

Latitude 38

VOLUME 505 July 2019

WE GO WHERE THE WIND BLOWS



Webb Chiles, Part 2
50th Transpac Preview
Master Mariners Regatta
The Sinking of Wander Bird
Around Alameda, Chichester-Style



HAPPY INDEPENDENCE DAY!

**LET'S REFLECT ON
OUR FREEDOM AND
CELEBRATE THIS DAY
ON THE WATER.**

**Come to Grand Marina, sit back, relax,
and enjoy your independence.**



GRAND MARINA

THE BAY AREA'S PREMIERE BOATING COMMUNITY

510.865.1200

Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501

www.grandmarina.com

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
 - ◆ Great Estuary location in the heart of beautiful Alameda Island.
 - ◆ Complete bathroom and shower facility, heated and tiled.
 - ◆ Free pump-out station open 24/7.
 - ◆ Full-service Marine Center and haul-out facility.
 - ◆ Free parking.
 - ◆ Free on-site WiFi.
- And much more...

Directory of Grand Marina Tenants

Boat Yard at Grand Marina, The ...	20
Marchal Sailmakers	40
UK Sailmakers	100
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
Blue Pelican Marine	
MarineLube	
Mosley's Cafe	
New Era Yachts	
Pacific Crest Canvas	
Pacific Yacht Imports	
True Pacific Insurance	

Enough is Enough

Received on June 11 from the Ashton family aboard their Lapworth 50, *Enough*.

“Dear Sally and Kame,

It’s been a long time since we left the Bay on our family adventure of unknown destination and duration. Five years now cruising without a plan has brought us to Tasmania for the wooden boat festival.

Preparing to cross the Bass Strait into the roaring forties got me thinking. Of all the systems on a boat that need constant attention, maintenance or complete rebuilding, our Pineapple sails have been trouble free. They still look and perform great! The trysail has kept us comfortable in the biggest blows. The symmetrical spinnaker is fun (as promised) for making fast passages.

Thank you for an awesome set of sails that match the boat perfectly. Looking forward to the next five years and many miles.

Best regards,

Enough and crew”

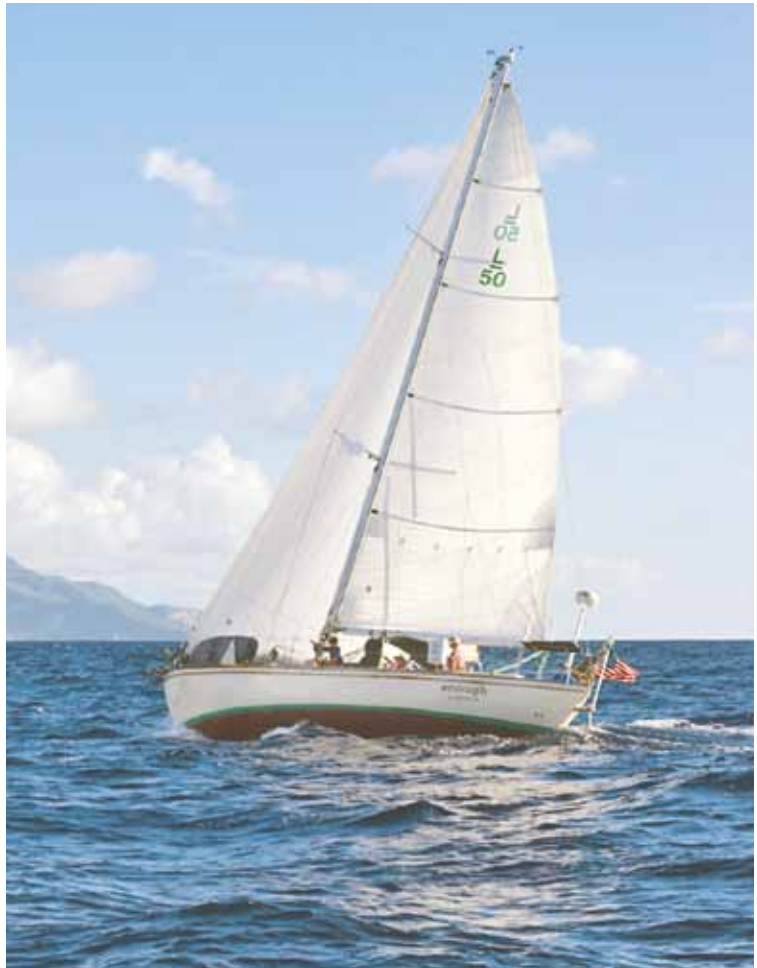


PHOTO BY ALEX AND ADRIANA OF SVIPESTO

ENOUGH*

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear, and Spinlock Deckwear
Sails in need of repair may be dropped off in Alameda at Svendsen’s Marine, Blue Pelican Marine and West Marine (at Alameda South Shore Center).

Like us on Facebook.



PINEAPPLE SAILS

*Powered by Pineapples

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

BOAT LOANS

from

TRIDENT **TF** FUNDING
Specialists in Marine Finance

*"a fresh
approach
from people
you can trust"*

Please contact

JOAN BURLEIGH
(800) 690-7770

jburleigh@tridentfunding.com

www.tridentfunding.com

Loans will be arranged or made pursuant to a
California Finance Lenders License #605 1871.

CONTENTS

subscriptions	6
calendar	10
letters	22
loose lips	52
sightings	54
master mariners regatta	64
who's who in the 50th transpac	68
the sinking of wander bird	72
webb chiles, part 2	76
chichester race around alameda	84
max ebb: tearing it up	88
racing sheet	92
world of chartering	102
changes in latitudes	106
classy classifieds	118
advertisers' index	127
brokerage	129

Cover:

Trekking up the San Joaquin in the
Delta Ditch Run on June 1.

Photo: *Latitude/Chris*

Copyright 2019 Latitude 38 Media, LLC
Since 1977

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.

STOP DREAMING AND START SAILING

Sizes, Prices and Opportunities To Fit Your Money, Time & Budget



2007 BENETEAU 393
\$119,000 (2 CABIN)



2004 JEANNEAU 40
\$138,500



2003 CATALINA 387
\$129,000



2013 BENETEAU 41
\$234,000



2010 BENETEAU FIRST 45
\$289,000



2012 BENETEAU FIRST 40
\$169,000



2012 BENETEAU 37
\$140,000



2007 BENETEAU 323
\$64,000



2006 HUNTER 31
\$49,500



2008 BENETEAU 31
\$72,000



1983 CATALINA 36
\$45,000



1985 EXPRESS 37
\$64,000

NEW BOATS - 3/7-YEAR WARRANTY



2019 BENETEAU 46.1
SAVE \$25,000



2019 BENETEAU 38.1
SAVE \$17,000



2019 BENETEAU 41.1
SAVE \$21,000



2019 BENETEAU 51.1
SAVE \$17,000

OUR SERVICES

- New Yacht Sales
- Brokerage Services
- Charter
- Charter Placement
- Yacht Servicing
- Lessons



WWW.PassageNautical.com

OAKLAND
JACK LONDON SQ.
544 WATER STREET
(510) 864-3000

PT. RICHMOND
BRICKYARD COVE MARINA
1160 BRICKYARD COVE RD
(510) 236-2633

Beyond Great Berths



**Openings for 26' & Under
Limited Availability for Summer!**

Estuary Sailing Is:

- Warm
- Calm
- Protected
- Convenient

**Enjoy sailing more from:
FORTMAN MARINA**

1535 Buena Vista Ave., Alameda, California
(510) 522-9080

For directions and rates go to:
www.fortman.com

Latitude 38

Delivered
to your
HOME!



