us and growing hour by hour, and now they all seemed to want to crawl in my ears or up my nose."

When *Mama Tried* drifted across the finish line doing .3 knots, Miller said they had been within swimming distance for the better part of an hour. Practically within spitting distance was a Melges 24.

Average White Boat had come up from Santa Barbara, but the owners, Kent Pierce and Eric Stokke, had eight or nine years of experience on this course.

Nevertheless, it took the usually fast boat four hours to get to the Carquinez Bridge, where they still found ebb. "We played the currents well and went close to shore in San Pablo Bay," they told us. "I don't think I've ever jibed so many times."

With a big white spinnaker up, there was no question that the Express 37 *Stewball* was still racing when they crossed the finish line just before midnight. They worked the shore breeze in San Pablo Bay, and found themselves at marker #53, between Potato Slough and Mandeville, at sunset, when they got a fresh breeze. Skipper Bob Harford called it "a beautiful night of sailing. You don't get night sailing like that on the Bay."

Another Melges 24, *Rufless2*, the last official finisher, arrived about 22 minutes after midnight. "The Ditch Run this year was a real test of endurance," said skipper Rufus Sjoberg. "We had one goal in mind that day (despite being 20 minutes late to the start): to finish. My crew Dylan Benjamin, and Jessie Corlet helped make it possible. We have sailed together for years, so we all pull together to get the most out of the boat even in dead-calm conditions, which we had a lot of. After finishing we pulled the boat and barely made it to the bar for last round, which was crucial." They packed up the boat and drove it back to RYC that same night — er, morning.

— latitude/chris

CALIFORNIA YC CAL CUP, 6/1-3 (8r, 0t)

PAC52 — 1) **Interlodge VI**, Austin & Gwen Fragomen, 22 points; 2) **Vesper**, David Team, 23; 3) **Invisible Hand**, Frank Slooman, 23. (5 boats)

CALIFORNIA YC CAL RACE WEEK, 6/1-3 (7r, 0t)

PHRF A — 1) **Margaritaville 1 1/2**, Andrews 52, Jay Steinbeck, 6 points; 2) **Encore**, TP52, John McEntire, 9. (2 boats)

PHRF B — 1) **Mexican Divorce**, 1D35, Neil Fraser, 7 points; 2) **Kuai**, Melges 32, Daniel Thielman, 12; 3) **GroundHog Day**, Melges 32, Rich Festa, 18. (6 boats)

PHRF C — 1) **Menace**, Farr 30, William Daffron, 9 points; 2) **TBD**, Synergy 1000, John Staff,

THE BOX SCORES

14; 3) **Mistral**, Tartan 101, Dan McGanty, 19. (4 boats)

FARR 40 — 1) **Blade II**, Mick Shlens, 8 points; 2) **Dark Star**, Steve Brown/Leutheuser Menzes, 13; 3) **Viva La Vida**, Will Durant, 14. (5 boats)

SCHOCK 35 — 1) **Whiplash**, Thompson/Rossbach/Basadre, 8 points; 2) **Code Blue**, Robert Marcus, 9; 3) **Strategem**, Mark Hinrichs, 18. (6 boats)

SANTANA 30/30 — 1) **Redline**, Derek Heeb,

8 points; 2) **Teaser**, Mike Guiccione, 16; 3) **Crimson Star**, Lee Rhoads, 18. (3 boats)

MARTIN 242 — 1) **Dean**, Duncan Cameron, 27 points; 2) **Trolleycar**, Peter Stazicker, 28; 3) **Atomic Monkey**, Ryan Costello/Kieran Shocklee, 33. (13 boats)

J/24 — 1) **Jaded**, Deke Klatt, 7 points; 2) **Take Five**, Susan Taylor, 18; 3) **PI**, Vicente Saborio, 22. (4 boats)

J/70 — 1) **Minor Threat**, Jeff Janov, 14 points; 2) **USA-32**, Bruce Cooper/Shawn Bennett, 17; 3) **Huckleberry**, Jim Murrell, 27. (9 boats)

STAR — 1) Eric Doyle, 10 points; 2) Douglas Smith, 16; 3) Alejandro Bugacov, 20. (7 boats)



RYC/SSC DELTA DITCH RUN, 6/2

PHRF — 1) **Average White Boat**, Melges 24, Kent Pierce; 2) **Rufless2**, Melges 24, Rufus Sjoberg; 3) **Stewball**, Express 37, Bob Harford. (94 boats)

MULTIHULL —

1) **Mama Tried**, Open 8.5 tri, Randy Miller. (18 boats)

CRUISING — 1) **Venga**, Alberg 30, Charles Cunningham. (22 boats)

Full results at www.stocktonsc.org

High Winds Test I-14 Nationals

Twelve International 14 teams, nearly all hailing from less breezy regions than the San Francisco Cityfront, faced three days of high winds against strong ebb, making just finishing a round a victory in the I-14 Nationals, held over Memorial Day Weekend, May 26-28, at St. Francis YC.

Terence Gleeson and J.P. Barnes of Southwestern Yacht Club in San Diego took first overall in eight rounds of racing. San Diego YC's Brad Ruetenik and Garrett Brown had firsts in five races but suffered an injury and ultimately finished second overall.

Racing commenced Saturday morning with two windward/leeward and reaching legs set northwest of Alcatraz Island. It quickly became clear that the fleet was widely diverse in terms of skill and comfort with the Bay's waves and current; however even the slower boats managed to stay upright as the wind built steadily into the afternoon. Then the fleet set out on the distance race, a 16-mile Bay tour including seven reaches across the Central Bay and back. Conditions got steadily tougher as the race progressed. Only three boats

Berger/Stein Race #5 start off Catalina Island's Eagle Rock on June 10.

recorded finishes and each of them cap-sized at least once.

"The toughest day by far was the first day. We had two races on the north side of the Bay and then we did our class-required distance race," said Gleeson, "The wind came up and the course was set for a number of long reaches. Those can be very taxing on the crew, but we managed to hang on and won that race with only two other boats finishing behind us." Gleeson and Barnes finished with a course time of 2:12, spending a total of six hours racing on the first day.

"That really taxed us for Day 2, but we kept pressing through it. My crew J.P. Barnes was hanging tough and did a fantastic job," said Gleeson.

On Sunday and Monday, the fleet opted for the more common windward/leeward format, so the course was set up along the Cityfront. A big breeze filled in by afternoon, and most of the competitors spent considerable time righting their boats and were thoroughly exhausted. After two races in winds building to the high teens and choppy waves kicked up by a strong ebb, racing ended early with no complaints as "AP over A" was hoisted on the signal boat and the fleet headed for the club.

With similar conditions forecast for Monday, racing started an hour earlier than originally planned to catch more

flood current and the lighter morning breeze. The plan worked, and the fleet enjoyed three perfect windward/leeward two-lap races along the Cityfront. The combination of flat water, moderate winds and more experienced sailors saw max hiking up-

wind and high-speed planing with very few mishaps on the downwind legs.

Said Gleeson: "We did our best sailing on Day 3 when it mattered most and just absolutely loved sailing on the Cityfront course in what turned out to be champagne conditions."

Several fleet trophies were awarded Monday afternoon, including the Laflin/Arens Trophy, for the best finisher with a combined age of skipper and crew over 100 years old. It went to Rand Arnold and Gary Gremaux.

Katie Love-Gilmour and Daniel Roberts won the First Female Skipper Trophy and the Avenger's Trophy for the Best Finish with an Old Boat.

Terry Gleeson and J.P. Barnes, as winners of the Long-Distance Race, took home the President's Trophy, as well as the Founders' Trophy as the 2018 national champions.

— amanda witherell

I-14 US NATIONALS, StFYC, 5/26-28 (8r, 1t)

1) Terence Gleeson/J.P. Barnes, SWYC, 13 points; 2) Brad Ruetenik/Garrett Brown, SDYC, 25; 3) Chad & Philipp Berner, 29. (11 boats)

Full results at www.stfyc.com

39 Boats in Cat Harbor Layover

On the weekend of June 9-10, Del Rey YC held its annual Cat Harbor layover race. This is a two-race event: The boats sail over from Marina del Rey to the backside of Catalina Island on Saturday

Full results at www.calyachtclub.com

MERCURY NORCAL SERIES, EYC (20r, 5t)

1) **Axon**, Doug Baird, 37 points; 2) **Fortran**, John Ravizza, 41; 3) **Stars**, Jim & Kathy Bradley, 44. (14 boats)

Full results at www.encinal.org

HYDROFOIL PRO TOUR, StFYC, 6/7-10 (16r, 3t)

1) Nico Parlier, FRA, 20 points; 2) Johnny Heineken, USA, 24; 3) Guy Bridge, GBR, 26; 4) Titouan Galea, FRA, 60; 5) Connor Bainbridge, GBR, 60; 6) Joey Pasquali, USA, 92; 7) Florian Gruber, GER, 97; 8) Will Cyr, USA, 101; 9) Kai

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Calder, USA, 120; 10) Jean de Falbaire, MRI, 128. (50 boards)

GRAND MASTER — 1) William Morris, CAN, 187; 2) Amil Kabil, USA, 250; 3) Chip Wasson, USA, 281. (9 boards)

MASTER — 1) Nico Landauer, URU, 136.1; 2) Stefaans Viljoen, USA, 183; 3) Gabriel Wicke, GER, 234. (5 boards)

JUNIOR — 1) Daniela Moroz, USA, 136; 2) Toni Vodisek, SLO, 137; 3) Scott Whitehead,

AUS, 259. (3 boards)

YOUTH — 1) Guy Bridge. (1 board)

FEMALE — 1) Daniela Moroz; 2) Erika Heineken, USA, 354; 3) Kirstyn O'Brien, USA, 540. (4 boards)

StFYC SF BAY CHALLENGE, 6/9

HYDROFOIL KITE — 1) Nico Parlier; 2) Titouan Galea; 3) Kai Calder. (33 boards)

WINDSURF — 1) Xavier Ferlet. (8 boards)

Full results at www.stfyc.com

EL TORO SR NATIONALS, 6/15-17 (5r, 1t)

1) Patrick Tara, 8 points; 2) Gordie Nash, 10; 3) Nick Nash, 11. (14 boats)

THE RACING

and race back to Marina del Rey Sunday.

For those who aren't familiar with it, 'Cat' is the only natural all-weather harbor between San Diego and Monterey and is perfect for those who don't like an 'active' boat while at anchor. The wind frequently blows 15-20 knots through there due to the break in the surrounding hills, but the anchorage is usually quite flat.

Saturday began with cloudy skies, fluky winds and predictions of small craft advisories. The latter never materialized. The early morning conditions gave way to big 6- to 7-ft swells and breezes of 8-10 knots.

All seven class starts went off on time, and over at Cat the race committee boat had to re-anchor three times due to some sea action and a submerged shipwreck near the finish line.

Boats started trickling in a bit after 5 p.m. with *Pendragon*, Steve Torres' big red 52-ft Laurie Davidson, crossing the PHRF line first. Boats came in until close to 8 p.m.

The racers and race committee then enjoyed BBQ with free margaritas, beer, sodas and water over at the DRYC Catalina Island facility. The kids were treated to a campfire and roasted marshmallows and s'mores.

Everyone said they had a great time, the weather cooperated, and the club wants to do more events of this kind.

The Berger/Stein Race 5 Eagle Rock start saw the swells lie down a bit, and the sun was out early. The ordinarily tricky anchoring shelf was spot-on, and the start line was large enough to accommodate the 17 boats in the Cruising 'A' class. See www.dryc.org/racing.

— *andy kopetzky*

LYSA Spring Regatta

Dinghies, daysailers and a few small keelboats turned out in record numbers for Lake Yosemite Sailing Association's Spring Regatta in Merced. Trailers



RYC-based Byte sailors Jenn Virskus, Michele Logan and Ann Lewis took home some beautiful hand-carved awards from Lake Yosemite.
— photo by Jay Sousa

packed the parking lot, and out-of-towners pitched tents on the lawn along the club's white picket fence.

Forty boats showed up from yacht clubs from Sacramento to Morro Bay. "Richmond YC had the most participation — 11 boats," said Race Captain Deb Harden. Five of those RYC boats were Bytes, including my own, all at Lake Yosemite for the first time. We came on the encouragement of Angie Liebert, the lone Byte representative from Berkeley YC. She promised warm breeze, flat water and a lively party Saturday night — and the regatta did not disappoint!

Angie has been racing at Lake Yosemite since 2009; she first sailed with Steve Eyberg on his Pyramid 21 and later with Steve Cameron on his K6. This year Cameron raced on his Melges 14, so Angie decided to give a Byte a try.

No one is quite sure how long LYSA has been holding the event. One longtime member said it started sometime in the 1950s with a regatta held for Suns, Snipes, Mercurys, 110s, 210s, Thistles and a few 22-ft scows. Another recalled an unofficial one-design event held in 1998 for seven Force 5s, but said the first "official" Spring Regatta (confirmed by the club's insurance) was in 1999.

The schedule is one race Saturday morning, followed by a sandwich buffet onshore and then two more races. Saturday evening the club puts on a massive BBQ. Local restaurant owners Ron and Lorelei Stapp (Strings Italian Café in Merced among others) provided the meat: about 30 hunks of tri-tip and what looked like 100 pounds of chicken (for fewer than 100 people). Competitors enjoy coffee and breakfast by the lake Sunday morning before rigging up for the final two races. The club puts out a lunch buffet of BBQ leftovers while everyone packs up, and then hands out awards — beautiful wooden plaques handmade by a club member.

There was plenty of action on the water on the weekend of May 19-20, especially in the Byte fleet when the breeze came up on Saturday afternoon. Relatively new to singlehanded sailing, Angie found herself upside down in a puff and unable to right the boat after several attempts. She had just climbed into the Whaler with the Byte still turtled when, out of nowhere, Todd Hanson's Day Sailer reached by. His crew Joy jumped into the water, righted the Byte, climbed into the boat and took the main down. Moments later, Todd flew by again. Joy leaped back onto her boat, and they sailed away to start the next race.

"Huge thanks to my flying angel Joy and Todd from Morro Bay YC for jumping into action," said Angie.

The LYSA Sea Scout Merit 25 sailed by Tim Harden, Mike Streatly and a handful of young sailors took the spinnaker keelboat division. Daniel Cox and Francis Samson of Fresno YC took the non-spinnaker keelboat in their Victory 21 with five straight bullets. Charles Witcher prevailed in his Banshee in the open centerboard with four bullets and a third.