**Subscribe online at
www.latitude38.com**

or mail this form to *Latitude 38*
at 15 Locust Avenue, Mill Valley, CA 94941

Name _____

Address _____

City _____ State _____ Zip _____

Phone number _____

Email _____

MASTERCARD VISA AMERICAN EXPRESS

CC#: _____ Exp.: _____ csv: _____

- Enclosed \$36 for a one year third class subscription
- Enclosed \$60 for a one year subscription & *Latitude 38* t-shirt + free shipping
- Enclosed \$100 for a one year subscription & *Latitude 38* sweatshirt + free shipping
- Enclosed \$55 for one year first class

- Canada, Mexico, FPO/APO, and correctional facilities require first class subscription.



Latitude 38

we go where the wind blows

Publisher/Editor.....John Arndt.....john@latitude38.com.....ext. 108
 Managing EditorTim Henry.....tim@latitude38.comext. 105
 Racing Editor.....Christine Weaverchris@latitude38.com.....ext. 103

Contributing Editors

Richard Spindler, John Riise, Paul Kamen, LaDonna Bubak, John Skoriak
 Editor-at-LargeAndy Turpinandyturpinatlarge@gmail.com
 Roving ReporterDonna Andre
 Advertising ManagerMitch Perkinsmitch@latitude38.com.....ext. 107
 Production Supervisor.....Soren Hemmila.....soren@latitude38.com.....ext. 102
 Production/PhotosAnnie Bates-Winship.....annie@latitude38.com.....ext. 106
 Marketing Administrator.....Monica Grant.....monica@latitude38.com.....ext. 109
 BookkeepingPenny Claytonpenny@latitude38.com.....ext. 101

Founded 1976. Published from 1977-2016 by Richard Spindler.

www.latitude38.com • (415) 383-8200
15 Locust Avenue, Mill Valley, CA 94941





RUBICON YACHTS



QUALITY YACHTS • BROKERS YOU CAN TRUST!

YACHT SALES & ACQUISITION SPECIALISTS

3 LOCATIONS WITH SALES DOCKS TO SERVE YOU

3300 POWELL ST., EMERYVILLE (510) 601-5010

1150 BALLENA BLVD., SUITE 121, ALAMEDA (510) 838-1800

2601 WASHINGTON ST., PORT TOWNSEND (206) 602-2702

WWW.RUBICONYACHTS.COM



62' CUSTOM KETCH, 1992
\$190,000
Emery Cove (510) 601-5010



50.5' JEANNEAU FARR 52.2, 2000
\$239,000
Emery Cove (510) 601-5010



50' STEVENS CUSTOM 50 S&S, 1987
\$199,000
Emery Cove (510) 601-5010



42' HERRESHOFF SCHOONER 1949
\$32,500
Emery Cove (510) 601-5010



41' HUNTER DECK SALON, 2008
138,000
Emery Cove (510) 601-5010



40' CATALINA 400, 1995 W/ NEW MAIN
\$99,000
Emery Cove (510) 601-5010



37' OCEANIS LIMITED EDITION, 2013
\$155,000
Emery Cove (510) 601-5010



36' HUNTER 36, 2011
\$115,000
Emery Cove (510) 601-5010



36' CATALINA MKII, 1998
\$69,500
Emery Cove (510) 601-5010



36' ISLANDER, 1977
\$29,000
Emery Cove (510) 601-5010



35' JEANNEAU SUN ODYSSEY, 2003
\$99,900
Emery Cove (510) 601-5010



35' WAUQUIEZ PRETORIAN 1985
\$125,000
Alameda (510) 838-1800



47' ALDEN DOLPHIN, 1973
\$119,000
Emery Cove (510) 601-5010



45' SPARKMAN & STEPHENS 1960
\$89,500
San Francisco (415) 867-8056



44' HUNTER DECK SALON, 2005
\$149,000
Emery Cove (510) 601-5010



39' CAL 39
\$39,500
San Francisco (415) 867-8056



38' PROUT CATAMARAN, 1999
\$135,000
Emery Cove (510) 601-5010



38' WAUQUIEZ HOOD 38, 1983
\$73,000
Emery Cove (510) 601-5010



36' UNION POLARIS 1988
\$69,000
Emery Cove (510) 601-5010



36' UNION POLARIS 1985
\$64,800
Emery Cove (510) 601-5010



36' LAPWORTH L-36, 1960
\$39,500
Emery Cove (510) 601-5010



35' WAUQUIEZ PRETORIAN, 1984
\$49,000
Emery Cove (510) 601-5010



35' SPENCER, 1968
\$55,000
Emery Cove (510) 601-5010



33' FLYING TIGER 10M, 2006
\$41,500
San Francisco (415) 867-8056

Learn, Sail, Save! Seminars, Sailing and Savings on Classes!

You are invited to our Open House
on July 13th from 10am-3pm

Stop by and see us, meet our staff, mingle with our members, checkout our fleet of boats, join a seminar and take a look at some boats for sale.



Take advantage of our 'Learn to Sail'
3 Class Package (101,103 & 104) at just
\$2295.00
(Basic Keelboat through Bareboat Chartering)

Things to know before you buy a Boat - July 13, 11am. Join us at Tradewinds to learn about buying a boat. We will give you a guide to help you get the most out of the buying experience while avoiding some of the pitfalls.

Your Boat as a Business - July 13, 1pm. Join us at Tradewinds to learn about the tax benefits of placing a boat in charter. Learn how to treat your boat as a business and let it work for you.

PLEASE RSVP TO:
Staff@TradewindsSailing.com or
510-232-7999 to sign up for any
of the above seminars.



Pay for one day of charter at the
beginning of the month and sail the rest
of the month **free!** Ask us how!

Call us for details! (510) 232-7999
www.TradewindsSailing.com

Tradewinds Sailing School & Club
More Experience. More Time on the Water. More Fun.

CALENDAR

Non-Race

July 1 — Live jazz with Randy Craig, Bay View Boat Club, San Francisco, 8:30 p.m. Members of reciprocal YCs welcome. No cover. RSVP to larrywhite415@yahoo.com.

July 1, 1979 — From *Sailing Clinic*, Vol. #26: Gary Jobson has just given the Moore 24's three practice starts and sent them to the windward mark. He puts down his loudhailer and asks, "What is it about you Californians?"

"Like what?"

"Oh, you know, all the gays, Jerry Brown — what's going on out here?"

"Well, there's room for everybody out here. I guess we give everybody room to do their thing, whatever that is."

"You really cut 'em a lot of slack, a lot of psychological slack."

"That's a good way to put it."

"Hmmm," says Jobson. "I like that. I really like that."

July 2-30 — Live jazz with Don Prell every Tuesday at Bay View Boat Club, San Francisco, 7 p.m. Members of reciprocal YCs welcome. No cover. RSVP to larrywhite415@yahoo.com.

July 3-31 — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a talk each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

July 4 — Independence Day.

July 4 — BBQ & party with the Unreal Band, Bay View Boat Club, San Francisco, 5 p.m. Members of reciprocal YCs welcome. RSVP to larrywhite415@yahoo.com.

July 4 — Hilton Family Fireworks Display, Mandeville Tip County Park, San Joaquin River.

July 4 — Independence Day Celebration, Maritime Museum of San Diego. Picnic dinner (two seatings) aboard 1898 ferryboat *Berkeley*, fireworks. Info, www.sdmartime.org.

July 5-7 — Match Race Clinegatta, San Francisco. For women skippers and open crews with coaching by Allie Blecher in J/22s and classroom sessions. StFYC, www.stfyc.com.

July 6, Aug. 3 — 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 6-27 — Small Boat Sailing, 9:30 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 7-28 — 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 6, 7, 20, 21, 27, 28 — Afternoon Sailing Adventure on scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40. NPS, www.nps.gov/safr.

July 8, 1857 — The owners of the schooner *America* presented the America's Cup to the New York Yacht Club through a formal Deed of Gift.

July 8-10 — 29er Clinic on the Columbia River Gorge. CGRA, www.cgra.org.

July 11, Aug. 8 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

July 13 — Delta Doo Dah BBQ, wine tasting, jam session, art festival. Delta Bay Marina, Isleton, noon-4 p.m. Followed by Bay & Delta Lore talk with Delta Rat Bill Wells at 4 p.m. See *Sightings* for more info, and www.deltadoodah.com.

July 16 — Full moon on a Tuesday.

July 20 — Open House, Lake Merritt Boat House, Oakland, 1-4 p.m. Sarah, (510) 238-2196.

July 21 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Info, www.cal-sailing.org.



Cityyachts

New Chris-Crafts offered in partnership with H&M Marine

Northern California's exclusive agent

San Francisco's Yacht Brokers Since 1969



2008 Pursuit 250 \$57,000



2012 SACS RIB \$63,000



2018 Chris-Craft Launch 30 \$169,000



2011 Sea Ray 350 \$169,900



2000 Jeanneau 37 \$72,500



2008 Protector 38 \$260,000



1992 Swan 40 \$239,000



1972 Cheoy Lee \$54,000



1972 Cheoy Lee \$54,900



1974 CT41 Ketch \$65,000



2007 Saga 409 \$249,500



1991 Eldredge-McInnis \$249,000



Chris-Craft Launch 27 \$180,300



Chris-Craft Catalina 30 \$354,080



Chris-Craft Corsair 34 \$385,725

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880

social: @cityyachts • email: nick@citysf.com • website: www.citysf.com



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



Protecting Your Vessel with Durable, Reliable & Commercial Grade Patented New Technology

High Water Alarm



BG-HW
USCG Compliant

- No moving parts, non-jammable
- IP-68 rated fully submersible
- Bluetooth connectivity
- Easy to test



BG-AP-1

- 1 Visual alarm light
- 1 Audible 97 dB alarm speaker

High Water Alarm with Bilge Pump Switch



BG-SWA

- Prolongs bilge pump life
- No moving parts, non-jammable
- IP-68 rated fully submersible
- Bluetooth connectivity

Bilge Pump Switch with Oil & Fuel Detector



BG-One
Protecting Our Water Resources

- Prevents oil discharge from the bilge
- Oil and fuel detection down to 1 mm
- IP-68 rated fully submersible
- Bluetooth connectivity

Boat IoT Monitoring System



BG-Link

- Keeping your boat safe by monitoring your vessel from anywhere 24/7
- WiFi, cellular & global cellular models
- Get alerts via push notification, text and/or email

BG BLUE GUARD
INNOVATIONS



San Diego Marine Exchange
2636 Shelter Island Drive
San Diego, CA 92106
(619) 223-7159
(800) 336-SDMX
Mexico 001-800-336-7369

Sailing Supply / Downwind Marine
2804 Cañon Street
San Diego, CA 92106
(619) 225-9411
(800) 532-3831
sales@sailingsupply.com

www.downwindmarine.com

CALENDAR

July 21 — Tales at the BoatShop, Gig Harbor, WA, 2 p.m. Free. RSVP, (253) 857-9344. Info, www.gigharborboatshop.org.

July 22-25, July 29-Aug. 1 — ISA Brett Beyer High Wind Clinic in Lasers on the Gorge. CGRA, www.cgra.org.

July 26 — R&B with harmonica wonder Tommy D', Bay View Boat Club, San Francisco, 7 p.m. Members of reciprocal YCs welcome. No cover. RSVP to larrywhite415@yahoo.com.

July 27 — Runabouts on the River, Stockton SC, 10 a.m.-4 p.m. Antique and Classic Boat Show, sponsor and charity booths, snacks, drinks, BBQ. Free. SSC, www.stocktonsc.org.

July 27 — Viper Clinic, Long Beach. ABYC, www.abyc.org.

July 27-28 — Kite Festival, Berkeley Marina, 9 a.m.-5 p.m. Free kite building, lessons and flying. Kids Zone. Free shuttles from Golden Gate Fields. Info, www.highlinekites.com.

August 3 — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-5:30 p.m. Historic vessels, boat rides, live music, food and drink. For marine flea market space, email galileeharbor@gmail.com.

August 10 — Hot Summer Nights, Stockton SC, 5-8 p.m. Classic car show, burgers, beer, dancing, awards. SSC, (209) 951-5600 or www.stocktonsc.org.

August 11 — Bay Parade for boaters, swimmers, rowers, kayakers, SUPs. Motorized boats needed to support swimmers; free registration for all boaters. Registration closes 8/4. Info, <https://baykeeper.org/bayparade>.

August 17 — Pirate Party, Point San Pablo YC, Richmond, 4-8 p.m. Food, pirate show, music, cannon salute, grog, raffle. Games & gifts for kids. Pirate garb encouraged. RSVP/berths, (510) 233-1046 or harbormaster@pspyc.org.

Racing

July 3-9 — Great Pacific Longitude Race, a qualifier for the Singlehanded TransPac. SSS, www.sfbaysss.org.

July 3-13 — USA Junior Olympic Sailing Festival in Honolulu. HYC/WYC, www.ussailing.org.

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — First annual Fireworks Folly Pursuit Race. SFYC, www.sfyf.org.

July 4 — Fourth of July Regatta for youth. EYC, www.encycinal.org.

July 6 — Hart Nunes Regatta for Mercurys. SFYC, www.sfyf.org.

July 6 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 6 — Stars & Stripes Race. CPYC, www.cpyc.com.

July 6 — Battle of the Capes on Carquinez Strait. BenYC, www.benicayachtclub.org.

July 6 — Purissima Cup. HMBYC, www.hmbyc.org.

July 6 — North Bay #4/Brothers. VYC, www.vyc.org.

July 6 — Championship Series #3. CYC, www.cyc.org.

July 7 — Funnette Island Race on South Lake Tahoe. SLTWYC, www.sltwyc.com.

July 7 — LMSC Mayor's Cup, Lake Merritt, Oakland. Gary, (510) 653-1743.

July 7, Aug. 11 — PHRF Summer. MPYC, www.mpyc.org.

July 8-13 — US Junior Women's Singlehanded Championship, for the Nancy Leiter Clagett Memorial Trophy, in Laser Radials & 4.7s. RYC, www.richmondyc.org.

July 10, 12, 13 — 50th Transpac race from L.A. to Honolulu starts off San Pedro. Info, <https://2019.transpacyc.com>.

July 10-14 — C420 NAs. StFYC, www.stfyf.com.

July 12-14 — USA Junior Olympic Sailing Festival in Long Beach. ABYC, www.ussailing.org.

July 12-15 — 29er Nationals. CGRA, www.cgra.org.

July 13 — Belvedere Classic Regatta & Great SF Schooner Race. Part of the new SF Bay Classic Championship Series.

SUMMERTIME! SUMMERTIME! SUMMERTIME! SUMMERTIME! THE NEW J/99 JUST SOLD - NEXT ONE IS ON ORDER!



Join the J Boats J/88 Fleet!



SPEEDSTER! J Boats J/121



ON ORDER! J Boats J/99



'89 IACC ITA-I 75' \$269,000



'86 Custom 52 \$89,000



'96 Santa Cruz 52 \$299,000



'00 Santa Cruz 52 \$339,000



'06 Transpac 52 \$249,900



'85 Islander 48 C \$124,900



'88 Farr 44 \$149,000



'99 J Boats J/125 \$319,000



'99 Farr 40 \$79,900



'97 J Boats J/105 \$79,900



'01 J Boats J/105 \$71,900



'05 J Boats J/105 \$84,900



'00 J Boats J/120 \$133,900



'14 J Boats J/88 \$114,900



'74 Hinckley Pilot 35 \$84,900



'14 J Boats J/70 \$44,900



'07 Columbia 32 \$59,000

SAIL CALIFORNIA
1070 Marina Village Pkwy, #108
Alameda, CA 94501

Alameda Office
(510) 523-8500

Visit our website at
www.SailCal.com



F A R A L L O N E

Farallone Yacht Sales, Exclusive Northern California dealer for Catalina sailboats, also offers a quality selection of pre-owned sail and power boats in our brokerage. Visit www.faralloneyachts.com for more information.