With 12 boats, the Lasers made up the largest fleet. While the racing was tight

EL TORO JR CLEAR LAKE REGATTA, 6/15-17 (3r, 0t)

1) Wesley Seifers, 3 points; 2) Sam Nash, 9; 3) Elsa Simenstad, 9. (4 boats)

Full results at www.regattanetwork.com

SFYC JUNE INVITATIONAL, 6/16-17 (3r, 0t)

J/105 — 1) **Maverick**, Ian Charles, 7 points; 2) **Akula**, Doug Bailey, 10; 3) **Arbitrage**, Bruce Stone, 13; 4) **Yunona**, Artem Savinov, 21. (15 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame

THE BOX SCORES

Richards, 5 points; 2) **Stewball**, Bob Harford, 7; 3) **Escapade**, Nick Schmidt, 9. (6 boats)

Full results at www.sfyc.org

SfFYC OPTI HEAVY WEATHER SLALOM (brackets), 6/14

1) Blake Behrens; 2) Katharine Doble; 3) Dieter Creitz; 4) Carmen Berg; 5) Zoey Ziskind; 6)

Jack Murphy. (36 boats)

SfFYC OPTI HEAVY WEATHER REGATTA, 6/15-18 (9r, 1t)

CHAMPS — 1) Katharine Doble, 15 points; 2) Jordan Janov, 32; 3) Blake Behrens, 37; 4) Dieter Creitz, 61; 5) Carmen Berg, 70; 6) Ethan Sargent, 82; 7) Kelley Poole, 82; 8) Tor Svendsen, 84; 9) Liam Andresen, 88; 10) Carter Cox, 90. (64 boats)

OPTI GREEN — 1) Marina Priskich, 36 points; 2) Parker Stacy, 49; 3) Dylan Seawards, 54; 4) Morgan Headington, 55. (17 boats)

Full results at www.stfyc.com

on the water, on the scorecard Emilio Castelli (RYC) pretty much ran over the fleet with four bullets and a fifth.

The only competition in the Byte fleet was for third — and that came down to just keeping the boat upright. Michele Logan posted straight firsts and Ann Lewis straight seconds.

On and off the water, club members were incredibly welcoming and accommodating, and at only two hours and change from the Bay, the Spring Regatta is an easy weekend sailing getaway. Harden attributes the recent growth to word-of-mouth advertising: "LYSA puts on a great event with camping, dinner and house access. It's a perfect lake for small-boat racing."

— jenn virskus

LYSA SPRING REGATTA, 5/19-5/20 (5r, 0t)

DAY SAILER — 1) Craig Lee, 11 points; 2) Mike Gillum, 13; 3) Steve Lowry, 16. (7 boats)

LASER — 1) Emilio Castelli, 9 points; 2) Toshi Takayanagi, 12; 3) Marcel Sloane, 17. (12 boats)



Lake Tahoe Windjammers YC held their Southern Crossing race in big breeze on June 16.

— photo by Laura Rasmussen

BYTE — 1) Michele Logan, 4 points; 2) Ann Lewis, 8; 3) Jenn Virskus, 15. (6 boats)

KEELBOAT SPINNAKER — 1) Merit 25, Tim Harden, 7 points; 2) Merit 25, Dave Aleman, 8 points. (2 boats)

KEELBOAT NON-SPINNAKER — 1) Victory 21, Daniel Cox, 5 points; 2) Catalina 22, Francis Samson, 10; 3) Catalina 25, Matt Loeffler, 16. (6 boats)

OPEN CENTERBOARD — 1) Banshee, Charles Witcher, 7 points; 2) Banshee, Wayne Cassingham, 13; 3) Banshee, Steve Anderes, 13.5. (7 boats)

Full results at www.lakeyosemiteailing.org

Lake Tahoe Southern Crossing

Lake Tahoe Windjammers YC held their Southern Crossing race on June 16. The day featured blue skies, temps in the low 60s and a southwest wind that built to 20 mph with gusts to 30.

It was the best Southern Crossing that this writer can remember. We started at our Mark O just off Tahoe Keys. We had a nice run to Cave Rock with an increasing breeze, then across to Rubicon, a white-sail reach to Edgewood, then a beat home to Tahoe Keys."

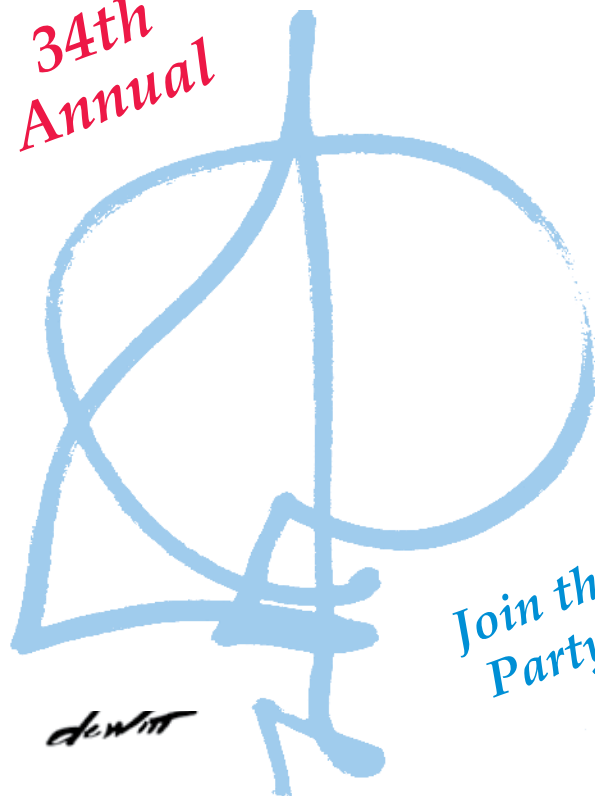
— steve katzman

LTWYC SOUTHERN CROSSING, 6/16

PHRF — 1) August Ice, J/125, Richard Ferris; 2) Moorigami, Moore 24, John Siegel; 3) Dianne, Express 27, Steve Katzman. (8 boats)

Full results at www.tahoewindjammers.com

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WORLD

*This month we explain **Why Splurging Now Will Pay Off for Decades** and take a look at the **One-Way Charter Concept**, plus miscellaneous **Charter Notes**.*

Weighing the Options: Can You Afford to Stay Home?

To our way of thinking, a stint of vacation sailing far from the pressures of the workaday world is one of the most life-enriching and soul-nourishing things a sailor can do. As we've observed countless times, even if you're stressed to the max when the trip begins, by the time you're a half day into it you'll have traded your mundane worries for a carefree smile.

There's no denying, though, that for most of us, taking an exotic sailing vacation is a bit of a splurge. So many would-be vacationers talk themselves into staying home no matter how desperately they need a change of pace. If that sounds like you, read on. We've made it our mission this month to lay out several key reasons that vacationing — specifically yacht vacationing — should be a high priority on your 'must do' list.

It seems to be human nature to procrastinate, especially about things that are non-essential. But for certain aspects of life there are 'windows of opportunity' that can close before you know it. A

Need to change your attitude? It would be hard to fixate on your troubles back home when visiting an idyllic charter venue such as this.



prime example is spending quality time with adolescent kids or aging parents. If you include either or both on a fun-filled sailing vacation to some dreamy, sun-kissed destination, the special memories created along the way will likely endure for decades — long after you've paid off those once-daunting travel expenses.

Take it from us, you may assume that your kids will be able and willing to join you on future trips, but as they get older their lives get much more complicated and demands on their free time often leave few opportunities even to hang out — let alone travel — with their mom and dad.

Similar limitations apply to parents and grandparents. As we all know, the window of time when they'll be active and agile enough to participate on a liveaboard boat trip could close quickly and without warning.

The following are a couple of real-life examples of what we're talking about. Many years ago, my brother and I set up an "all-guy" sailing trip to British Columbia's Desolation Sound with our four sons, who were then between eight and 12 years old. They had a blast hiking to waterfalls, swimming in mountain lakes, and swinging on the famous rope swing in Prideaux Haven. But as we wove our way through the lush, pine-covered fjords, we wondered if the jaw-dropping beauty of the primeval landscapes around us was registering with the boys. They seemed a lot more focused on playing cards and goofing around belowdecks than bonding with nature.

These days, more than 20 years later, our boys are busy with their careers and have kids of their own. But every time we all get together for a family reunion, the boys invariably share a few laughs and fond memories from that bareboat cruise long ago.

Another time we invited my wife's ever-energetic father and his wife to join us on an inter-island cruise in the Eastern Caribbean. They were in their 60s at the time. For them, being unaccustomed to the sailing life, it was a huge adventure. They absolutely loved it, and vowed to



join us on a future cruise. Sadly, though, they never did, and now Grandpa is in his 80s. But he still lights up whenever he is reminded about that trip, which had three generations of family members aboard, all equally enjoying the sailing, snorkeling and celebrating.

Some sailors contend that it makes no sense to charter if you own your own boat. But we don't buy that reasoning, especially if you're working toward the goal of cruising internationally. The experience of piloting a similar-sized boat in unfamiliar waters, and caring for its complex onboard systems, is excellent practice for cruising. Trip-planning, navigation, sail-handling, anchoring and provisioning are all part of day-to-day life during a charter cruise, just as they are when cruising.

Consider this also: If you are thinking of taking friends or family members on an extended cruise with you — or on a long ocean passage — you'd be wise to spend time with them during a week or more in foreign waters in order to see how they handle minor challenges in unfamiliar surroundings.

OF CHARTERING



LATITUDE / ANDY

Sunset on the Huahine Lagoon. As you think back over time, special memories of scenes like this can stay with you for decades.

As we said, vacationing under sail can not only be therapeutic for battling the stresses of mainstream living, but it can also allow you to cement important family bonds and give you hands-on practice in the key elements of cruising. So if you're still hung up on the 'cost of admission', we suggest you look at it this way. Instead of asking yourself, "Can I afford to?" ask "Can I afford not to?"

— andy

Maximum Exposure Via One-Directional Chartering

In most popular chartering venues the vast majority of sailors do a loop tour, ending up at the same charter base where they started.

But we'd like to introduce another option that will let you maximize the sights you'll see without doing any backtracking: one-way chartering. You probably won't ever find this option actively promoted on a website or brochure, but many companies will allow it, providing

that you pay for the extra days and crew wages required to return the boat to its home port. Split among several couples, or a boatload of individuals, the extra cost shouldn't be too painful, especially when compared with the advantages of one-directional chartering, which we'll outline here.

For starters, one-way itineraries can eliminate most if not all upwind sailing (or motoring). And that can be a huge advantage if you're bringing along friends or family members who have delicate stomachs or are otherwise unfamiliar with bashing and crashing upwind.

Here's an example: Out in Tahiti, if you could arrange to have a big charter cat delivered from the charter base at Raiatea (in the Leeward Islands group) roughly 100 miles upwind to the Papeete waterfront, you and your guests could step aboard at the capital city's swank new

downtown marina, then sail off the wind for all but about 20 miles of your cruise, visiting every major island of the Societies along the way. Your group would experience the exhilaration of offshore sailing between the atolls, plus an overnight passage, all with the relative comfort of beam- to deep-reaching wind angles — conditions potentially mild enough that you could invite your grandma to come along, or your daughter's untested new boyfriend.

Another thing we love about one-directionals is that you can visit a greater variety of anchorages, towns, beach bars and/or dive sites in a week or 10 days than you could possibly see if you had to backtrack to square one at the end of your trip.

Having done several 10-day one-directionals in the Eastern Caribbean, we know how cool this can be. Here are two examples: Once a few of us flew to St. Maarten and delivered two big cats upwind to Antigua — yeah, sort of a 'hate mission', but fun nonetheless in a masochistic sort of way. The next day the rest of our entourage arrived and over the next 10 days we island-hopped off the wind past the still-smoldering volcano at Montserrat, on to Nevis, St. Barth and St. Martin (French side), then did an overnight to the British Virgins, arriving at the Round Rock cut at dawn — all without a single mile of upwind bashing. (At the end we paid a delivery crew to take the boat back to St. Maarten.)

Another year, with a different set of

One of the rewards of arriving at St. Barth was sampling the authentic French pastries at the local 'pâtisserie'.



KENT BENEDICT

WORLD OF CHARTERING

sailing mates, we all flew to Guadeloupe and island-hopped to Les Saintes, then to the Isle Pigeon nature preserve, on to Antigua, Barbuda, St. Barth, Tintamarre, St. Maarten (Dutch side), and overnight to the BVI.

As you might imagine, your captain will spend a good deal of time clearing in and out on a multi-nation trip, but that's all part of the fascinating cultural experience.

When planning such complex itinerary, we'd suggest allotting at least a day or two at each stop for exploring ashore and relaxing, and making interisland passages only every second or third day. However you fine-tune your game plan, though, we're sure you'll be thrilled by the variation of the places you visit.

Other destination options that might work well for one-directional cruises are Croatia, the Turquoise Coast of Turkey and the Pacific Northwest's Salish Sea. So why not get out your atlas or fire up Google Earth, and start route-planning today for your own dream cruise?

— andy



The sleek Leopard 39 'Balajan' glides across the Central Bay.

Charter Notes

As regular readers know, we absolutely love sailing in **French Polynesia**, especially to charter in Tahiti's Leewards. While there last month we learned that a new **discount carrier, French Bee**, has begun direct service from San Francisco, with three pricing options based on amenity and luggage options. Also, **United Airlines** is expected to begin flights from

the West Coast later this year.

Believe it or not we try hard to avoid editorial blunders, but last month we made a **major screw-up** in our annual Bay Area charter boat listings, while introducing you to a new addition to the fleet. So we'll give it another try here:

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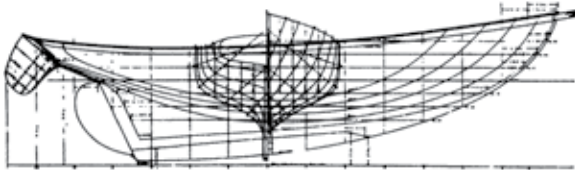


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CHANGES

Elsewhere in this issue, you may have read the feature story on the 2018 Pacific Puddle Jump. In this 'Special Edition' of Changes In Latitudes, we'll focus on the more in-depth thoughts and experiences of three newly-minted veterans of that event: the Bay-based **Bravo** and **Cool Change**, and the Australian boat **Galaxy III**, whose skipper went out of his way to make the Jump part of his ongoing circumnavigation. Plus the usual **Cruise Notes** from all over the place.

Bravo — Wauquiez 35
Melissa Mora and Andy Blakeslee
Land Ho!
San Francisco

Land ho! Land ho! LAND HO! At 2300 UTC, we spotted the island of Hiva Oa through the haze. We arrived with enough remaining sunlight to see this small is-



Mel and Andy — that really was freakin' cool!

land in all its glory. Rugged, volcanic rock formations springing up from the sea. Monumental spikes connected by a jagged razorback ridge lined with teeth. Explosions of water smashing against the rocks below. The windward side barren and unfriendly; hints of a leeward side lush and green.

How do I label this feeling? Unbelievable. Surreal. Indescribable. Joy with a side of awe. A hint of sadness and a sprinkle of disbelief.

Once the sun set, we lowered our sails and motored the last hour into the anchorage. Andy, Matt and I ate dinner

Land ho! Whether you've sailed for a month or a lifetime, there are few experiences that can match making landfall after a long ocean voyage.

under a clear, beautiful sky, comparing notes on constellations. As I thought, "This simply can't get any better," God smiled down, said "Here, hold my beer," and bestowed onto us a last visit from a pod of dolphins that had been playing at our bow for days, visible in the dark through bioluminescence. Seriously?!

We traveled 2,852 nautical miles in 19 days and 8 hours, endured 16 squalls (most small, some big), maneuvered away from dozens more, hit a top speed of 16 knots under sail, took two dips in the ocean (Matt did three, all on purpose), lost four lures, and ate no fish. Only 13% of our passage was assisted by fossil fuels; the rest was powered by nature. How cool is that? Some of the most beautiful islands in the world are ahead of us, and we earned our way to them.

In the days before we left La Cruz on March 17, our friend Giselle interviewed us for her podcast *Why We Spin Yarns*. When she asked what we looked forward to the most, I blanked. Was it fair to give "land ho" as an answer? In that moment, fear for the unknown and uncertainty overshadowed the highlight of the upcoming weeks, and The Journey ahead. Now, as our passage southwest comes to an end, I've been reflecting on this question and asked Matt and Andy to do the same. With it behind us, how would they characterize our crossing?