2018 Catalina 425 \$287,566



2000 Catalina 470 \$205,000



2014 Catalina 355 \$175,000



2011 Ranger Tug 27 \$120,000



2010 Ranger 29 \$159,900



1989 Pearson SL \$46,500

New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2020.....	320,405
42.5' Catalina 425 3-cabin, 2020	287,566
38' Catalina 385, 2020.....	235,644
35' Catalina 355, 2020.....	197,992
31' Catalina 315, 2020.....	139,629

Pre-Owned Catalina Yachts

47' Catalina 470, 2009.....	COMING SOON
47' Catalina, 2000.....	205,000
42' Catalina, 2006.....	COMING SOON
38' Catalina, 2007.....	165,000
35' Catalina 355, 2014.....	175,000
32' Catalina 320, 1999.....	COMING SOON
30' Catalina, 1985.....	29,500
28' Catalina, 1991.....	28,900

Pre-Owned Sailing Yachts

37' Pearson, 1989	46,500
36' Islander, 1979	SALE PENDING
36' Islander, 1974	SOLD
20' Schock Harbor 20, 2012	25,900

Pre-Owned Power Yachts

43' Ocean Alexander, 1984	SOLD
37' Tiara 3700 Open, 1987	\$53,000
28' Sea Ray, 2006	SOLD

Pre-Owned Ranger Tugs

29' Ranger Tug 29, 2010.....	159,902
25' Ranger Tug SC, 2016	130,000
29' Ranger Tug 29, 2011	168,000
27' Ranger Tug 27, 2011	120,000



F A R A L L O N E

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

CALENDAR

SFYC, www.sfyf.org.

July 13 — 35th annual Plastic Classic Regatta, followed by dining & dancing at BVBC in San Francisco. Info, www.plasticclassic.com or www.bvbc.org.

July 13 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 13 — Gar Woods. Tahoe YC, www.tahoeyc.com.

July 13, Aug. 3 — Summer Series #3 & 4. SeqYC, www.sequoiayc.org.

July 13, Aug. 10 — South Bay Interclub Series. Info, www.jibeset.net.

July 13, Aug. 10 — Buoy Races on Clear Lake. KBSC, www.kbsail.org.

July 13, Aug. 17 — YRA Summer Series #4 & 5. YRA, www.yra.org.

July 13-14 — Monterey & Back Regatta. SCYC/MPYC, www.club.scyc.org/racing or www.mpyc.org.

July 13-14 — High Sierra Regatta centerboard weekend. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

July 13-14 — Founding Fathers Regatta for one-design, PHRF and Portsmouth fleets. SSC, www.stocktonsc.org.

July 14 — One Design Summer. MPYC, www.mpyc.org.

July 14 — Howard Stevens Race on South Lake Tahoe. SLTWYC, www.sltwyc.com.

July 14, 28, Aug. 11 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

July 14, Aug. 11 — Baxter-Judson Series. Presidio YC, www.presidiodyachtclub.org.

July 14, Aug. 18 — Tri-Island Race #2 & 3. BYC, www.berkeleyyc.org.

July 15-20 — Governors Cup International Youth Match Racing Championship. Hosted by Balboa YC in Corona del Mar. Info, www.govcupracing.com.

July 15-21 — Wind Clinic & Regatta for Lasers & Optimists on the Columbia River Gorge. CGRA, www.cgra.org.

July 18-21 — Olympic Development Regatta. SFYC, www.sfyf.org.

July 19 — Dutch Shoe Marathon. SDYC, www.sdyf.org.

July 19-21 — Santana 22 National Championship. RYC, www.richmondyc.org.

July 19-21 — Laser Masters Nationals in Monterey. MPYC, www.mpyc.org.

July 19-24 — US Sailing Junior Women's Doublehanded Championship, for the Ida Lewis Trophy. Sailing in 420s & 29ers in San Diego. SDYC, www.sdyf.org.

July 20 — OYRA Duxship. YRA, www.yra.org.

July 20 — Midnight Moonlight Maritime Marathon. SFYC, www.sfyf.org.

July 20 — North Bay #5/Luna Race. VYC, www.vyc.org.

July 20, Aug. 17 — Small Boat Solar Series. EYC, www.encinal.org.

July 20-21 — J/105 Fleet 1 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 20-21 — High Sierra Regatta keelboat weekend. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

July 20-21 — Santa Cruz Multihull Regatta. SCYC, www.club.scyc.org.

July 20-21 — SF Classic & UN Challenge for foiling kites and foiling & formula windsurfers. StFYC, www.stfyf.com.

July 20-21 — Summer BAYS #2. EYC, www.encinal.org.

July 23-27 — Whidbey Island Race Week, Oak Harbor, WA. Info, www.whidbeyislandraceweek.com.

July 26-28 — Columbia Gorge One-Design (C-GOD) Regatta. CGRA, www.cgra.org.

July 27 — Take the Tiller Women's Sailing Regatta, Pillar Point Harbor. In Cal 20s, Coronado 15s, Lasers. HMBYC,

Real Estate Investment / 1031 Exchange Opportunity
OVER 10% SOLD IN THE FIRST MONTH!



BOAT SLIPS FOR SALE & RENT

DOCKOMINIUMS AVAILABLE NOW!



THE OPPORTUNITY

Call Today to Own or Rent Your
Piece of The Bay!

Open and Covered Slips

Glen Cove Marina, Vallejo, CA
www.GlenCoveMarina.net

2014 National Marina of the Year



Robert Landsness

DRE#: 01906683
RobAndCarey.com
415 713 4314
rlsfrealestate@gmail.com

Carey N Miller

DRE#: 01946701
RobAndCarey.com
415 202 6363
Careynmiller@gmail.com

COMPASS

CALENDAR

ATTENTION
CRUISERS!
MEXICAN
LIABILITY
INSURANCE
ONLINE



Since 1959

Insuring Personal/
Commercial Vessels,
Marinas & Shipyards
World Wide

From California
to Maine
Alaska to Florida

Retail and
Wholesale Divisions

Home – Auto –
Umbrella Coverage

Contact us for a quote at
800-992-4443
or **800-639-0002**

www.marinersins.com

San Diego, CA
Newport Beach, CA
Bradenton, FL

Mariners Quote:
*'Tis the set of the sails
And not the gales,
That tells the way we go.'*
Ella Wheeler Wilcox



Ins. Lic. #0D36887

www.hmbyc.org.

July 27 — Sadie Hawkins Race (women on the tiller), Clear Lake. KBSC, www.kbsail.org.

July 27 — Mitchell/Ross Regattas. SFYC, www.sfyyc.org.

July 27 — Hawaii State El Toro Championship, Kaneohe, Oahu. Kaneohe YC, www.kaneoheyachtclub.com.

July 27-28 — YRA Encinal Regatta (aka 2nd Half Opener). YRA, www.yra.org.

July 27-28 — Mercury Huntington Lake Regatta hosted by Huntington Lake Boat Club. Info, www.mercury-sail.com.

July 28 — El Toro Bullship, Kaneohe, Oahu. Kaneohe YC, www.kaneoheyachtclub.com.

July 28 — Doublehanded Race on South Lake Tahoe. SLTWYC, www.sltwyc.com.

July 28 — Ladies' Day Race. MPYC, www.mpyc.org.

Aug. 1-4 — El Toro Nationals, Kaneohe, Oahu. Kaneohe YC, www.kaneoheyachtclub.com.

Aug. 2-4 — Laser Masters PCCs on the Columbia River Gorge. CGRA, www.cgra.org.

Aug. 2-4 — Cruisers Challenge for West Wight Potters. MPYC, www.mpyc.org.

Aug. 3 — Classic Boat Invitational Series #3. SYC, www.sausalitoyachtclub.org.

Aug. 3 — Moseley Regatta. TYC, www.tyc.org.

Aug. 3 — Dave & Kay Few Regatta. CPYC, www.cpyc.com.