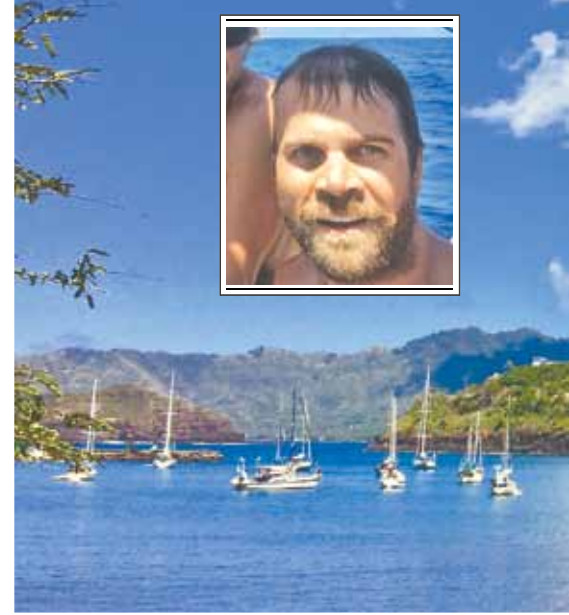
Andy: "That was fucking cool."

Matt: "Holy shit, man."

Yeah, thanks guys. That was deep.

My take: When dinner flew off the counter and splattered into the locker making a massive mess a few days ago, I was certain 'land ho' was the right answer. But with morale now restored, I'm sad this crossing is coming to an end. This was really fun. There was something so natural and right about being out there, and the solitude at sea was never daunting.

We worked so hard and planned for this for so long, it's unbelievable to be on the other side, or to realize this isn't the end; it's barely the beginning. The longest open-ocean crossing we will ever experience is behind



us, and exploration, new cultures and new connections await. I am still so excited. I can't narrow it down to one memorable moment, so I'll give you three:

- The sailing itself was incredible; hours on end on a consistent tack, sailing 8 knots at night with just the mainsail (did not know that was possible), hitting 11-16 knots surfing waves with the spinnaker, deep-blue sea as far as the eye can see, and the peaceful doldrums.

- Taking a mini dip in the ocean, 12,000 feet deep and thousands of miles from the nearest piece of land

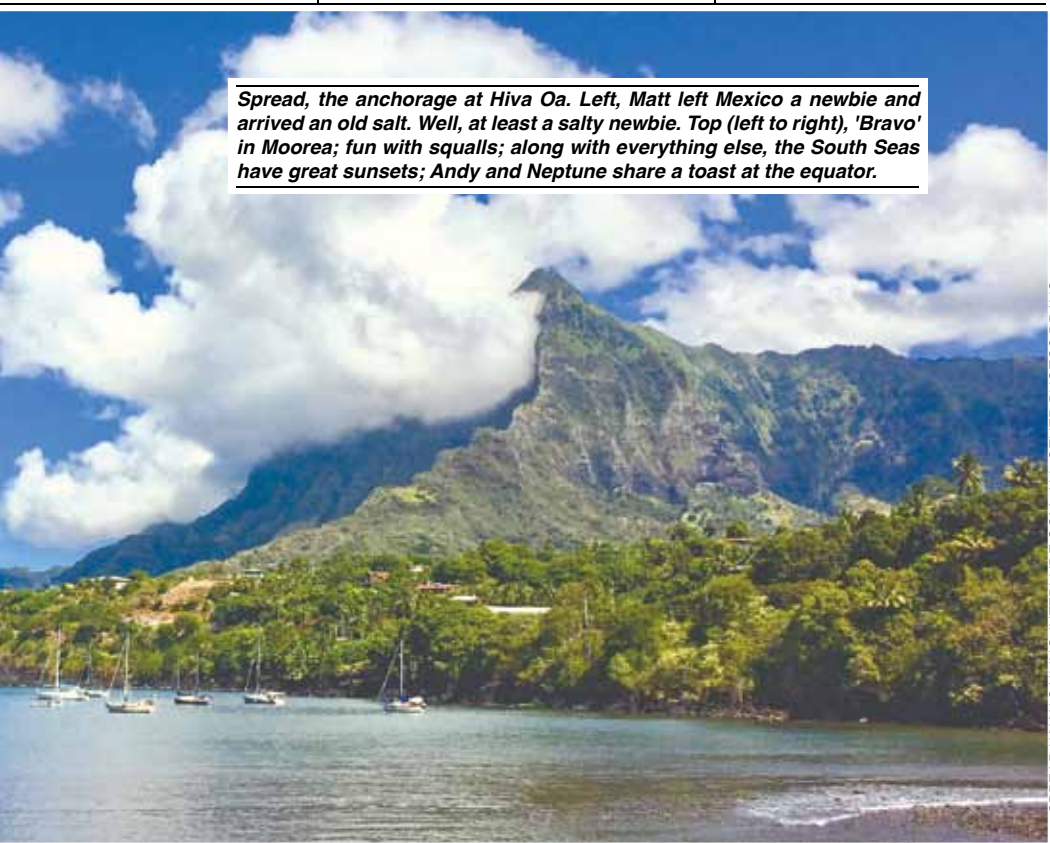
- The wildlife. Although visits were scarce, they made it up in majesty. A giant billfish (marlin?) following our wake, two fish (tuna?) surfing waves for an hour at our starboard quarter, a fluffy booby hitching a ride for 18 hours, and spinner and common dolphins at sunset riding waves alongside *Bravo*. It doesn't matter if you're 14 or 40, when dolphins come



BRAVO



Spread, the anchorage at Hiva Oa. Left, Matt left Mexico a newbie and arrived an old salt. Well, at least a salty newbie. Top (left to right), 'Bravo' in Moorea; fun with squalls; along with everything else, the South Seas have great sunsets; Andy and Neptune share a toast at the equator.



SPREAD WWW.SAILING-INTERLUDE.COM, ALL OTHER PHOTOS BRAVO

and play at your boat's bow, you turn into a kid again.

Bravo and crew held their own, and then some. That includes our 'new guy', Matt Lukens, who had never been on a sailboat before — the Puddle Jump was literally his first time sailing! We left with a group of boats, and not only did we *not* get left in the wake of larger vessels, we managed to close a 350-mile gap with our friends who'd left before us.

Over the weeks, it led to several comments in our little group that *Bravo* must be a fast boat. It reminded me of a story (I paraphrase) about a photographer who is told by a chef, "Your pictures are great; you must have a really good camera." The chef invites the photographer to his house for a dinner party, and as he's leaving, the photographer comments, "The meal was amazing; you must have a really good stove."

Bravo is no ordinary stove, she's a

stellar piece of classic engineering and we love her dearly (more and more each day). She handled herself beautifully, and kept us safe, comfortable and mostly dry.

But my biggest point of pride is my +1, Captain "please-pull-your-pants-up" Andy. He devoted every waking hour to ensuring a safe and successful passage, hand-steering in precarious waters, strategizing, trimming and adjusting based on current conditions. Our fate was his responsibility, and our success is his doing. We worked brilliantly as a team, but would not have made it out of the Bay without him. I love you, Boo — now go take a shower.

As mentioned, Matt had no idea what he was getting himself into, but that did not deter — he recognized an epic

in the making. With a copy of *Sailing for Dummies* in one hand and his wit and good humor in tow, first-class helmsman Lukens picked this sailing stuff up quickly and conquered the sea. We are incredibly grateful for his time at the helm and for helping keep the morale high.

Time to break out our three ice cubes and make a toast to you guys: We made it!

So, goodnight, everyone, thank you for following us along. Until tomorrow. Wait, no . . . until we make memories and have more cool stories to tell. *Bravo* out!

— Melissa 4/6/18

Cool Change — Pacific Seacraft 31 Rick and Cindy Patrinnellis Lessons Learned Sausalito

Eight years since the dream sprouted from a hot-tub conversation over wine in our Northern California foothill home, my husband Rick and I cast off the docklines from Banderas Bay on March 27 to sail to the South Pacific. It still sends chills down my spine when I see the words "South Pacific Ocean" on the chartplotter. I can't believe we made it here.

Here are a few lessons we learned about sailing and life on this voyage.

1. Move slowly and deliberately through life. I started this voyage feeling like Dorothy skipping down the yellow brick road. But after a while, I realized the road to Oz had more than a few potholes. My body became so battered and bruised that I felt like a human pinball. I thought after 3 1/2 years of full-time cruising I had become accustomed to rocking and rolling, but nothing prepared me for the constantly changing motion.

On day 13, it all came to a head. I'll spare you the gory details, but we caught a fish, I made sashimi, I fell backward down the companionway, crashing into the door of the head, which split in half —

Cindy and Rick of 'Cool Change' enjoy each other's company above and below the water. They've been cruising since 2014.



COOL CHANGE

CHANGES

and I got food poisoning.

That day, I realized that, rather than hurrying around the boat as I had on other voyages, I decided I should move very



LATITUDE / ANDY

Rick and Cindy of 'Cool Change.' The boat is named for the very cool Little River Band song.

slowly and deliberately at all times, constantly being mindful of the boat's movement and in tune with the sea. As with mountain climbing, I made sure each foothold and handhold was secure before making the next step. It worked. During the second half of the voyage, my bruises started healing, my broken fingernails started growing again, and hot dinners didn't get made unless the sea permitted.

2. *Help someone in distress if you can.* A bit over halfway into the trip, a skipper came on the SSB net to say that he had lost his steering and had been floundering for days trying to get it working again. Due to the delay, they were down to only 5 liters of drinking water for three crew members, and had at least 10 days before landfall. He asked if anyone was in the vicinity and could give them some water. We are a small boat with minimal tankage, but we do have a watermaker and we were only 30 miles away. We planned a rendezvous and managed to get him enough water to last either until a rain catchment system could be devised or another boat could come by. We also attached a little goodie bag including candies and even some rum for the captain!

Depending on how you encounter them, squalls can be menacing or beautiful. Or both.

3. *Dinnertime is very special. Honor and respect it.* This is as true in an ocean crossing as it was back in my father-knows-best childhood home. Every night, Rick and I sat down together in the cockpit and shared a good meal. Sometimes he prepared the meal and sometimes I did. It was the one time a day we could actually devote to being together. Even though we were obviously together on the same small boat, off-watches tended to be spent down below while the person on watch remained in the cockpit. We planned it so that we ate before the evening radio net. We asked each other about our days, and took time to work through any brewing disagreements or misunderstandings before they got out of hand.

4. *The ocean is as varied as it is vast.* Somehow I had acquired the impression that this trip would basically consist of the same monotonous view of ocean and sunny blue sky in increasing heat for 3,000 miles. How wrong I was! We found ourselves breaking the trip down into segments, and each segment had a distinct 'personality' dictated by the weather. The first, just getting past the Socorros, was cloudy with choppy waves and good wind. Then we got into some light-wind days on our way to the NE trade winds, where the sea was calm and the sky was clear. When we hit the trades, the winds and accompanying seas picked up dramatically, and I found it kind of cold, especially at night. I actually put my foulies on once.

Heading south into the ITCZ was our biggest surprise. Everyone in the fleet was anticipating this part with foreboding. Stories abounded of towering rain clouds, lightning all around and high winds that came out of nowhere and changed direction to cause unintentional jibes.

On the contrary, we loved the ITCZ. The air warmed up and became soft and soothing. Yes, the clouds were dramatic, and we were grateful that the lightning remained at a distance. We did get 30-knot winds for a time but they weren't that shifty. For the most part, the seas were calm, and we had enough wind to sail all but about 12 hours. We crossed the equator in light breeze, just right for making our offerings to Neptune and having a little dress-up party.

Then we hit the SE trades. OMG, talk about a freight train! Unlike their NE cousin, we hit the SE trades on a beam reach,



which made them all the more awe-inspiring. Like most everyone else in our little fleet, we roared to the finish line with reefed sails and white knuckles.

5. *Good preparation pays off in fewer breakdowns and reduced stress.* Except for my incident with the head door and a cockpit microphone that was on its last legs before we started, nothing broke on the entire voyage. Before we left Mexico, Rick spent many sleepless nights dreaming up unlikely scenarios that could cause us problems, then addressing them as best he could the next day. *Cool Change* was as prepared as any boat twice her size, and in many cases, better. We had good equipment, up-to-date electronics



IN LATITUDES



nevers without first hauling in that fishing line!

7. *You can't quit; this is the ocean!* This is what a salty old sailing instructor of ours once said to a student who said she couldn't take it anymore and she quit. There are times in life when quitting is not an option; an ocean crossing is one of them. Yet in our small fleet of two dozen boats that had started from Banderas Bay the same time as we did, there were at least two boats whose crew decided that, when the going got tough, they wanted to abandon ship.

Fortunately, both issues were resolved (by a lot of helpful radio support). But it impressed on us that when planning a long crossing, you need to make certain that everyone realizes before you start that this is the ocean; you can't quit.

— Cindy 5/22/18

Readers — *Cool Change* departed Sausalito in September 2014 and participated in that year's Baja Ha-Ha. At the start of cyclone season (November-April in the South Pacific), Rick and Cindy will leave the boat on the hard in Raiatea and return to California for the winter. Next year, the Tuamotus, or maybe farther west, or maybe back to Hawaii — their plans are open.

Galaxy III — S&S 39

Chris Canty

Longest Leg

Sydney, Australia

Galaxy III joined the annual migration of "puddle jumpers" who for the past 20-plus years have made the crossing from the Americas to French Polynesia. For boats that start in Mexico, it's about 3,000 miles. For those of us who started in Panama, it was about 4,000 — but

The big one that didn't get away — *'Galaxy III's* short-billed sailfish.



ALL PHOTOS COOL CHANGE

Spread, 'Cool Change' at anchor in Hiva Oa. Top (left and center) — Rick and Cindy planned well and ate well. Meals included pizza-from-scratch and bread baked daily — and they "still had food to spare" when they arrived in the Marquesas. Top right, the anchorage at Fatu Hiva.

and spares for spares. During the voyage, we found exactly one loose screw (which we promptly tightened). We also added a number of chafe guards while underway, as possible chafe points appeared.

6. *Don't assume you will remember important things. Set up obvious reminders.* Our particular nemesis was our handline for fishing. One bumpy evening, we hove to for dinner. Sometime later, Rick realized the hand line had wrapped itself around the rudder or prop. Somehow, he finagled it out intact. We were not so lucky

the second time: We had to cut the line, knowing the lure was still caught somewhere below. It wasn't until we approached landfall and put the engine in gear that we finally breathed a sigh of relief that the line and lure weren't hung up in the prop. After that, we stuck a piece of blue tape to the chartplotter reminding us of the fishing line — no ma-



CHANGES

we have the added elective of a stop in the Galápagos. With three on board, this long passage required rationing both our



GALAXY III

Cui, Chris and Andres are all thumbs-up on arrival at the Marquesas.

300 liters of water and fuel to firstly, get through the doldrums, and secondly, keep the batteries charged.

After the new gearbox was installed on *Galaxy*, Cui (pronounced 'Trey') and I departed Panama on March 22 with a nice NE breeze that we hoped would get us far enough south from the intertropical Convergence Zone to meet the SE trades. The northeast breeze faded a couple of days early and the forecast was for 0-5 knots all the way to Galápagos. *Galaxy* had enough fuel to motor half the distance, so it was likely to be a slow passage. Happily, 5-10kts breeze came in and, combined with the Humboldt Current, gave us around 6 knots boat speed all the way to Galápagos.

The Humboldt Current flows north along the coast of South America, bringing cool water to the Pacific Ocean — the sea temperature at the equator is around 75 degrees, and this cool water creates

Andres rides Maraa Pass in Tahiti. Its high-volume waves are formed similarly to the legendary monsters at nearby Teahupoo.



GALAXY III

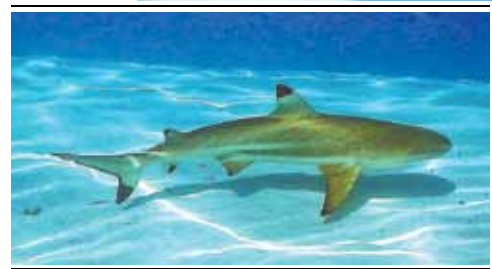
the unique environment of the Galápagos Islands and their rich biodiversity. The Humboldt merges with the South Equatorial Current and keeps the water cool enough for the coral reefs in French Polynesia to also escape the high-water temperatures that cause bleaching.

The Galápagos archipelago is a province of Ecuador, and that country has strict biosecurity requirements for boats entering the islands. So even though I had a diver clean the hull in Panama a week before we left, the bottom looked like a lawn in summer and we needed to scrub it again before arrival in Santa Cruz on Thursday afternoon, just before the Easter weekend. After emailing ahead just about every document imaginable and paying a dozen different fees, we cleared in with six officials onboard, including a diver to inspect the hull. Cui and I celebrated a successful first leg with Andres, who rejoined the crew after crossing the Atlantic on *Galaxy* last year.

The next morning, the bay was busy with blacktip reef sharks, sea turtles and sea lions. Easter is low-key on The Islands of Evolution — the church didn't seem to have much going on Good Friday, aside from two hardy souls handing out 'Was life created?' brochures on the ferry wharf (that would have to be one of the toughest gigs in Christianity). Public holidays seem to be observed primarily by the government. For everyone else, it's business as usual.

The clearing agent advised it would take three days after Easter to obtain a fuel permit, which requires approval from three government departments — so enjoy your time in Galápagos! This gringo had run out of patience, and while my response was probably like water off a duck's back, it worked. We had the permit, fuel and water on board Saturday. Next was the cooking gas, which the agent triumphantly advised was impossible to obtain until next week. So Andres disappeared into the depths of Santa Cruz and emerged with a 15 kg gas bottle and the fittings to transfer it into the smaller bottles on board.

In between victualing activities, Cui did the sightseeing on behalf of the crew while Andres and I surfed at Tortuga Bay. The waves were ordinary, though the white sand and aquamarine water made the two-mile walk worthwhile. Pelicans sitting close by in the lineup, would



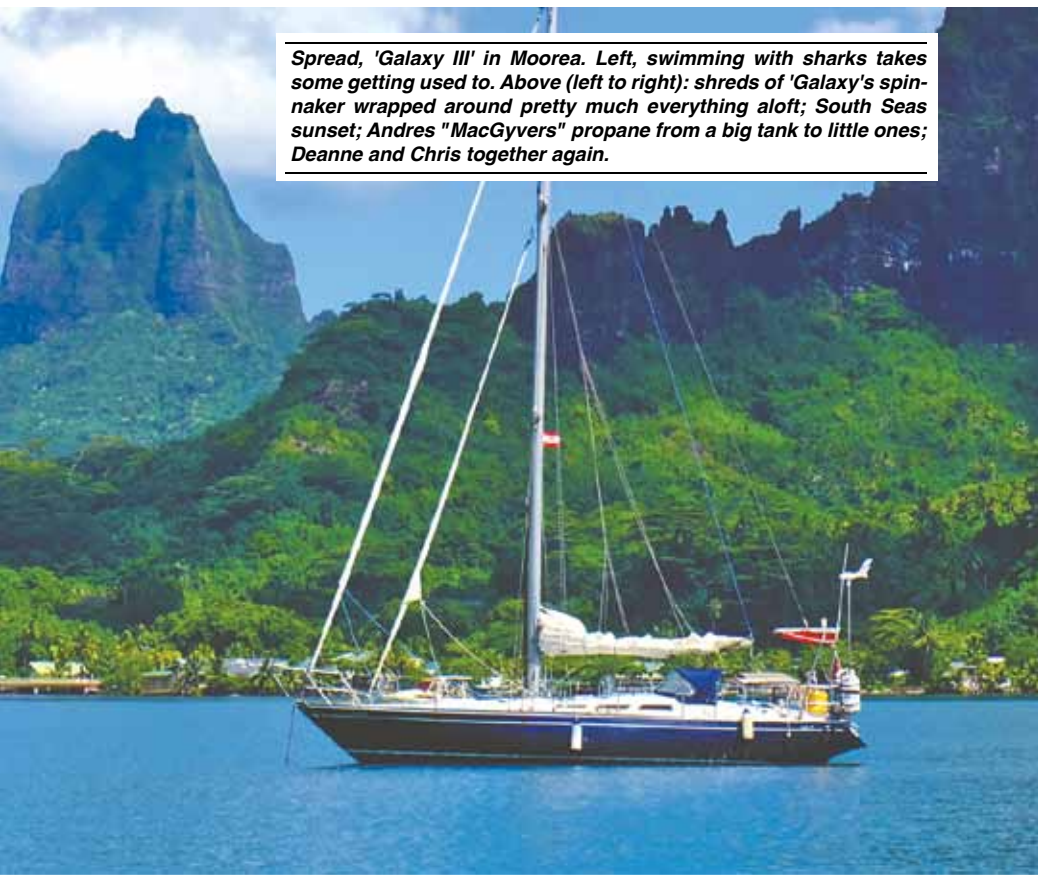
launch themselves 10-12 feet vertically out of the water, bank, then dive with surprising speed and power to catch fish — you could almost hear the David Attenborough commentary. After clearing out on Sunday morning, we weighed anchor and made way for French Polynesia. Adios amigos!

It was a slow start with light or no wind for the first four days as we made our way south to meet the SE trade winds. The GPS aerial on the autohelm gave up the ghost, and we spent a day contemplating hand-steering for the next 20 days . . . Fortunately, the autohelm could use the

IN LATITUDES



Spread, 'Galaxy III' in Moorea. Left, swimming with sharks takes some getting used to. Above (left to right): shreds of 'Galaxy's' spinnaker wrapped around pretty much everything aloft; South Seas sunset; Andres "MacGyvers" propane from a big tank to little ones; Deanne and Chris together again.



ALL PHOTOS GALAXY III

GPS signal from the AIS, and it took me a day of sweating in the aft cabin to make it happen.

Cui's authentic Chinese cooking lifted the standard of meals considerably. What the fishing lacked in quantity, it made up for in quality after we landed a 4.5-ft shortbill sailfish and two nice mahi mahi. Sashimi and beer with each fish is a money-can't-buy experience that has become a well-established tradition on *Galaxy III*.

A passage wouldn't be complete without at least one big thing going wrong. Ours came when we hoisted the spinnaker at a bad angle and it blew to shreds.

Then it wrapped around both the forestay and inner forestay in different directions. There was no lucky escape this time and both Andres and I had to climb the mast to release the halyard and cut it free.

Hanging on to a swinging mast is physically demanding in itself — never mind what you're trying to accomplish up there. Fatigue sets in quickly and amplifies the risk of swinging out from the mast and crashing back into it or the rigging. After we were both down safely, I contemplated taking up basket weaving as I consoled myself with a few cold beers and AC/DC on full volume.

Otherwise, most of the passage was as advertised, with consistent 15-knot trade winds. After 21 days and 3,025 nm, *Galaxy III* arrived at Hiva Oa in the Marquesas Islands on April 22.

Welcome to French Polynesia!

Hiva Oa harbor has a muddy look from black volcanic sand and is crowded with fellow puddle jumpers, some with fore and aft anchors, some without, just to keep everyone on their toes as the boats swing about, or not. Anchoring in Sydney Harbour on New Year's Eve is easier.

Andres and Cui scouted the island for surf and returned with a carload of bananas, grapefruit and mangoes thanks to the generosity of a local farmer. The only surf is a small, onshore, black-sand beach break, so the surfboards stayed on the boat.

Refueling was again an 'adventure' — three days for an authorization letter, another day for the service station to have diesel, and then ferrying jerry cans in the dinghy between the dock and the boat! The fresh water is also untreated so we added chlorine tablets to the tanks, just in case. Victualing complete, we weighed anchor for the next leg of 600 nm to Rangiroa Atoll in the Tuamotu Archipelago

Between natural predators, exploitation, pollution and loss of habitat, it's no wonder sea turtles are endangered. As you'll see in 'Cruise Notes,' cruisers can help.



BALANCE

CHANGES

and some of the best scuba diving in the world.

— Chris 5/10/18

Readers — *The Pacific Puddle Jump* was the longest leg of *Galaxy III's* ongoing circumnavigation, which started in Sydney Harbor in April, 2017. Chris had not heard of the PPJ until it was recommended to him by Nigel Heath in Trinidad. He checked it out online and signed up.

Andres Mamed and Cui Zhipeng left the boat in Moorea. After six months and nearly 14,000 nautical miles, Chris reunited with significant other Deanne, who flew into Papeete for a long visit. From Tahiti, *Galaxy III* is heading for Fiji and then home to Sydney by August — a mere 3,600 nm and a Tasman crossing to complete a lap around the world!

Cruise Notes

Although he'd dabbled in sailing while growing up in Lake Tahoe, Gavin McClurg's baptism by storm into the sport happened back in 1999 when he helped his father deliver the new-to-them Holland 52 **Saoirse** from Seattle to Santa Barbara. They were hit by gales and big



JODY MACDONALD

Gavin McClurg's Lagoon 570 'Discovery' anchored off one of Tonga's 170 islands.

seas, one of which laid the boat flat, mast in the water. Everyone survived, but the senior McClurg was so traumatized he never sailed again. Gavin loved it. He got a job bartending, eventually bought the boat from Dad, and sailed her to the South Pacific. That's where he got the idea for a kitesurfing expedition/rideshare named Best Odyssey (after its main sponsor), which led to the purchase of the Lagoon 570 cat **Discovery** in 2006, and — so far — two globe-girdling 'expedi-

tions' (totaling more than 100,000 miles) to enjoy the best kitesailing spots in the world, BEST Odyssey (2006-2011) and Cabrinha Quest (2012- 2018). The boat is currently on the hard at the Watercraft Venture boatyard in Subic Bay (Philippines) until December, un-

dergoing extensive upgrades in preparation for her third sojourn starting next year.

A couple of years ago, Nikk and Jan of the Oregon-based *Baba 30 Balance*, got interested in turtle conservation while cruising in Mexico. In Marina Riviera Nayarit in La Cruz, Jan recalls seeing several adult green turtles "swimming inside the marina, looking for the beach that hasn't been there since the marina was begun in 2006." (Sea turtles return to the exact beach where they were hatched — no one really knows what a mother turtle

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6) Daily roll call, professional weather forecast, and net. 7) Six social events in which to make lifelong cruising friends. 8) You'll be featured in the Ha-Ha bio book. 9) Experienced leadership. Collectively, the three event leaders have transited the Baja coast more than 80 times. 10) Ha-Ha discounts can easily exceed the entry fee. 11) And the number one reason given by past entrants — it gives you an exact deadline to head south.

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does when she can't find 'her' beach anymore.) After that, they and other cruisers got involved in local and national-turtle rescue efforts. In their case, it was taking part in the annual release of hundreds of baby turtles into the surf at Tena-catita. There are similar programs throughout Mexico. The egg-laying season runs from June until November. If you want to take part, do a Google search or start at www.mexperience.com/outdoors.

Scott and Nikki Stolnitz sent a note from Perth correcting an error in our list of West Coast Circumnavigators (find it at www.latitude38.com). Unbelievable as it may sound, we made a mistake! The dates for their seven-year, 36,617-mile circumnavigation aboard the Switch 51 cat **Beach House** (which we had erroneously noted as 2007-2009) were actually 2009-2016. The adventurous couple are currently land-cruising the Outback.

Speaking of cruising the concrete, Nick



Land cruisers (for the summer) Nick and Allison at Arches National Park in Utah.

and Allison Edwards of the San Francisco-based Beneteau 393 **Salt** are also on the road for the summer. In May they left **Salt** in El Salvador, where she will get some maintenance and upgrades while

they do a tour of the national parks in the lower 48.

With her umpteenth participation in the Baja Ha-Ha, a class win at the Banderas Bay Regatta, and trophy for 'Best Boat' in the Boat Parade, Patsy Verhoeven of **Talion** had been having a good season — until she headed out of La Paz for the Big Bash up to Canada in early May. Barely 15 minutes from casting off, the oil pressure on the boat's diesel went to 20 pounds. Then 10. She sailed back to La Paz for some exploratory surgery on the engine. It was raised, flushed, degreased, cleaned and pressure-tested — and got new hoses



After a brief bout with 'engine-itis', Patsy Verhoeven's 'Talion' is finally on her way north.

and a new alternator. She left again on May 18 and is currently en route north, hoping to make Portland by July 4 and Canada by August.

"Just when we thought things couldn't get any better, they did!" writes Bill Edinger in his latest dispatch from the South Pacific. He was referring to great sailing conditions aboard his Cross 45

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CHANGES



Conceived as a racing machine, Bill Edinger's Cross 45 trimaran 'Defiance' has proved to be a fast, comfortable cruising boat.

trimaran **Defiance** on the 500+ mile passage from Nuku Hiva to Fakarava, which even included hooking a sailfish (which they released as "too big to handle"). At this writing, Bill and his crew — wife Sandy, daughter Annie and longtime friend Bill Mettendorf — were about halfway through their 90-day cruising sabbatical from the Bay, and particularly enjoying diving at South Pass, one of the top diving spots in the Pacific. They'll be heading home sometime this month.

We never get tired of hearing about unusual encounters with wildlife. Cruiser (and noted artist) Michael French had one such back in April. He and his family (wife Erika, sister-in-law Veronica and daughters Sophia and Amelia) had anchored their



the Mexican Gold Coast and/or Sea of Cortez. The rest of the time, the boat is berthed in Mazatlan, where she's looked

Sophia Alessandra at Isla Isabel — the 'Galápagos of Mexico' — and were checking out the abandoned research center when they heard a 'whomp!' They turned around to see an iguana lying on the floor. It had either fallen or jumped through a hole in the roof. At first they thought it was dead — or soon would be. But after awhile, it came to and ambled off. Then it happened again with a different iguana! And again! "We witnessed this strange behavior over and over again, but none of the iguanas seemed to harbor any ill effects," French wrote. He and his family spend three months a year cruising



The folk 'n' reggae band 'That Captain' — "two dreads, one jock and a couple of hippies" — are finishing off a trimaran (inset) started 40 years ago. Marc Bourde is the dread in green.

after by, among others, Tyler Merchant of Dockside Services.