Aug. 3 — Jack Reacher Race. BAMA, www.sfbama.org.

Aug. 3 — North Bay #6/Angel Island. VYC, www.vyc.org.

Aug. 3-4 — Summer BAYS #3. SFYC, www.sfyyc.org.

Aug. 3-4 — Konigshofer Regatta for Shields in Monterey. MPYC, www.mpyc.org.

Aug. 3-4 — Santanarama for Santana 22s in Pebble Beach. Stillwater YC, www.sycpb.org.

Aug. 3-4 — Charity Regatta benefiting Elizabeth Hospice. Followed by live music, food, silent auction, raffle. Oceanside YC, (760) 207-9489 or www.oceansideycc.net.

Aug. 9-11 — Moore 24 Nationals at Shilshole, WA. CYC of Seattle, www.cycseattle.org.

Aug. 10 — CBRA #3 hosted by RYC. YRA, www.yra.org.

Aug. 10 — OYRA Race Committee's Choice #1, hosted by BYC. YRA, www.yra.org.

Aug. 10 — Round the Rock Race. BVBC, www.bvbc.org.

Aug. 10 — Steele Cup/Dinghy Regatta on Rancho Seco Lake. FLYC, www.flyc.org.

Aug. 10 — S.F. Pelican races on San Pablo Reservoir, El Sobrante. Fleet 1, www.sfpelicanfleet1.com.

Aug. 10 — Shaw Island Classic. Info, www.sjiyc.com.

Aug. 10-11 — Summer Keel. SFYC, www.sfyyc.org.

Aug. 10-11 — Viper 640 PCCs. Santa Barbara YC, www.sbyc.org.

Aug. 10-11 — USMRC Qualifier in Catalina 37s, Long Beach. LBYC, www.lbyc.org.

Aug. 11 — Big Brother/Big Sister Regatta. SCYC, www.club.scyc.org.

Aug. 11 — Commodore's Cup. SLTWYC, www.sltwyc.com.

Aug. 16 — Aldo Alessio Perpetual. StFYC, www.stfycc.com.

Aug. 17 — Carquinez Challenge Regatta. BenYC/VYC, www.beniciayachtclub.org or www.vyc.org.

Aug. 17 — Singlehanded/Doublehanded #4. SeqYC, www.sequoiayc.org.

Aug. 17-18 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfycc.com.

Aug. 17-18 — Laser NorCal Regatta in Santa Cruz. SCYC, www.club.scyc.org.

Aug. 18 — Gracie & George coed doublehanded regatta. Gracie drives. EYC, www.encinal.org.



[SUBLIME. POWERFUL. INNOVATIVE. EXCLUSIVELY REPRESENTING.]



SIRENA



BRABUS
MARINE

BLACKFIN



bespoke brokerage & yacht sales

2614 Shelter Island Drive, Suite A | San Diego, CA. 92106

619 222 9899 | JeffBrownYachts.com



FEATURED LISTINGS



2018 HANSE 588
\$799,000



2006 J BOATS J/65
\$1,645,000



2017 Bavaria Virtess 420 Flybridge
\$609,000



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



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



For Reservations:
415.495.4911 (x1111)
fax: 415.512.1351

www.southbeachharbor.com

CALENDAR

Beer Can Series

ALAMEDA COMMUNITY SC — Laser racing every Thursday night through 9/19. Mike, mjpbishop@gmail.com or www.sailalameda.org.

BALLENA BAY YC — Friday Night Grillers: 7/19, 8/2, 8/16, 8/30, 9/13. Info, www.bbvc.org.

BAY VIEW BC — Monday Night Madness, Fall: 7/15, 7/29, 8/12, 9/2, 9/16, 9/30. Info, www.bvbc.org.

BENICIA YC — Every Thursday night 7/11-8/22 & 9/5-9/26. Dan, (707) 319-5706 or www.beniciaachtclub.org.

BERKELEY YC — Every Friday night through 9/27. Info, www.berkeleyyc.org.

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

CLUB AT WESTPOINT — Friday Fun Series: 7/19, 8/23, 9/20, 10/4. Info, www.theclubatwestpoint.com.

CORINTHIAN YC — Every Friday night through 8/23. Marcus, racing@cycc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/9. Info, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Summer Twilight Series, Friday nights: 7/5, 7/19, 8/2, 8/16, 9/6. Info, www.encinal.org.

FOLSOM LAKE YC — Beer Can Races, every Wednesday night through 8/28. Summer Sunset Series, Friday nights: 7/19, 8/2. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/5, 7/19, 8/2, 8/16, 8/30. Info, raceoffice@ggycc.com or www.ggycc.com.

HALF MOON BAY YC — Friday nights: 7/5, 7/12, 7/26, 8/2, 8/23, 9/6, 9/20, 10/4. Info, www.hmbyc.org.

ISLAND YC — Summer Island Nights, Fridays: 7/12, 7/26, 8/9, 8/23, 9/13. David, (510) 521-1985 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 10/2. Info, www.sltwyc.com.

LAKE YOSEMITE SA — Every Thursday night through 9/26. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Every Wednesday night through 9/25. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night 7/10-8/28. Info, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night through 9/25. Info, www.richmondyc.org.

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

ST. FRANCIS YC — Wednesday Evening Series for Folkboats, IODs & Knarrs: 8/7-8/21. Thursday Kite Series: 7/11, 7/25, 8/8, 9/5, 9/19, 9/26 (reserve). Friday Windsurfer Slalom Series: 7/19, 8/2, 8/16. J/22 Summer Series, Wednesdays: 7/3-7/31. Info, www.stfycc.com.

SANTA CRUZ YC — Beer Can racing every Wednesday night through 10/30. Laser Fridays: 7/19, 8/16. Info, www.club.scyc.org.

SAUSALITO YC — Summer Sunset Series, Tuesday nights: 7/23, 8/6, 8/20, 9/3. Info, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/2. Info, www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night through 8/27. Info, www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 7/19, 8/2, 8/16, 8/23. Bill, www.southbeachyachtclub.org or bill@adams-sf.com.

STOCKTON SC — Every Wednesday Night through 8/28. Info, (209) 951-5600 or www.stocktonsc.org.

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Get ready for
summer sailing –
**SUMMER
DISCOUNTS
NOW IN
EFFECT**

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

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Free Pickup & Delivery



SAILMAKERS



Chesapeake

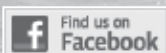
Jim Fair's Outbound 46
with Hood Vectran
Full Batten Mainsail,
140% Genoa, and
Solent Jib

PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943

www.hood-sails.com hoodsails@aol.com





VISIT OUR WEBSITE:
www.boatyardgm.com

We're just a 'click' away.



Click our
 'Yard Cam' and
 'Yelp Reviews'



IT'S SIMPLE!

**Call The Boat Yard at Grand Marina
 for the Lowest Bottom Prices!**

~ THE ONLY BOAT YARD IN ALAMEDA ~



Go clean into the future.

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684
2021 Alaska Packer Place, Alameda

CALENDAR

TAHOE YC — Laser Series, every Monday night through 8/26. Sailing Series, every Wednesday night through 8/28. Info, gm@tahoeyc.com or www.tahoeyc.com.

TIBURON YC — Every Friday night through 9/13. Ian, race@tyc.org or www.tyc.org.