When the Northern California band 'That Captain' embarks on a world tour in 2020, it will be by boat. Specifically, the 50-ft Piver trimaran **Tatzelwurm** ('little dragon' in German). The fiberglass-over-plywood boat was started in Eureka

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ELEMENT

Here's something you don't see every day — a sailboat towing a sailboat . . . under sail! The Catana 471 'Element' is the star of this show. Look for the full story in next month's 'Changes'.

back in the '70s but never finished. Now Marc Bourde, along with some of his 'That Captain' bandmates and a group of volunteers, will complete that mission — and move on to the next. Bourde is no newcomer to music or sailing. In 2011, he and the band, then sailing a 26-ft sloop based in Galveston, completed 33 shows

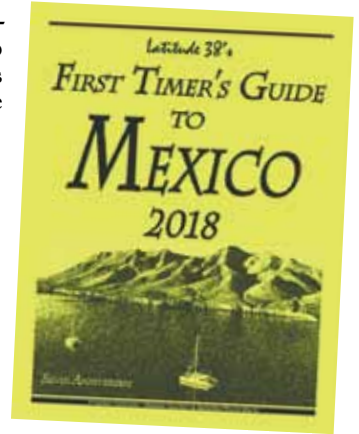
along 300 miles of coastline in South Texas.

As you may have read elsewhere in this issue, the Schmidt family of the Vancouver-based Catana 471 catamaran **Element** had a pretty interesting Puddle Jump. In fact, part of it was one of the biggest stories to come out of this year's event: coming to the aid of the disabled monohull *Vata*, and eventually towing that boat — almost entirely under sail — for six days and almost 700 miles to Hiva Oa.

But that wasn't the only notable story going on aboard *Element*. In a great illustration of the friendships that can be made cruising, Shaun, wife Sherrie and daughters Paige and Jordan, first met German cruisers Manuel and Nadja of the Reinke 10M (34-ft) **Manado** in Spain. Personalities meshed instantly, and the two boats ended up buddying together in Gibraltar, Morocco and the Canaries. *Element* and *Manado* crossed the Atlantic separately — then ran into each other again in the Caribbean and buddy-boated some more. When Schmidt asked Nadja and Manuel if they might want to come along for *El-*

ement's Pacific adventures, the German couple sold *Manado* and moved aboard! It's been one big happy family ever since.

A new and updated version of our popular booklet **First Timer's Guide to Mexico** has recently come off the presses. It covers pretty much all the 'need to know' stuff for both first-timers, and maybe a few seasoned veterans who haven't been back in awhile. Subjects covered include what gear we like, what boats to consider, phone service, documentation and other paperwork, suggested itineraries, weather, finding crew — even the current (and surprisingly modern) state of medical care in Mexico.



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CHANGES IN LATITUDES

An excerpt: "For cruisers, nowhere in the world are they more socially or group-oriented than in Mexico. Tenacatita Bay on the Gold Coast has even had a seasonal Cruising Mayor and Cruising First Lady — Robert and Virginia Gleser of the Alameda-based Freeport 41 **Harmony** — for 18 years. Unless you're a hermit, you'll make more friends in Mexico than you had back in the States."

The *Guide* will be available at our website by the time you read this.

On May 9, Bill Babington of the Liberty 456 **Solstice** crossed his outbound track off Bahia de los Muertos to complete a seven-year circumnavigation. Bill departed Redondo Beach in April 2011 and should be arriving back there about the time this issue hits the streets. Although he did a few



NICHOLAS CLARIS

They're not everyone's cup of tea, but cruising cats like this Lagoon 42 are becoming ever more popular among cruisers. Jimmy Cornell's research shows that multihulls currently make up 14-26% of the fleets of cruising boats visiting major ports, doing Panama Canal Transits, and participating in various sailing rallies, including the Pacific Puddle Jump.

passages with friends, "Three quarter of my trip around the world has been solo," he says. A hearty congratulations to you, sir! Your name has been added to our list of West Coast Circumnavigators.

There are many interesting statistics and trends that Jimmy Cornell references in his newest book **200,000 Miles**, (which we review elsewhere in this issue). One is that the number of cruising boats sailing the world's oceans seems to be declining. According to his latest surveys of cruiser-oriented ports (which he's been monitoring for 30 years), "the popularity of long-distance cruising may have peaked in 2010." He estimates that about 8,000 boats of all nationalities are currently cruising or voyaging now, compared to 10,000-12,000 in the first decade of the new millennium. Reasons for the decline may include political, economic and climatic changes (the latter leading to less predictable weather). The silver lining? "Attractive destinations have not been overrun by visitors and show no signs of that happening soon."



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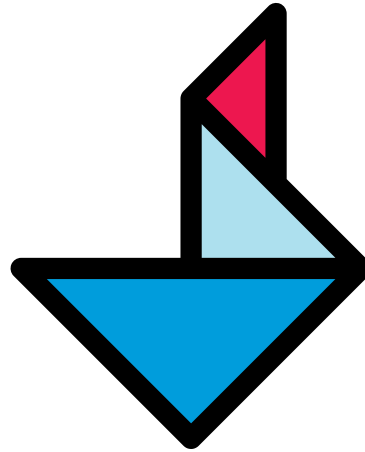
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14-FT BRAND-NEW RIB, 2018. Newport Beach. \$5,750. Hypalon RIB from China. Included in package: Bilge pump, oars, cover, stern light mast, cushions, steering wheel, steering cable, 4-switch panel, pump, repair kit, fuel tank, fuel gauge, built-in swim step. 5-year warranty on Hypalon. See <http://tinyurl.com/ycxkct8z>. Contact carsonreynolds@hotmail.com or (949) 290-3899.



10-FT WESTMARINE 310 HYPALON. RIB, 2012. Emery Cove Marina. \$1,750. Single floor. Cruise-ready, custom Sunbrella protective chaps, removable/retractable dinghy wheels, oars, seat, custom Sunbrella seat storage bag, lifting straps, pump, excellent condition, 15hp capacity, fast planing. Call! (209) 261-9617.



14-FT WHITEHALL SPIRIT & TRAILER. 2005. Marshall. \$8,500. Single scull with new trailer. Quality Canadian glass, teak, bronze, minimally used, excellent condition. Sculling equipment unused! Unused EZ Loader trailer. New cost \$17,450 without trailer. See <http://whitehallrow.com>. (415) 663-8336 or jerfishersmith@gmail.com.



19-FT GRAHAM SEA RANGER. Rowing Shell, Point Richmond. \$2,500. Fiberglass. Very good condition. Ready to row, double or single. Newer trailer, new cover and Sailtech dolly. (925) 699-1970.



17-FT WHITEHALL, 1980. \$7,000. 17' Whitehall Misty. Epoxy/hardwood. Excellent condition. Ready to row, double or single. Very light and strong. New boat cover, custom trailer. (925) 699-1970.



10-FT MINTO/WHITEHALL, 1990. Oakland. \$2,500. 9.5' sailing/rowing dinghy with beautiful hourglass transom. Minto is now built by Whitehall. I've owned this boat for 25 years. It was recently restored, new Awlgrip white hull, varnish, new sails and full boat cover. New Minto sells for \$6,500 without sailing gear. All gear for rowing and sailing is included. The boat has never been left out over the winter and has spent most of its life hanging in my garage. Contact (415) 552-6954 or davidjpeterston@comcast.net.



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24-FT BEAR BOAT POLA, 1939. Berkeley Marina. Best offer. BEAR No. 8. First hand-built BEAR, second-oldest BEAR on the Bay. Solid classic with racing history. Restoration at the Spaulding Wooden Boat Center, Photos and details: www.be.net/GregoryBlackburn. (415) 513-3539 or blackburnaia@gmail.com.

18-FT OSLO JOLLE, 1966. Berkeley. \$2,700. Solid 'Lapstrake' fiberglass dinghy, carbon fiber oars, excellent condition, fully restored - with EZ Loader trailer. Erling Kristofferson-designed, Norwegian-built. 550 pounds. Fun, stable, planes easily. Info and photos on S.F. Craigslist. (510) 316-6539.



18-FT MONTGOMERY, 1976. Napa, CA. \$3,000. Full boat cover, winter cover, depth finder, 2 anchors, portable head, and more. This is a SOLID boat, very safe and fun to sail.



19-FT OPEN 5.7 RACE BOAT, 2007. Redwood City. \$13,999 REDUCED. Challenging, versatile OD racer. 20-boat fleet on Bay. Competitive PHRF rating; Opens placed 1st and 2nd in the 2014 West-point Regatta. Three sets of sails. New rigging. Galvanized trailer. See more at www.theckathies.com/open570.

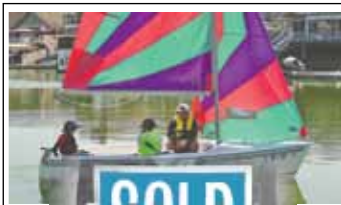


17-FT MONTGOMERY, 2017. Redding, Whiskeytown Lake. \$22,000. Excellent shape. Bluewater cruiser, room for 4. Beam 7'. Tanbark sails - main and jib. Comes with trailer, many extras, a must-see! Contact (530) 941-7722 or lcycap3@hotmail.com.

21-FT SEA PEARL, 2000. Sacramento. \$10,000. Cat Ketch. 2 rowing stations, leeboards, Honda 2hp OB, boat cover, tent cover for main cockpit, trailer. EC Challenge vet. (916) 712-9898.



24-FT PACIFIC DOLPHIN #299, 1978. Paradise, CA. \$14,000. Last sailed 2011 in San Juan Islands, Washington. Price includes trailer, 8hp Suzuki motor, 2 anchors, 2 rode. Lots of extras. Includes 10-ft Achilles tender with 4hp Mercury motor. Registration current. Good condition. Selling for health reasons. Email lulu2mcc@gmail.com.



14-FT MONTGOMERY, 1976. Redwood City. \$3,000. Full boat cover, winter cover, depth finder, 2 anchors, portable head, and more. This is a SOLID boat, very safe and fun to sail.

17-FT MONTGOMERY 17, 1977. Saratoga, CA. \$8,900. Reduced: \$7,900. Montgomery 17 with trailer. New 5hp Mercury OB with less than 10hrs, new bottom job, like-new mainsail, furling jib, cabin sleeps 3 in a pinch, with small galley, Porta-Potti, stove, BBQ, fresh-water tank, VHF, depth-sounder, swing keel with built-in shoal lead ballast. AM/FM/CD with speakers, battery with solar charger. Ready to go, no need to go to West Marine. She's a beauty! More at <http://montgomery17serenita.com>. Contact theerwagen@yahoo.com or (408) 667-2138.



16-FT CAPE COD CATBOAT, 2010. Carmel, CA. \$19,000. Fenwick Williams Catboat. Cedar strip-planked and fiberglassed on spruce ribs with extensive, finely varnished teak trim. Carbon fiber mast, spruce boom and gaff, custom Santa Cruz (Ullman) sail, 5hp Honda OB, all hardware traditional bronze. Galvanized, roadworthy trailer fitted with a telescoping hoist for easy mast stepping. This classic Catboat is fully equipped and beautifully maintained. See <http://cnsawyer.com/catboat>. (831) 595-1177, (831) 250-5799 or cns@cnsawyer.com.



24-FT J/24, 1977. South Lake Tahoe. \$6,500. The world's most popular one-design keelboat. Race-ready or cruise-ready. Great set of racing sails and cruising sails. Vermiculite removed. New main bulkhead. Bottom in very good condition and just painted. Very competitive hull. Comes with a trailer and an OB (great shape). Email dougpierni@hotmail.com.



22-FT BALBOA, 1980. Elk Creek. \$5,000. Main, jib, swing keel, oversized rigging, trailer, 18gal water, 18gal gray-water tank, sink, propane camp stove, anchor and chain and rode, pop top, whisker pole, stereo CD, 2 12v batteries with 50 watt solar panel, and 110 charger, electric trolling motor, 7.5hp Mercury OB (won't start), all LED lights, current regulator, Raymarine VHF with remote mic in cockpit, Hummingbird 798c chartplotter/fishfinder, with side scan sonar, round Origo railmount BBQ, lazy jacks. (530) 300-5331 or ducksoup64@wildblue.net.



14-FT WHITEHALL CLASSIC. Bolinas. \$10,000. Excellent condition, red sail, slide seat, fixed seats, 4 oars, tiller, rudder, fiberglass with teak. Road-ready trailer. See <http://MermaidHill.com>. (415) 868-1108 or Gerry@MermaidHill.com.



22-FT CATALINA, 1973. Carmichael. \$3,000/obo. Swing keel, several improvements including new bottom paint in 2016. Also included 2004 DHM single-axle trailer, Evinrude LS 7.5hp OB. Email owner for full details. (916) 342-2050 or skamurphy@hotmail.com.

25 TO 28 FEET



25-FT NORDIC FOLKBOAT, 1992. SF Marina. \$7,200/obo. US115 built in 1992 at Classic Boatworks in Richmond. Fiberglass hull, wooden cabin top and deck. Great condition. New windward sheeting traveler. Aesthetic charm of a wooden boat but maintenance benefits of glass. Fresh sails, full boat cover. Bottom paint, mast refinished 2017. Ready to race. 4hp Johnson OB. (415) 271-6267.

26-FT CONTESSA, 1978. Santa Cruz, CA. \$7,000/obo. Research at website: <http://bluewaterboats.org>. Tabernacled mast. Good-new sails: main, 4 jibs, spinnaker. Non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Good bottom paint over barrier coat. (831) 566-0442.



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25-FT FREEDOM, 1984. Coyote Point Marina, San Mateo. \$6,950. Round mast Freedom 25 catboat. New (main) sail 2016, new Pettit Trinidad bottom paint May, 2018. Gunmount spinnaker, 6hp Mercury, head, holding tank, Autohelm, VHF, stereo. Contact (707) 900-1070 or chrisburns_sanjose@yahoo.com.



24-FT S2 7.3, 1980. Marina Bay Yacht Harbor, Richmond. \$3,500. Masthead sloop. Fiberglass construction with aluminum mast and boom. Includes 2012 Nissan 6hp Sail Pro longshaft 4-stroke OB, very low hrs. Includes mainsail and new jib with roller furling. Lazy jacks to help control sail when raising and lowering. Marine VHF radio, compass, Autohelm and fathometer. (510) 237-3861 or donjarrell@gmail.com.

26-FT BALBOA, 1974. Antioch. \$6,000/obo. Project boat, 26-ft Balboa on restored trailer. New brakes, thru-hulls removed, sealed. New bottom paint, retractable keel, pivot bolt and support replaced and stiffened, new keel cable and attachment, and keel winch, rebuilt 8hp electric start, complete set cushions, complete set sails. If interior remodeling, topsides painting and basic wiring are your skill set, safe, comfortable historic Bay boat, online group support, make it be yours. (510) 828-0242, (510) 828-1082 or williampconroy@gmail.com.



28-FT TRITON, 1961. Vallejo Yacht Club. \$4,800. Needs TLC, bilge pump, haulout and general work. Great Bay boat and a forgiving boat. See at Vallejo Yacht Club. Has three headsails, two spinnakers, sleeps two. Contact (707) 249-2128 or paradime@sbcglobal.net.



26-FT MACGREGOR 26M, 2011. Richmond Yacht Club. \$23,000. 26-ft MacGregor motorsailer, 60hp Evinrude E-tech motor 2012, and MacGregor aluminum trailer with brakes 2011, package. Includes installed Garmin 421S chartplotter (GPS, US coastal charts, fathometer, speed over the ground, and heading), dual batteries, built-in alcohol stove, portable head, water ballast system. Used only 30 hrs from new, haulout August, 2017. Complete service and cleaning of boat and motor by Bay Marine. Bottom painted, new batteries installed. Reason for sale: owner is 83 years old. (925) 831-0666, (925) 784-9686 or oretga@comcast.net.

28-FT ERICSON, 1988. Coyote Point Marina. \$28,000. New bottom paint, well maintained, furling jib. Easy singlehanding, Universal diesel, shoal keel. (530) 832-1576 or romanek@earthlink.net.



28-FT CATALINA, Alameda. \$27,900. Well-kept yacht. All new standard rig and sails in 2016: new US Spars mast and boom, new Harken roller furling, new halyards, new stays. New Doyle 110 jib and mainsail. Rebuilt pedestal. Universal 3-cylinder diesel. Excellent family boat with open transom design for easy water access. Yacht sailed in Lake Tahoe until 2015. Clean modernized galley with microwave. Great condition for 1991 hull. (321) 947-4908 or nscnny43@aol.com.



27-FT CORONADO, 1972. Santa Cruz. \$6,000. Price reduced.. Must sell. Beautiful sailboat with 15hp 4-stroke Honda OB. Large cabin with dinette. Boat and engine owner manuals included. (831) 345-6162.



26-FT NONSUCH, 1982. Vallejo. \$36,500 REDUCED. Excellent condition. Hinterhoeller Nonsuch Classic. 26' LOA, beam 10'-6", draft 4'-6". Powered by a Westerbeke diesel, only 184 hrs on this engine. It has a Lewmar electric winch with rear cockpit controls, also a portable power winch to raise the sail, a Paloma water heater, Raymarine autopilot, two-burner propane stove with a built-in oven. Smoke plastic hatch top, also smoke plastic hatch doors and upgraded electronics. Please feel free to call or email me if you have any question or want to see more pictures. Contact (415) 706-0148 or Fir_r_e@prodigy.net.



27-FT CATALINA, 1978. Santa Cruz. \$6,500/obo. The motor is a 2013 Yamaha OB, like new. The bottom was painted in April 2016 and is in excellent condition. Tabernacled mast, VHF radio and depth-finder, mainsail, 110% jib, 150% genoa, cockpit cushions, stern perches, more cup holders than necessary and a BBQ. Contact bonnie619@yahoo.com or (831) 431-0773.



25-FT OLSON, 1985. Paradise Cay Yacht Harbor. \$11,000. One of the nicest Olson 25s anywhere. Completely refurbished. Turnkey boat. New Honda engine. Bottom job in late 2017. Roller furler, with new sail. Good main. New deck hardware. New running rigging. Furuno chartplotter/GPS. Much, much more. Call for details. She will not disappoint! (415) 847-3764 or captain.mikestanton@gmail.com.



25-FT CATALINA, 1979. Folsom Lake Marina. \$5,000. Swing keel sailboat. Great condition. Envinrude 4-stroke 9hp OB, EZ Loader trailer, 2 anchors, 3 sails (180% genoa, 120% genoa, main with cover), Porta-Potti, Origo alcohol 2-burner stove, battery with solar charger, VHF radio, pop top camper enclosure, fenders, lines, boat hook, life jackets. Clean cockpit and interior cushions in good shape. Electric water pump for galley. Solar vent, swim ladder, grill, stereo, and more! She is in Folsom Lake Marina. Please email. Priced to sell at \$5,000. (916) 320-7026 or kraskevanlan@yahoo.com.



25-FT OLSON 25, 1984. Sausalito. \$10,000. Great Bay cruiser/racer. Good overall condition. Pacific Cup vet, 2 mains, 2 spinnakers, 5 headsails. Built at Pacific Boats in Santa Cruz. Nissan OB, stove, coolers, anchor, new cushions. Contact mike@thecanvasworks.com or (510) 224-0049.



26-FT DAWSON, 1975. Red Bluff, CA. \$7,500. Dawson 26 swing keel center cockpit cruising ketch. Sleeps 4, propane stove, Coast Guard legal head, Yanmar 8hp diesel, Lee cruising sails Tanbark color. Forward and aft cabins. V-berth and quarter berth in main cabin, two quarter berths in aft cabin. Wheel steering, compass, VHF Radio, depth/knotmeter/log. EZ Loader trailer. Freshwater last 32 years. Great Bay and coastal cruiser. Contact (530) 949-1332, (530) 529-2326 or bd2012douglas@gmail.com.



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28-FT PEARSON, 1986. Ballena Isle Marina. \$13,900. Pearson 28.5. New standing rigging, bottom paint (2017) 20hp Yanmar diesel, roller furler. Marine head, shower, ice box, and alcohol stove. More photos available. (925) 895-9880 or roy_smith711@att.net.



29-FT J BOAT, 1985. San Diego. \$9,900. OB, 20 sails, spinnaker pole, spare rudder, assorted pulleys and hardware. Price lowered each week until a sale. (808) 462-9325 or junk@7wires.com.



30-FT SAN JUAN CLARK, 1977. Napa. \$14,000. Will sell fast and bargain. Set up for singlehanded, racing or a minimalist liveaboard. Ready to sail. Low mileage on inboard. On hard in Napa. See <http://svgoldstar.com>. (530) 906-2571 or mfray935@gmail.com.



30-FT NEWPORT 30 II, 1978. Richmond. \$21,500. Motivated seller! Continuously upgraded. Most big-ticket items rebuilt, replaced or improved. A great racer/cruiser ready to race the Bay, or cruise the Delta and beyond with your family. Set up for easy singlehanded sailing. Great liveaboard. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple main, folding prop, diesel, rigging replaced, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.

29 TO 31 FEET



30-FT WYLIECAT, 1995. Moss Landing Harbor. \$60,000. Yanmar 1GM10 diesel, carbon mast, Pineapple carbon sail, new (2017) Dacron sail, Icom VHF, Garmin GPS plotter, Raymarine ST60 speed and depth, Raymarine XP5 and ST2000 autopilots with wireless remote, Fusion iPod stereo, LED lighting, AGM batteries, Xantrex LinkPro battery charge monitor, shorepower, battery charger. New bottom paint (Sept. 2017) and professionally cleaned on regular basis. Serious callers please contact Bruce. (831) 768-8482 or barbandbruce@att.net.



30-FT CHEOY LEE BERMUDA, 1965. Berkeley. \$4,000. Amazing deal! Priced to sell. I just don't have the time to sail anymore. Classic teak sloop. Sweet boat. Volvo MD7B diesel, VHF, depthsounder, knotmeter, new batteries, 4 sails, large cockpit, needs some work: brightwork, some electrical, rigging update, topsides paint. Contact (510) 847-9572 or pschettig@gmail.com.



30-FT KNARR, 1985. Tiburon SFYC. \$34,500. Danish Borresen Knarr, 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. See http://sailboatdata.com/viewrecord.asp?class_id=160. Call (415) 425-4300.



30-FT CATALINA 30, 1983. San Francisco. \$24,500. Universal diesel, wheel, dodger, pushpit with "princess seats". New main, 120% genoa on furler, symmetric-spinnaker. New: running rigging, AGM batteries, LED lighting, speakers, fridge, etc. See ad in craigslist. (231) 287-5342 or dktesla3@gmail.com.



29-FT ERICSON, 1970. Loch Lomond Marina. \$12,000. Designed by Bruce King and built by Ericson Yachts. Spacious interior, excellent coastal cruiser. A safe, heavy displacement masthead sloop to handle SF Bay conditions. Strong Yanmar GM20F two-cylinder diesel starts easily and provides plenty of power. Harken roller furling, newer Harken self-tailing winches, boom vang and traveler, tiller-pilot, lines led aft to cockpit. New depth sounder, VHF, batteries and dual-bank charger. Brightwork newly refinished, upholstery in good condition. Contact (415) 233-0842 or (415) 747-4414 or rjonesthree@comcast.net.



YANKEE 30 MK I, 1971. Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See website: <http://yankee30.net>.



30-FT CATALINA CAPRI, 1985. San Diego. \$7,500. Boat is well maintained, new bottom paint Feb. 2017. Fun, fast boat, easy to sail. Set up for offshore single/doublehanded sailing. Singlehanded TransPac Vet. (2014-2016). Lots of upgrades and equipment. Email for a full detail list: barry19872000@yahoo.com.



30-FT RAWSON 30, 1975. Ventura. \$26,000. A compact, sturdy cruiser. Easy to handle and economical to maintain for singlehander, couple or small family. History of cruising and liveaboard. 6'2" headroom. Yanmar diesel, new sails, Aries vane self-steering, roller furler. Reefing lines led to cockpit. Solar panels allow comfortable living aboard. Refrigeration, radar, chartplotter. All systems refurbished and ready to go. Inventory list, photos, survey available. Great value in well maintained inventory! (530) 885-1424 or Wfschell53@gmail.com.



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32 TO 35 FEET



35-FT COOPER PILOTHOUSE 353. \$33,000/obo. Spacious, coastal cruiser, liveaboard, 67hrs Kubota Beta 38hp diesel, V-drive, dodger, furler, lazy jacks, new Lewmar, portlights and custom wood. Interior upgrades and upgraded rigging. H2O heater, thru-hulls, ST winches, epoxy bottom. Below market price. (415) 713-6876.



33-FT SOVEREL, 1983. Richmond. \$15,000. Fast, fun best-priced Sovarel on market. Florida-built, 6.6 Yanmar. On trailer stored last 7 years, full set of sails. Everything works, new hull and bottom finish. Photos available. (510) 693-0332 or philip.f.lovet@gmail.com.

35-FT ERICSON 35 MK II, 1973. Coyote Point Marina. \$23,000/obo. New 25hp diesel and transmission (120 hrs), new electrical system, radar, autopilot, roller-furling jib, spares. Email 4myeyes45@gmail.com.



35-FT CRUISING KETCH, 1947. Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Saab diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolfteart@gmail.com.



35-FT HINCKLEY PILOT, 1963. Sausalito. \$29,000. Nice classic Hinckley Pilot 35. S&S design, 35'10", fiberglass. 4-108 diesel inboard. Sloop rig. Bottom paint 3 months old, fresh varnish on brightwork. Great boat. Contact (707) 480-0365 or Fginn@aol.com.



33-FT SYNERGY 1000, 1999. Marina del Rey. \$59,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2018 H1 jib. 2017 main, AP jib, Code 0, and 2A spinnaker. 2015 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or john@jstaffarchitect.com.

34-FT CATALINA, 1989. Sausalito. \$49,000. Excellent condition. Full electronics, radar, autopilot. Extra sails. Spinnaker. Dodger. Bimini. New wiring throughout. New batteries. Singlehand setup. Everything works. Maintained by professionals. Updated rigging, traveler, etc. Too much to list. (415) 636-1786 or Rj1975s@gmail.com.



35-FT ERICSON 35 MK II, 1979. Marina Village, Alameda. \$21,500. Solid well-built boat, originally from Stockton, now in Alameda. Yanmar diesel, three-blade prop and Martec two-blade folding prop. Like-new Pineapple main, Quantum spinnaker, dodger. Autopilot, microwave, hot, cold pressurized water, refrigeration, VHF radio, AM-FM cassette, alcohol stove. Extra gear, sails, parts, tools, lines, BBQ and anchors. (209) 603-7204, (209) 464-0983 or almaas@sbcglobal.net.

33-FT HANS CHRISTIAN 33, 1982. Honolulu, HI. \$65,000. MX and South Pacific vet *NAKIA* is for sale. Complete, ready cruiser. Many upgrades. Custom modifications. See pictures in the URL, one of a kind: <http://svnokia.blogspot.com>. (808) 990-5729 or svnokia@yahoo.com.



32-FT HUNTER VISION 32, 1991. Berkeley Marina. \$38,000. Hunter Vision 32 for sale in great condition. This is Hunter's freestanding rig design, similar to Freedom, Wylie, Nonsuch, etc. Also comes with asymmetrical spinnaker and sock and handles beautifully in the SF Bay and in coastal sailing. Beautiful interior, can sleep 6 comfortably, galley, head, shower, Yanmar diesel engine, well maintained. She is in fleets of Berkeley YC and Los Angeles YC as *Pearl* and is known at guest docks of StFYC leading cruise-ins. Selling because we have two Hunter Visions and can only keep one. You'll love her! Survey available. New Selden boom, vang and maintenance has been done by KKM. (925) 360-8679.



35-FT OHLSON YAWL, 1959. Bellevue, WA. \$20,000. One owner since 1986. Mahogany on oak, Sitka spruce spars, Westerbeke auxiliary. Extensively rebuilt. Vast sail inventory, full boat cover. *Aeolia* is a capable cruiser, veteran of 1,000 races including 11 Swiftsures and still racing in the Seattle area. Owner is now 80 and needs to slow down. Recent survey available. Email chrisbuchsel@comcast.net.



35-FT ERICSON, 1974. South San Francisco. \$20,000/obo. Great sailing shape for the Bay Area. Diesel engine. It has been a great liveaboard for the past 8 years. Contact (415) 248-6476 or pplanqc61@hotmail.com.



32-FT ARIES GILMER SLOOP, 1974. San Diego. \$45,000/obo. Cruising sailboat. Westerbeke 30, 1,500 watt inverter with Link 2000, 4 solar panels. Tow generator, 2-burner stove, oven, Force 10 cabin heater, Adler/Barbour fridge/freezer, Pur 40 watermaker, Icom 700pro, JRC 2000 radar, Monitor windvane. Much more. To see boat, by appointment only. (928) 514-7018 or sailsecure@frontier.com.

34-FT CATALINA, 1989. Alameda. \$46,500. Well maintained, 34' wing keel. Rigging replaced 2014. Standard main w/Lazy Mate stacking system. 110% jib. 23hp engine. LOA: 34.5, LWL: 29.83, beam 11.75'. Displacement: 12550, clearance: 49.58, ballast 5600lb. Contact (239) 595-9652 or pdnervo@gmail.com.



32-FT WEATHERLY, \$45,500. Reduced!. Gilmer sloop built to be cruised, encompassing the necessary design and structural features. *Equinox* could be a reasonable liveaboard for those working in the Bay Area or preparing for cruising. See <http://bit.ly/2tGxn1Q> or (360) 316-1421.



34-FT C&C SLOOP, 1980. Brisbane Marine. \$26,500. Beautiful reconditioned cruiser/racer. Newer engine, hull repainted, sails good, extensive electronics. Joy to sail! For details look up URL and click on photo of boat. See <http://carlrabb.blogspot.com>. (408) 234-5359, ext. Carl or carlrabb@mail.com.

32-FT PEARSON VANGARD, 1964. San Rafael. \$17,000. Diesel powered, 500 hrs, Edson helm, 4 sails, interior original with new upholstery, varnish, canvas covers and duster. Photos available. Contact (415) 297-7618 or tom.spear@att.net.

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ERICSON 35 MK III, 1983. San Rafael. \$23,000. Selling as-is. Major jobs done (new paint, mast step, etc.) on board but needs additional work and TLC. Excellent sailer/cruiser for open water and Bay. (415) 465-9110, (415) 299-2962 or pbohns@yahoo.com.

36 TO 39 FEET



39-FT CAL 39 MK III, 1983. Marina Bay Yacht Harbor. \$52,500. Go offshore ocean racing or cruising. The boat has everything you need. HO alternator, charger/inverter, refrigeration, watermaker, SSB, AGM batteries, belowdeck autopilot, Cape Horn windvane, barbecue, lines led aft, Harken mast track, StackPack and lazy jacks, Harken roller-furling jib, lots of sails, spinnaker poles, NFM portlights, custom mattress in the V-berth, new stove, custom water and fuel tankage, new dodger, solar panels, custom lee cloths, manuals, new bottom job, new mast wiring and lights. The list goes on. (510) 435-6104 or home@lavanaway.org.