TREASURE ISLAND SC — For Vanguard 15s every Thursday night through 9/5 except 7/4 & 7/25. Sam, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/25. Info, 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

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/04Thu	0030/6.7	0722/-1.5	1444/5.1	1915/2.8
7/05Fri	0120/6.6	0809/-1.3	1529/5.2	2014/2.7
7/06Sat	0213/6.2	0857/-1.0	1615/5.4	2120/2.5
7/07Sun	0312/5.7	0946/-0.5	1703/5.5	2234/2.2
	LOW	HIGH	LOW	HIGH
7/13Sat	0359/-0.3	1057/4.5	1524/2.6	2145/6.5
7/14Sun	0444/-0.5	1151/4.7	1615/2.8	2227/6.5
	HIGH	LOW	HIGH	LOW
7/20Sat	0140/5.5	0823/-0.1	1537/4.9	2039/2.8
7/21Sun	0220/5.2	0858/0.2	1609/5.0	2130/2.7
	LOW	HIGH	LOW	HIGH
7/27Sat	0230/0.8	0927/3.9	1346/2.8	2014/6.1
7/28Sun	0318/0.2	1029/4.3	1442/2.9	2101/6.4

July Weekend Currents

Predictions for San Francisco Bay Entrance Outside Golden Gate

date/day	slack	max	slack	max
7/04Thu	0124 1548	0512/4.6E 1824/2.2E	0942 2124	1230/3.2F 0600/4.5E
7/05Fri	1024 2218	1318/3.1F	1630	1912/2.3E
7/06Sat	1106 2318	0106/2.2F 1406/3.1F	0312 1712	0654/4.3E 2000/2.5E
7/07Sun	1154	0200/2.1F 1448/2.9F	0412 1748	0748/3.9E 2048/2.6E
7/13Sat	1154 2242	0148/3.8E 1424/2.3E	0618 1730	0854/2.7F 2006/2.3F
7/14Sun	1242 2330	0242/3.9E 1518/2.4E	0706 1824	0942/3.0F 2054/2.3F
7/20Sat	1106 2318	0048/1.7F 1348/2.6F	0300 1700	0654/3.4E 1948/2.3E
7/21Sun	1136	0136/1.5F 1424/2.4F	0336 1724	0730/3.1E 2024/2.3E
7/27Sat	1048 2100	0006/2.9E 1318/1.6E	0524 1606	0742/1.4F 1854/1.6F
7/28Sun	1142 2148	0054/3.3E 1412/1.7E	0600 1706	0830/2.0F 1942/1.8F

REIMAGINING

ALAMEDA MARINA

Here to Stay

- Slips available 24' - 40'
- End ties and Side ties 45'-70'
- Many new docks!
- Locked tenant-only restrooms/showers
- After hours tenant-only key card access
- Walking distance to cafe



510-521-1133

1815 Clement Avenue • Alameda, CA 94501
www.alamedamarina.net • info@alamedamarina.net

Enduring memories
begin with new
adventures



SAFE HARBOR BALLENA ISLE AWAITS

We believe the most memorable moments in life are made with the people who make you smile. At Safe Harbor Ballena Isle, you'll get more than just a slip; you'll join a vibrant community of boating enthusiasts who share your passion for the water. With direct access to San Francisco Bay and new state-of-the-art slips, docking with us is just the beginning.

1150 Ballena Blvd, Suite 111
Alameda, CA 94501
510.523.5528

Learn more at
SHMARINAS.COM



SAFE HARBOR
— BALLENA ISLE —

LETTERS

⇅ **ANCHORING IN THE OAKLAND ESTUARY**

Please see the following regarding anchoring in the Oakland Estuary, which comes from an email from Coast Guard Lieutenant Athena Stricker, port safety and security, Sector San Francisco. She stated: "There are no designated federal anchorages in the Oakland-Alameda Estuary."

I was also referred to the Electronic Code of Federal Regulations at www.ecfr.gov, Title 33: Navigation and Navigable Waters, part 110 — Anchorage Regulations, Subpart B — Anchorage Grounds, which states: "[§110.224] San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, San Joaquin River, and connecting waters, CA. (a) General regulations. (1) Within the navigable waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, New York Slough, San Joaquin River Deep Water Channel, the Stockton Turning Basin, the Sacramento River Deep Water Ship Channel between Suisun Bay and the east end of the West Sacramento Turning Basin, and connecting waters, anchoring is prohibited outside of designated anchorages except when required for safety or with the written permission of the captain of the port. Each vessel anchoring outside an established anchorage area shall immediately notify the captain of the port of her position and reason for anchoring."

This seems clear to me.

[Regarding a letter from last month:] Yes, I am a private citizen. And I am a harbor master/marina manager.

Brock de Lappe
Oakland Marinas

Brock — From our research for last month's story: Oakland Estuary — Feeling the Pressure, we heard a similar statement, which was vetted through the Coast Guard's legal affairs office. The CG also told us that while they have "jurisdiction over navigable waterways and anchorages within San Francisco Bay, there are local ordinances that must be taken into account when a vessel is operating within state waters." The rules can vary from city to city, in other words.

But please don't hear us saying, "Good news — go ahead and drop the hook anywhere because laws are determined on a city-by-city basis." We think that the Coast Guard's assertion is unequivocal.

⇅ **MORE LETTERS ABOUT BOATS BEING CRUSHED IN THE OAKLAND ESTUARY**

The [boats that were crushed] could be taken to land and made into tiny homes. I've seen trailer parks with only vintage trailers and boats, rentals and fixed up really nice.

Rainer Stegemann

Rainer — Interesting. Boats don't have to float to be homes. Imagine artsy communities built around a fleet of grounded vessels.

⇅ **VOLUNTARY DESTRUCTION**

We towed a boat [to Oakland] that was being voluntarily disposed of. They had the excavator in it less than a minute from our releasing it. This was an extremely economical option for that owner, and he was lucky to put it together. We see a lot of people trying to do the right thing, but it's often very expensive. I venture to say that a lot of the other vessels that were crushed were uninsured, with no sanitation devices, no safety gear, and no place to rightfully tie up.

TowBoatUS San Francisco Bay & Delta

⇅ **GETTING RID OF DEAD BOATS**

Thousands of boaters all across the country wish there



SVENDSEN'S RIGGING

BAY MARITIME GROUP

“ASK FOR ANDY” Svendsen’s Rigging is pleased to welcome a new shop manager, Andy Schwenk. Andy has a tremendous sailing background and 20 years of experience running his own rig shop in the Pacific Northwest. Andy is customer focused and with victories at Big Boat Series, Pac Cup and several races in Mexico, he knows what it takes to get your boat ready to perform – in the bay and offshore.

COME MEET ANDY AT OUR

1ST ANNIVERSARY CELEBRATION, AUGUST 2ND - 4TH

MARKING 1 YEAR IN THE CHANDLERY’S NEW LOCATION AT 2900 MAIN ST, ALAMEDA

Svendsen’s Bay Marine & Svendsen’s Rigging

Full service boatyard and custom rigging fabrication

310 West Cutting Blvd.,

Point Richmond, CA 94804

sbm.baymaritime.com

510-237-0140 • office@baymaritime.com

Svendsen’s Marine & Industrial Supply

The bay’s largest chandlery, with rigging hardware, rope & more

2900 Main St. #1900

Alameda, CA 94501

www.svendsens.com

510-522-2886 • info@svendsens.com

Cutting Edge

NEW Offshore Knife

- Lightweight
- One Hand Opening
- Straight or Serrated Locking Blade
- Superior Blade Sharpness And Durability



wichardamerica.com/ | tel: (401) 683-5055
sales@wichard-sparcraft.com

LETTERS

were a free program to get rid of their dead boats in slips and on trailers. Ethical boat owners pay \$200 per foot and up to get their old boats 'gone', and avoid being sued by the marina or storage lot for abandoning a boat. Unethical boat owners abandon the dead boat, leaving it for someone else to deal with. I won't even go into the illegal liveboard/dock-squatting/legal-illegal anchorage issues.

David Drenick

↑↓ I UNDERSTAND, BUT . . .

I understand the method of removal — using an excavator — is an effort to save money. The problem is, if a regular citizen did this, they would be jailed and fined for all the fish and game violations occurring! All the stuff falling into the water, blowing around, spilling, etc. is a myriad of blatant environmental violations. Removing derelict boats is a job best left to professional salvors. It costs more, but the job is done right, the environment is protected, and officers' valuable time is not spent playing garbage man!

Michael Dugger

↑↓ A CLASSIC CASE?