39-FT FREYA, 1978. Brisbane. \$60,000/obo. Hawaii and Mexico vet. Yanmar diesel, Profurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



36-FT CATALINA 36 MK II, 2000. Marina Village. \$129,900. Must see! New sails this week! Previous main and jib in excellent condition. Updated: windlass, Tecma electric head, 540 amp hrs of gel batteries, radio, satellite Directv, satellite radio and weather, full removable cockpit shade, custom engine OB hoist, stainless jerry can rails, new reefer, new stuffing in cabin cushions in Ultra-leather, 3500 engine service with new this month injector pump, new belt, new heat exchanger, new exhaust elbow, Max-Prop, stainless shaft, PYI driplless, E80 and ST60+ all in perfect working order, new cockpit speakers, solar power, upgraded blocks and clutches, Ample power with 60 amp charger and 2k inverter. Spinnaker rigged. Tall rig, fin keel. (415) 302-0101 or jeff@fogcty.com.

39-FT CAL 39, 1979. South Beach Harbor. \$49,000. Well maintained. Fast, strong, stable sailing. Encapsulated keel, wheel steering. Perkins 4-108 diesel engine. 60 gal fuel tank, dual Racor fuel filters. Barient #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer, three-burner propane stove, microwave. Diesel heater. Beautiful teak interior. USCG documented. (415) 621-1381 or dc.conely@gmail.com.



37-FT BENETEAU FIRST 36.7, 2005. \$79,000. Deep keel, rod rigging. New Hood main StackPack with lazy jacks, new cockpit cushions and helm station cover, new Sony AM/FM stereo with cockpit speakers, new Raymarine chartplotter at helm, new Raymarine autopilot EV200. SIMRAD radar/chartplotter at navigation table, new ACR 406 Global Fix Pro EPIRB, new Garmin InReach EPIRB, Volvo diesel serviced in April 2018 by Svendsen's, new bottom paint and zincs April 2018, Dacron main and genoa Harken furling, Quantum asymmetrical with ACR sock .06oz, Quantum symmetrical .75oz, Quantum symmetrical with sock .6oz, carbon fiber spinnaker pole. 155% Kevlar genoa Quantum, #3 Kevlar jib Quantum, 105% Kevlar jib Quantum, storm jib, Lifeline 12V GD20 glass mat batteries. (925) 323-0057.



36-FT CAPE GEORGE, 1978. Gig Harbor. \$120,000. Millie is a fully yard-built Cape George 36, launched in Port Townsend in 1978. She has been impeccably maintained with all major systems updated. See <http://capegeorge36millie.weebly.com> or (253) 851-2707.

37-FT BENETEAU, 2013. Richmond. \$149,500. Has 3 good sails, main, genoa and jib. Dodger, new StackPack, Strong track, additional extra-large house battery, folding prop and well maintained vessel. Bottom paint last year. It's been sailed in a local sailing club for the last 3 years. I have all the maintenance records and additional equipment that was added. Easy to sail and the boat was set up for the strong winds on the San Francisco Bay. (415) 690-9923 or basailor@comcast.net.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see website: <http://tinyurl.com/ydafem9g>. Patrick, (831) 238-5697 or svaughter@aol.com.



36-FT CAL CRUISING, 1988. Oahu, HI. \$20,000/obo. Lapworth design. Well founded, pocket cruiser. Email for more info: aeolus99@yahoo.com.



36-FT LAPWORTH, 1960. San Francisco Bay. \$40,000. One owner 40 years. Extensive restoration, continuously and conscientiously maintained. All systems updated. Twice winner of SF Wooden Boat Show Stone Cup, "Best in Show". See website for photos of this beautiful yacht. John Hamilton and Carol Leonard. See <http://hamiltonsfo.wixsite.com/website>. Contact (415) 821-4731 or HamiltonSFO@gmail.com.



36-FT CAPE DORY CUTTER, 1979. San Mateo, CA. \$39,000. S/V *LaBaleine*, hull #10. From the board of Carl Alberg, NA. A solid classic, with the big 50hp Perkins, quality sails and many upgrades: complete standing and running rig, stay furler, storm sail, hard dodger, chart, AIS, Icom M802 SSB, Icom 506DSC VHF, EPIRB, Hydrovane, wheel pilots, radar, gel banks, alternator charger monitor, 130W solar, 12V breaker, NMEA 2000 bus and lots more. Climb aboard! www.wgreggjohnson.com. (415) 994-2886 or wgreggjohnson@gmail.com.



37-FT EXPRESS 37 JUNO, 1984. San Pedro. \$49,500. Price Reduced.. SF Bay favorite, Santa Cruz-built Express 37, Hull #3, Located San Pedro. Very good inventory race or cruise. Good Dacron main plus 3DL racing main. Harken roller furling with Dacron 115% roller jib. Full racing spinnaker and headsail inventory. 2 Cyl. Yanmar, recently serviced, Martec prop. Very clean, well maintained throughout. Tacktick instruments, GPS interfaced with Autohelm autopilot. Tiller and new rudder design. Ready for PHRF racing, Catalina cruising, or one-design racing. Contact owner. Contact (310) 547-3929 or DaveCort@hotmail.com.



38-FT ERICSON, 1986. Emeryville. \$62,500. Meticulously maintained and upgraded. Over 30k invested in the last year including new rigging & furler by Easom Rigging, bottom painted 05/18. 1780 hrs on 32hp diesel. Includes Max Prop, electric windlass, refrigeration, North main and jib, spinnaker. Lines run to cockpit, SS Wells arch with davits, dodger, bimini, hydraulic autopilot, 6 AGM 31 batteries, 100Amp Balmar alternator; Icom 802 SSB, Icom 602 VHF, and more. See <http://tinyurl.com/y9wyex7k>. Email TFitz@jhfoak.com.



39-FT CAL 39 MK III, 1982. Richmond Yacht Club. \$56,000. Mexico vet. Ready to go again. Custom features and upgrades. Newer engine. New standing rigging. Custom anchor locker and windlass. Oversized Harken furler. All sails in great shape. New dodger. Epoxy barrier coat. Hydrovane self-steering plus autopilot. Stout sea boat. Safe, comfortable cruiser. More pictures upon request. (425) 765-2456 or ebmorgan50@yahoo.com.



36-FT C&C, 1978. Corinthian Yacht Club. \$20,000. Great Bay boat. Beta Marine 38 engine installed 2009. Rod rigging replaced in 2003. Retiring from sailing. Contact stephen@get-shipshape.com or (415) 847-6707.



36-FT ERICSON 36C, 1976. Marina Bay. \$30,000. Prettiest girl at the dance! Cutter rig, Universal diesel, North Sails in very good shape with fresh sacrificial covers, headsails on Harken rollers, Ideal windlass, solar, wind, new sink with stainless countertop, new instruments. Recent professional work - mast pulled and completely refurbished, g-10 mast step, standing rigging replaced, all new bronze seacocks with g-10 backing plates, rebuilt rudder and shoe. Fun liveaboard for 15 years. Some interior projects needing completion. shearwater4sale@gmail.com.



39-FT CAL, 1972. San Francisco Bay. \$30,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinnakers. Has Barent winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self steering, etc. (928) 646-0166.



38-FT OHLSON, 1970. Turnkey cruising machine, lovingly customized and cared for. Buy the refinements of 28 years of cruising experience. Save years and thousands with this kitted-out boat. Currently enroute from NZ to US West Coast. See more at <http://romanystar.com>.



37-FT RAFIKI, 1978. Morro Bay. \$59,000. Very nice boat, very nice condition, very well equipped. Chartplotter, AIS, radar, autopilot, TV, microwave, heater, 2 dinghies, 2 OBs, liferaft, 3 anchors, windlass, spinnaker, extra sails, Force Ten stove, refrigerator, heater, new propane system, composting head, hull stripped and rebarrier coated, new canvas, repowered with Yanmar 38hp. A beautiful bluewater cruiser recently returned from Mexico ready to go again. Contact (760) 464-8332 or jeffcwass@gmail.com.

40 TO 50 FEET



42-FT TAYANA VANCOUVER CC, 1984. San Carlos, MX. \$99,800. Cutter, hard dodger and hard bimini, fully battened main, new stove, new standing/running rigging, Perkins 4-236 (85hp), genset, autopilot, refrigeration, safety extras, perfect bluewater cruiser. (520) 955-4154 or nautpegleg@cox.net.

42-FT CATALINA 42 MK II, 1999. Marina Village. \$138,500. 2 cabins, Mexico veteran, watermaker, solar, custom cabinetry, autopilot with wireless remote, spinnaker with Selden bowsprit, 135% and 110% headsails, davits, SSB, Rocna and CQR anchors, 250' chain, electric windlass, anchor washdown, Raymarine electronics, 2 electric heads. Great cruising boat! (408) 666-5042 or inatabak@yahoo.com.



44-FT F&C 44, 1979. Morro Bay. \$59,000/obo. German Frers-designed and built. Beautiful go-anywhere bluewater cruiser. Low hrs on rebuilt Perkin 4-108. Needs TLC, equipment upgrade, repaint. Sister ship offered for \$119K. (805) 235-4046 or tackorjibe@gmail.com.



40-FT LANCER MOTORSAILER, 1984. Sausalito. \$84,900. LOA 38'-10". Center cockpit. 61hp Volvo diesel. Roller furler, main and headsail. Two staterooms, one with walk-around centerline queen bed w/new memory foam mattress. Sails like a dream and motors 9+ knots. Recent in-slip refit. New: running rigging, bimini, dodger, and boom tent, varnished sole (floor), white leather seats, foredeck lay-down mattress, Racor 500, electric head, chartplotter. Perfect for a big family or share with two families. Partnership may be considered. GrantatSail@gmail.com.



47-FT CHEOY LEE CLIPPER. Schooner, 1972. Jack London Square. Reasonable offer. Lovely, proven passagemaker, easily handled in all conditions. One of two of the Clipper 42 hulls outfitted with a schooner rig. Bulletproof GRP hull with Sitka spruce masts, booms, bowsprit. Teak decks, coach house, interior. Significant work recently completed including new 316 stainless standing rig, rebuilt hull and keel joint. Motivated seller hopes to find good home, transferable moorage available. (510) 435-3819 or tag@cpan.org.

47-FT OLYMPIC, 1975. Malta. \$125,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



42-FT TARTAN, 1981. Alameda, CA. \$70,000. Sparkman & Stephens just know how to make a boat look good and sail well. The Tartan 42 is a prime example of their expertise. *Balaena* has been through a recent refit in preparation to go offshore cruising. Her owner has checked and upgraded the boat well for his intended journey. His change in plans makes this a vessel that is ready to go. A list of upgrades includes: new Monitor windvane, mast pulled and updated with new standing rigging, electrical wiring, LED tricolor, LED spreader lights, new Doyle mainsail, new Hood spinnaker, new Doyle trysail, new solar panels, new Raymarine chartplotter, new lifelines. See <http://tartan42.wixsite.com/website>. (646) 460-4601 or denasc1234@gmail.com.



44-FT VOYAGER, 1979. Emeryville. \$77,000/obo. Great liveaboard and sailer. Center cockpit, cutter/ketch rig. Only 3-owner boat. 2016 haulout. Contact me for more info and to make a deal. (516) 695-3517 or fristlight516@icloud.com.



40-FT LADY HELMSMAN, 1979. Santa Cruz. \$35,000. Racer/cruiser. Haulout in September 2017, furling headsail, Dutchman flaking system, Volvo Penta saildrive, quarter berths, V-berths, galley, nav station, new head, Autohelm, swim ladder, OB mount. Contact (831) 332-5750 or Mavtro@hotmail.com.



44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$112,000. *Donna Rose*. 7 sails. Too much to list. Full list of equipment and maintenance records upon request. Located Mazatlan, Mexico. Email captnrick@hotmail.com.



46-FT CAL 2-46, 1973. Marina San Carlos, Sonora, Mexico. \$42,500/obo. We have cruised *Kohola* 20 years, from the East Coast Maine to Florida, thru the Caribbean, Panama Canal and into the Sea of Cortez. She needs younger owners who can continue to enjoy the cruising lifestyle. Her location, central to Sea of Cortez cruising, is a safe 4 1/2 hrs from the Arizona border on Federal Hwy 15. Will consider smaller boat plus cash. Make offer. Email manner33518@mypacks.net.



43-FT BRUCE ROBERTS CC KETCH. 1989. Morro Bay. \$45,000. Strong, well-equipped passagemaker in fiberglass. ProFurl main, mizzen and foresail. Strong Perkins 80hp diesel and 10kw Yanmar gen set. Watermaker, washer/dryer and A/C need servicing. (805) 674-0678 or captj@charter.net.



43-FT C&C SLOOP, 1973. Sausalito, CA. \$120,000. Fully restored. Cruise-equipped with 75hp Turbo Yanmar. Lying in Sausalito Yacht Harbor slip that is potentially transferable. Call Captain Marco. (415) 987-1942 or captainmarco@cs.com.



47-FT COLIN PHILP, 1989. Emeryville Marina. \$79,500. Philp 47 steel cutter. Beautifully built, round bilges, stainless cap and rails, excellent condition. Hawaii and British Columbia (x2) veteran. Yanmar 1,200 hrs, refit in 2008 (full rigging, mast and boom) and 2012 (all electronics, autopilot and complete Edson steering system, shaft and prop), new Awlgrip 2015. Exceptional serious cruiser and very comfortable liveaboard. Serious inquiries only please, email preferred. Contact (415) 488-0218, (415) 999-2270 or sjr90@comcast.net.



CLASSIC BOATS

25-FT CHOEY LEE VERTUE, 1956. Alameda. \$14,000. Laurent Giles' storied masterpiece, 10,000 lbs of solid craftsmanship. Teak planking riveted to ipol frames. Sisterships at website. Newer epoxy/plywood deck. Low hr 12hp Westerbeke diesel. See more at <http://VertueYachts.com>. (707) 845-8869 or m.j.mulderig@gmail.com.



50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$495,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in.the.wind@icloud.com.



37-FT ALDEN SCHOONER, 1926. Keyport, WA. \$89,900. Beautiful and completely restored classic Alden schooner. Fast and nimble in Bristol condition. Full sail inventory and custom winter cover. Ready to cruise or race. Must see! (360) 779-6658 or rufyannemv@yahoo.com.



48-FT NAUTITECH 475, 1996. Portland, OR. \$112,500. Complete structural refit to bare hull. Awlgrip exterior and Inter-Protect barrier coat bottom. Interior faired and primed, with some Awlgrip topcoat. Needs interior build-out and equipment re-installed. Detailed information on website: <http://sailorsparadise.com> or email n475@sailorsparadise.com.



27-FT CORSAIR F27, 1991. Alameda. \$35,000. Racer or performance daysailer trimaran. 3 jibs, spinnaker, autotiller, no trailer, new rigging, 8hp Yamaha, depth/speed instruments, stereo and cockpit speakers, and much more. See <http://tinyurl.com/ybj86vpf>. Contact (510) 243-8040 or mysticforsale@gmail.com.