It seems to me a classic case of discriminatory enforcement. There are hundreds of liveboards anchored out in Sausalito, and nobody is burning them out. It happens in Oakland with people of color, and they are being tossed off their



BROCK DE LAPPE

Many of our readers have expressed the belief that homes could have been found for the roughly dozen boats that were crushed at the end of April — or that the boats could have been made into homes by some other means. On the other side of the issue, harbor masters who deal with abandoned boats have told us that it's important to remove them from the fleet of cheap or free vessels that are often claimed by homeless people.

boats. Why not provide some space where people can haul out their boats, work on them, and learn boat-repair skills? How about some bathroom facilities with outdoor showers?

People could live in their boats for temporary housing, or we could allow more than 10% for liveaboards, so existing marinas with hundreds of empty boats could be used more efficiently. It seems like a big waste of boats just sitting there, hardly used (I am only allowed to live aboard for three nights a week at my marina).

Anonymous

↑↓ THE OLD CRYER BOATYARD IN OAKLAND

I happen to be one of the homeless at the Cryer Building. It would take a lot of work to get this place back in shape and be very costly. There are hidden remnants of metals, glass,

PLACE A NEW JEANNEAU IN CHARTER NOW & REDUCE YOUR 2019 INCOME TAX BILL BY UP TO \$200,000!



Sun Odyssey 519 • The ultimate charter yacht: 4 staterooms w/ ensuite heads + crew cabin. Generator, AC, heat, electric winches. Kick-start income guarantee. \$599,990.



Sun Odyssey 490 • Boat of the Year, walk-around decks, 3 cabin, 2 head owner version, generator, AC, heat, convertible cockpit, cockpit galley. She's stunning! \$599,990.



Sun Odyssey 440 • Boat of the Year, walk-around decks, 3 cabin, 2 head owner version, generator, AC, heat, convertible cockpit, cockpit galley. She's stunning! \$499,990.



Sun Odyssey 410 • Boat of the Year, walk-around decks, twin rudders, performance hard-chine hull & the rest is up to you! Customize this November boat just the way you wish.



Sun Odyssey 389 • 3 cabins, diesel heat, dual helm, fully ocean equipped & a proven charter winner. Call for factory incentive pricing & let charter income & tax savings help pay for your new boat!



Sun Odyssey 349 • Boat of the Year, dual helm, twin rudders, full high performance package & special factory incentives will make this boat a winner on the finish line & bottom line!

Featured Pre-Cruised Beneteau Best Buys



Sister ship

2015 Oceanis 31 Platinum • \$99,990



2012 Oceanis 34 • \$99,950



Sister ship

2012 Oceanis 37 Platinum • \$159,950


Cruising Specialists

298 Harbor Dr. Sausalito
1•415•366•7267
www.cruisingspecialists.net


JEANNEAU

WHALE POINT MARINE & HARDWARE CO.

FAMILY OWNED & OPERATED FOR 3 GENERATIONS

ACE Hardware MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

SWOBBIT SYSTEM Cleaning Tools



Hook **NOW \$12⁹⁹**
Deck Brush **NOW \$29⁹⁹**
Handle **NOW \$21⁹⁹ +up**

SEACHOICE Trailer Jack



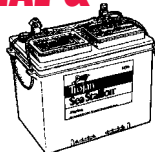
Model #52031
1500lbs.
Now \$59⁹⁹
Model #52021
1000lbs.
Now \$36⁹⁹

FURRION Shore-Power Cord 30AMP



25' **\$69⁹⁹**
50' **\$89⁹⁹**

CENTENNIAL & TROJAN Marine Deep-Cycle Batteries



DC24MF • 85amp ... **NOW \$139⁹⁹***
DC27MF • 105amp ... **NOW \$159⁹⁹***
6 Volt **NOW \$169⁹⁹***
8D • 12 Volt **NOW \$249⁹⁹***
*Price with trade-in of old battery of equal size.

PELICAN Yacht Braid Made in the USA



EXTRA 10% OFF*

*Buy 50ft
any color or combo
and take an extra 10% OFF

TRAC Oil Changer



7 Liters
Now \$39⁹⁹

SCEPTER Eco Outdoor Tank



6 Gallon
Now \$59⁹⁹

FENDERS



Lifetime warranty

Twin-eye Fender	Hole-thru-middle Fender
5" x 18" \$13⁹⁹	6.5" x 15" \$29⁹⁹
6" x 22" \$19⁹⁹	8" x 20" \$49⁹⁹
8" x 26" \$29⁹⁹	10" x 26" \$74⁹⁹

**205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988**

Mon-Sat: 8:30am-5pm • Sun: 10am-4pm • FAX 510-233-1989
whalepointmarine@yahoo.com • www.WhalePointMarine.com

LETTERS

oil and what have you under layers of sand. This keeps the cleanup assignment on the back burner.

Lucy

Readers — Lucy is referring to the February 25 'Electronic Latitude, Going, Going, Gone, where we asked what might be done with the now-abandoned Cryer & Sons Boatyard on the Oakland Estuary.

Anonymous — we're not sure what the demographics of people living on abandoned boats are, but with regards to Richardson Bay, we can say that the city of Sausalito has recently been cracking down on derelict vessels and liveaboards as part of a long-term plan. Everywhere in the Bay Area, we are seeing pressure on people and boats that have long been living on the fringes and fallen into legal gray areas that have long been tolerated — until now. We believe that many of these efforts are long overdue and are ultimately in the best interest of the sailing community and the environment at large. But we have empathy for the people living on the water as a last resort and believe that compassion is paramount.

We disagree, Anonymous, that boats should serve as temporary housing, or even as a significant housing alternative. While a boat is certainly better than the street, we don't think old boats with questionable seaworthiness can be considered a compassionate way to deal with the swelling homeless population. As we said in last month's Oakland Estuary article, it is far cheaper to house the homeless than to bounce them through the nexus of public services.

In the end, boats cannot solve the housing problem.

Some marina operators (such as Brock de Lappe in Oakland) do believe in upping the BCDC's 10% quota for liveaboards. There is some disagreement among the Latitude staff on whether this — expanding marinas' liveaboard capacity — is a viable (or desirable) long-term solution, but we think that a thriving maritime culture in the Bay Area is critical.

Forgive us, readers, if we're repeating ourselves (we most certainly are), but as we continue to report on gentrification and our rapidly evolving waterfront, we sometimes feel like a deer in the headlights, as if we're watching something barrel inevitably toward us, as if we're helpless, rather than having agency over our fate. Instead of just reacting to bad news, we want to advocate for our sport and lifestyle by showing up at public meetings for condo developments to push for docks and boatyards. We want to let people know that our culture is an important part of any city's waterfront.

But, in the end, our magazine is about having fun and getting out on the water. We hope that this doesn't sound callously privileged when framed next to the issue of people struggling to survive, but we think that recreation and time spent on the water are important parts of people's lives — maybe now more than ever. We hope that someone who's been living on the street will soon find housing, find a job, and find some time to relax, get out on the water, and start to feed their soul. We hope that a nurse working four 12-hour shifts a week will learn to sail, buy an old boat, and go for a spin on the Estuary. We hope that the engineer working 60 hours a week developing apps will fall in love with racing and become regular crew on a hot boat. And we hope that every kid who's glued to their phone or their PlayStation will get out on the water this summer.

Because we believe the world would be a better place if everyone enjoyed our abundant wind power and just sailed.