POWER & HOUSEBOATS



107-FT ARMY TUGBOAT, 1955. Sausalito Yacht Harbor. \$1,299,000. Price Reduced. Spectacular, expanded and converted 4-bedroom tug in premium downtown slip. Breathtaking 360-degree views. 5-minute walk to everything, including SF ferry. See website for full presentation: <http://sausalitotugboat.com>. Contact info@tugboatowatonna.com or (707) 307-5476.

MULTIHULLS



28-FT TRADEWINDS. Trailable Trimaran, 1970. Santa Rosa. \$5,000. Production molded FG hulls, saildrive, aluminum spars. backyard project, needs interior, lots of gear. Must move ASAP. Search Google for pics. Baja cruiser. Picture is a sistership. Contact (707) 696-3334 or john@windtoys.net.



46-FT HUGO MYERS CATAMARAN. Santa Rosa. \$60,000. Going through refit, mast, boom sails, engine, hatches, ports. Balsa core molded hulls, WEST System wood/fiberglass construction, 17K lbs. Project boat. Trailer included. Cruise in a year? Contact (707) 696-3334 or john@windtoys.net.



47-FT CATANA, 2001. \$425,000. Catana 471 (owner version). Ideal cruising cat, lying Newport Beach. Cabo, Hawaii, Marquesas, Tuamotus, Tahiti, Fiji, NZ all await you downwind. (707) 235-5958 or brewmar@gmail.com.



46-FT INGRID, 1970. Astoria, OR. \$40,000. Cutter-rigged Ingrid, mahogany on oak. 38' on deck, 46' O.A. radar, autopilot, color plotter, refrigeration. Excellent offshore boat in very good condition. (503) 717-0393 or fairanne68@yahoo.com.



43-FT GULFSTAR CC SLOOP, 1979. Marina Guaymas. \$150,000. New motor, sails, prop, hull painted, bottom painted, watermaker. Autopilot, HD Radar, E7 MFC, solar panels, wind generator, roller furl main, genoa, AIS, 9ft dinghy, 5hp motor. (415) 717-2633 or Fcgmc@lmi.net.

51 FEET & OVER



53-FT GIBSEA SLOOP, 1992. Lying in Tahiti (French Polynesia). \$135,000. 2 cockpits, 5 cabins, serious bluewater boat, sailing around the world for 20 years, used 2 months/year, very good condition, highly continuously maintained (\$220,000 expenses last 10 years, new teak deck, new Awlgrip, new sail, dodger, bimini, rigging checked every year, main engine 92hp 2500 hrs). Ready to go. (415) 601-5001 or apatel425@icloud.com.



57-FT DUTCH KETCH MOTORSAILER. 1962. Port Ludlow. \$295,000. Builder: Aalsmeer Yacht Inc./G.J. Dekker Design. Mid-cockpit, oceangoing, full keel, teak decks. Perkins 6-cylinder, 354 cu. generator 8kW Onan, SS refrigerator, freezer, 2 heads, full shower, watermaker, autopilot, 2-100 gal Monel fuel tanks. A/C, heating system. Aft davits for dinghy, many sails. New aft cabin built in 2014 by Cunningham and Co., Port Townsend. Inventory too extensive to list. Ultimate cruiser for Northwest waters. (360) 821-9063 or (360) 301-9002.



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$149,000 CDN. Builder Camper & Nicholson's to Lloyds specs. Solid GRP, Truster Dive compressor. Fuel 400gal, water 400gal plus maker. 2 heads, sleeps 8, etc., etc. (778) 941-5090 or westbynorth@gmail.com.



46-FT LYMAN MORSE, 1983. Newport Beach, CA. \$149,000. Hull #8 of the Seguin series, designed by Sparkman & Stephens, built in Maine. A veteran blue water cruiser that is set up to be sailed by two but comfortable with four. Solar panels, watermaker, 160 amp alternator, oversized battery bank, 180 gallon diesel, 2-20 lb. propane tanks, washer/dryer, and much more. Contact (949) 515-5150 or aitchhamilton@outlook.com.



42-FT COLVIN GAZELLE, 1976. Sausalito. \$70,000/obo. Colvin Gazelle junk rig schooner. Pro yard-built by Greenwich Yacht, BC. Good and solid, new wind generator, solar watermaker, all new electric, over 600 charts, more cruising gear than can list. Sabb 2hp engine needs work. Sails new and old complete set of plans. Contact capttangram@gmail.com or (415) 879-5979.



47-FT ALUMINUM. Bluewater Cruiser, 1983. Bodega Bay, CA. \$175,000. Custom cruiser designed by the late, great Gary Mull. Fast, comfortable, strong. Great cruiser for around the planet. Professionally built hull to open-ocean standards. See <http://muchogustosailing.wordpress.com>. Contact (925) 948-5613 or ed.witts@gmail.com.

40-FT CATALINA 400 MKII, 2001. Marina Bay SF. \$122,000. One owner, lightly used, never raced, fin keel, Yanmar engine. 100 Hrs. Nice condition. Custom interior fabric. Health forces sale! NO brokers please! Contact (415) 740-2056 or Sudietoo@aol.com.





29-FT DYER 29, 1987. Seattle, WA. \$79,900. East Coast lobster boat. Fiberglass hull, fiberglass trunk cabin with hardtop, Volvo turbocharged diesel 200hp, new fuel tanks, Wallas diesel stove, Isotherm refrigerator, Lewmar windlass, cabin heat with fan, swim platform, radar, GPS, plotter, depthsounder, Icom VHF, shorepower, battery charger, head with holding tank, canvas sides and back with vinyl windows, mooring canvas, custom double-axle trailer in 2015. (206) 992-7091 or lloydbauer@hotmail.com.



36-FT STEPHENS, 1955. Alameda. \$28,500. *Tragic Magic* cabin cruiser. This is one of Stephens Brothers' best-looking vessels. Mahogany construction, well maintained. Twin 350 Chevy 'V'-drives, recent extensive haulout and wiring upgrades. Full service documentation available. Email ccsedco@aol.com.

PARTNERSHIPS



40-FT LANCER 1984, CC MOTORSAILER. Sausalito. \$44,500. 50% equity partnership. 61hp Volvo diesel. Roller furler, main and headsail. Two staterooms, motors 9 knots. New: running rigging, bimini and dodger, white leather seats, Racor 500, electric head, chartplotter. Email GrantatSail@gmail.com.

BENETEAU 423 CARIBBEAN. Partnership. Currently based St. Lucia, Grenada. USA established, full member, not-for-profit LLP. Experienced partners, comprehensive ownership, operating agreement. Documented 2 cabin vessel. Never chartered. Superbly equipped for cruising, low hrs Yanmar, solar panels, genset, arch, davits, dinghy, Doyle offshore sails, Raymarine plotter, autopilot, windlass, dual A/Cs, freezer, propane, microwave, mattress toppers, linens. Fully insured, regular maintenance, upgrading, inspections. On-island caretaker. 3 week high season shares, Dec-March. \$22,500 and \$250/month. Email deshaven@hickorytech.net.



1/4 SHARE-CATALINA 30. South Beach Harbor. \$150/Month. \$5,000 for 1/4 share in well-established, stable partnership. Tiller, furling jib, spinnaker, refurbished Atomic 4 engine 3 years ago. Active Friday night racers. (415) 577-2777 or jrathenberg@yahoo.com.



30-FT C&C 30, 1980. Clipper Yacht Harbor Marina. \$150/month. Non-equity partnership.. Wonderful "party" boat, in excellent condition. Wheel steering, roller-furling jib, refurbished 12hp Yanmar engine. New canvas work: wheel cover, dodger, mainsail cover. Electronics include autopilot, depthfinder, wind indicator, GPS, stereo, VHF. Galley. Ice box with pump for meltwater. Head with shower. Posh interior. (415) 459-7417, (510) 735-6953 or edcurran5@gmail.com.



1986 CANADIAN SAILCRAFT 30. Partnership. Close-in slip South Beach Harbor. 1/5 equity buy-in \$6,000, plus \$125/mo dues. Parking included. Killer SF Bay boat. Recent haulout, well maintained with upgraded standing rigging. Yanmar 20hp, low hrs. 2017 survey. Long-standing, no-drama partnership. We cruise and Beer Can race. Some sailing experience preferred. Call or text. (415) 505-6400.



ERICSON 30+ FULL EQUITY. Partnership position. Sausalito. \$3,000. Well established and financially stable partnership looking for a full equity partner (1/6 for \$3,000 buy-in). position in a professionally maintained 1985 Ericson 30+. Unlimited open usage on a 1st come, 1st served basis. Semiannual dues of \$800. Excellent condition and never raced. New diesel engine and bottom paint. Great opportunity for someone who is interested in sailing without responsibility or cost of owning their own boat. Contact (925) 788-4801, (760) 359-2031 or fingerlessdj@gmail.com.

REPLICA OF JOSHUA SLOCOM'S. SPRAY. Watsonville, CA. Are you a history buff enchanted by Joshua Slocum's *Sailing Alone Around the World*? Here's your chance to work on and sail a replica of the *Spray*, built in the 1960s. The boat is currently warehoused in Watsonville, and the owner/builder is interested in partnering with someone who can do the refurbishment and rigging, and then share the use of the boat. (831) 247-4740 or dbrouwer@ekmteering.com.



SOUTH OF THE BORDER

SAILING THE SEA OF CORTEZ. In La Paz. Sailing with a MacGregor 26X or Herreshoff 28. See more information at www.sailing-baja.com. Contact (011-52) 612-123-5440 or info@hacienda-sol.com.



PLAN YOUR MEXICAN GETAWAY NOW. At the gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeach-frontcondos.com. To reserve, call Doña de Mallorca. (415) 269-5165.

GEAR

CRUISING GEAR. San Rafael Harbor. \$: contact for price. Cape Horn self-steering (Spray model), Edson OB motor mount, Garhauer davit engine hoist, Honda 9.9 OB, 10-ft Aquapro RIB (aluminum bottom), Icom M802 SSB radio/AT140 antenna tuner, Pactor modem, winches, manual windlass for 7/16" or 1/2" chain, lots of bits and pieces, Edson & Garhauer is new. Contact (831) 682-3035 or handreefsall@gmail.com.

SAILBOAT SHOP CLEANING HOUSE. Santa Rosa. Lost our lease, 31 years of stuff: masts, booms, winches, handles, turnbuckles, vang, trailer parts, anchors, blocks, stainless shackles, snap shackles, more! New and used stuff. It's like a swap meet every day. Contact (707) 696-3334 or john@windtoys.net.

FORESPAR WHISKER. Spinnaker pole. La Selva Beach, CA. \$1,400. Carbon-fiber, Model 800202. 14'x3' with UTR ends. Fits boats 31- to 33-ft. New in box; \$1,400. 6hp Mercury short shaft. Approximately one hr run time; \$1,150. (831) 535-9270.

LEAD KEEL. Southern California. Taking offers. 32,000 lbs. Came from a 72-ft ketch and was cast in 1915 by Omaha & Grant. Contact (949) 395-1708 or julie@kargesmedia.com.

MISCELLANEOUS

TOMOS TRAVLER OB MOTOR. Novato, CA. \$450. 5hp, 2-stroke, water cooled. Low hrs. Contact (415) 272-5789 or quantehb@comcast.net.

1981 VOLVO MD21B DIESEL ENGINE. Or parts. Richmond. \$3,000/obo. The engine is all there. Less than 400hrs. Transmission too. Parts can be purchased separately. Contact (510) 253-6073 or scottpcyphers@gmail.com.

NON-PROFIT

ABOUT BOATING SAFELY. South Beach Harbor San Francisco. \$35. USCGA course qualifies students for the required California Boating Card. Saturday July 7th and Sunday July 8th 8:30am-1pm. South Beach Harbor Community room. Contact Dave to register. (415) 205-0687 or dktalton@gmail.com.



GALILEE MARITIME DAY. Nautical Flea Market. 300 Napa St., Sausalito. \$30. Saturday, August 4 - 8 am to 6 pm. Reserve your booth space for Marine Flea Market. Email to reserve a space to be a vendor. Live music, historic vessels, boat rides, dinghy races, fish & chips, homemade pies, beverages, open boat tours, S/V *Alma* from San Francisco Maritime Museum. Boatbuilding demo, gorgeous handcrafted boat raffle. Free entry. See more at <http://galileeharbor.org/events>. Contact galileeharbor@gmail.com or (415) 332-8554.

PROPERTY SALE/RENT



BETHEL ISLAND-DOUBLE LOT. \$325,000. Waterfront property. 80+ feet of waterfront, 200+ feet of dock. Views Franks Tract. Over 15,000 sq. ft. zoned R-B. Water, electricity at site, dock and bathroom. Personal items not included. See <http://tinyurl.com/y7pabgzs>. (925) 708-1899 or sam@sambensonrealty.com.





DOCK WITH HOUSE ATTACHED. Brickyard Cove, Pt. Richmond. \$1,525,000. This modern 3-story home features three bedrooms, third-story office, decks galore and all with amazing views! Contact Kaethe Sullivan. (530) 304-2892.

BERTHS & SLIPS

40-FT SLIP. San Francisco Marina. \$110,000. Chance of a lifetime to have your boat in San Francisco Marina on Marina Blvd. 40-ft narrow downwind slip across from StFYC. Read Marina rules at website first: <http://sfrecpark.org>. Email johnyelda@sbcglobal.net.

45-FT PIER 39 BERTH AVAILABLE. San Francisco. \$574. Available immediately. Double finger. Showers. Ice. Friendly staff. Lots of water. No sea lions or liveaboards please. Contact (415) 297-3044 or sailing@wendyrasmussen.net.

45-FT SLIP IN SF FOR SALE OR RENT. Pier 39. \$17,000 or \$570/mo. Slip E5. On the east side (no sea lions) near marina office and showers. Comes with discounted garage parking. Email jared.brockway@gmail.com.

50-FT SLIP SUBLEASE FOR SALE. Pier 39, San Francisco. \$28,900. 50 x 18.5 slip sublease ending in 2034. Access to showers, laundry room and lounge with reduced parking fees. (209) 351-1938 or vzlane@aol.com.

TRYING TO LOCATE



HAVE YOU SEEN TOREA? 1959 30-ft teak Tahiti ketch built in the Philippines. Recent California registration number: CF 9863 KW. Sentimental value. Her builder is offering a \$500 reward for her location. Jim Cotton. (707) 539-1894 or rsa2@sonic.net.

CREW

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 688,000 miles and 84 years experience. See more at www.mahina.com or (360) 378-6131.

JOB OPPORTUNITIES

INSTRUCTORS WANTED. Alameda & Sausalito. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. Contact Morgan Collins. www.club-nautique.net or (510) 865-4700, ext. 313.

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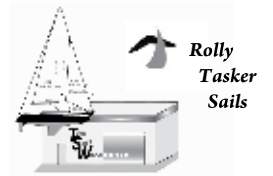
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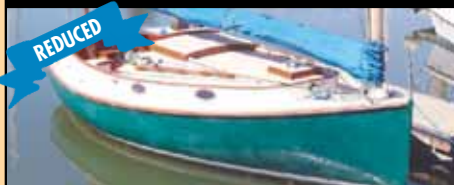
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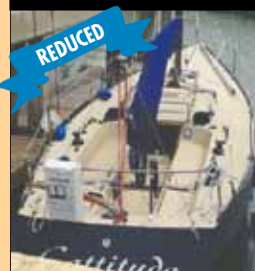
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