↑↓ THE BOAT FOR ADVENTURE

My heart jumped when I saw Lee Helm's remake of the venerable Blue Jay [in the May issue's *Max Ebb, Boat for*



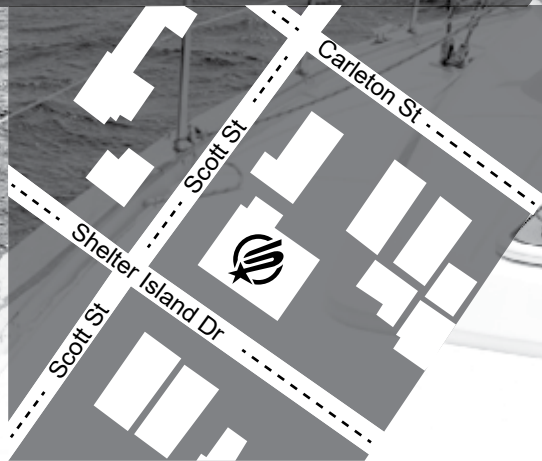
SatellitePhoneStore.com

Call us 619-618-8363 www.satellitephonestore.com

Mention this ad and receive a **10% discount!**

Free Training & Setup

2830 Shelter Island Dr.
San Diego, CA. 92106



\$25/
month

XGate Email w/ PredictWind Offshore

- Optimizer satellite router and Iridium GO! support



\$795*

Iridium GO! Satellite Hotspot*

- Services starting at **\$59/month**
 - Rollover for **\$10/month**
- Service standby for **\$19/month**



\$3995*

Inmarsat Fleet One Satellite Phone & Internet System w/Global Coverage*

- Service starting at **\$49/month.**
- Internet speeds of 100kbps w/
simultaneous voice & SMS services

* Qualified service plan is required.



Exceptional Sailing Brands You Can Trust



The World's Most Proven & Trusted Headsail Furlers



Superior Quality Marine Hardware



High Performance Lightweight Furlers



Quality Masts & Spars for All Types of Sailboats



wichardamerica.com | tel: (401) 683-5055
sales@wichardamerica.com

LETTERS

Adventure, which suggested that the youth-sailing-oriented boats should focus more on teenage mating rituals than racing and speed].

I don't necessarily agree with the remake, because the original holds such a dear place in my heart. I graduated from my Dory Willy (not sure of the spelling) Moth to my used Blue Jay about the same time I became interested in girls. The Moth was great for messing about, exploring the grand harbor of Cape May, and clearing under the Wildwood Bridge to sail among the reeds in the salt marsh, but it was the Blue Jay that led me to understand the world of sailing.

If you know anything about either of these boats, you know I was not into speed. My parents believed if I stayed on the water, I would stay out of trouble. Maybe they were right. At 15 my first date was in a Blue Jay. She was a sassy blonde whose

name eludes me.

We sailed out of the inlet into the wide Atlantic Ocean. It was thrilling to know that I had it all under control. When we drifted back in with the incoming tide, she thought I was a hero. Gunkholing along the Jersey side of Delaware Bay took me away from the confines of the harbor, allowing me to fish without taunts from my race-oriented friends. I fashioned a rod holder under the starboard rail and hung a boom tent under the port side.



MAX EBB

The venerable Blue Jay.

A friend and I even ventured to cross Delaware Bay to Lewis. We

packed adequate supplies: a stack of peanut butter and jelly sandwiches and a six-pack. It was a true adventure as we sailed upstream and planned on riding the current down to the Delaware Cape. It sort of worked out. We did get to Lewis, but it took a turn of the tide to get us to shore. We were using the ferry to navigate by. I had to call my dad collect from Lewis to bring the trailer over to drive us home. All he said was, "I don't think this was one of your best ideas." Once I hit 16, I could trailer that boat to parts far and wide — any place that had a launch ramp or hard sand was game: the Chesapeake, the Eastern Shore and along the Jersey Shore. It was easily launched, easy to handle, a joy to sail.

I think I may have had the only Blue Jay with cringles so the main could be reefed. The name on the transom was *Yesterday* from the Beatles' song. ("Yesterday, all my troubles seemed so far away.") As I look back, I find it hard to believe I had any troubles as a teenager. I moved to Florida in my early 20s in pursuit of a fabulous redhead, and my parents decided the neighbors' kid should have *Yesterday*. They may

CELEBRATING
40 YEARS
1979 - 2019

INVITING SAILORS TO TEACH

OCSC SAILING teaches sailing at our Berkeley Marina campus. We are looking for experienced women and men to instruct at one of the most challenging, rigorous, and successful sailing schools in the country. Our fleet of over 50 yachts from 24-50 feet provides the perfect platform for learning to sail the Bay and the world, we just need YOU!

We provide extensive training to help you deliver the highest quality curriculum.

Our full-time staff supports your efforts and our exceptional classroom and community spaces round out the student's experience.

More people than ever are wanting to learn to sail with confidence. You can help them fulfill their dreams and get paid.

Top 5 Reasons to Teach with OCSC

- ✓ Teach in the best location in the area - berth to bay in 5 minutes, no current, all the breeze you could ask for!
- ✓ Teach alongside the most experienced and friendly instructors anywhere
- ✓ Free use of Club-Owned Boats
- ✓ Help with USCG License Preparation
- ✓ All privileges of OCSC Membership!

Email a Sailing Resume to info@ocsc.com and tell us why you want to teach the Most Exciting Sailing in North America!



OCSC SAILING
Inspire Confidence™

www.ocsc.com • info@ocsc.com • 800.223.2984
One Spinnaker Way, Berkeley, CA 94710

Dry Storage Available Power and Sail

GREAT RATES! 20' to 35': \$150 per mo.
36' & Up: \$4.25 per ft.



CALL FOR RESERVATIONS

- We are uniquely positioned to haul your boat
- We carefully haul you on our Brownell Hydraulic trailer. **NO STRAPS!**
- We safely store your boat on Brownell boat stands supplied by us!
- We have some of the best weather for drying out your boat.
- We have seasoned professionals that can field your calls or work on your boat.
- We have a safe environment for your boat.
- We have very reasonable rates

Come visit us – let's talk!

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



NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

LETTERS

have been right.

I've sailed all around the world on all makes of boats from super-yachts and sleds to old gaff-rigged catboats. I've owned trimarans, ultralights and boats just to mess around in. I've raced across oceans and delivered boats from halfway across the world. My race-crazed mates ridiculed me when I bought a 30-ft Catalina. "It's good if you like going slow," one of them said. I do like going slow, alone or with friends. My wife of 40 years and grown children gave me a boat-cleaning day for my 70th birthday. When we were done with the work, we sat on board and I reflected that my two children hadn't quite caught the sailing bug. I wondered if it's because in California, they grew up with Lasers, J/24s and OPBs (Other People's Boats.) They just didn't see the *truth* about sailing that I did in my Blue Jay.

Maybe I should have bought them a Blue Jay instead of surfboards and motorcycles.

Peter Greer
Catonic, Catalina 30
Ventura/Thousand Oaks

MY NEWEST (AND LAST) BOAT

It's been a terrific start of the season for me. I recently



JIM GOSSMAN

Jim 'Goose' Gossman's final boat, 'Grace'.

delivered our new-to-us boat to Loch Lomond Marina. We launched her in Benicia, and this really is my *final* boat! *Grace* represents a synthesis of all of my hopes and dreams of water time, which still include having

my spouse enjoying it with me (I've reluctantly become a sailing bachelor like 90+% of my sailing friends).

Grace is a 26-ft Nimble Kodiak electric-drive trailerable motorsailer with 6-ft 5-in headroom. Designed by Ted Brewer, it should be a comfortable Bay sailer, yet allow us to cruise to faraway places at 55 mph. *Grace* isn't cold, wet, noisy, smelly or dark inside, and my wife chose the name, so we'll see! Funny, but at the boat show, I ran into another Bay Area multihull sailor who just added the same boat to his quiver, and for almost the same reasons, proving that just getting out on the water is still more important than going fast.

Jim 'Goose' Gossman
ReGale, West Wight Potter 18 (modified)
Benicia

DOES THE BOAT MAKE A DIFFERENCE (CONTINUED)?

Having just sold our 42-ft 'condomaran' in Florida, and having sailed three different monohulls over 50,000 kilometers (just over 31,000 miles) around the Pacific and Southeast Asia, I do maintain that the boat is the means to the end, not the end in itself. A good, seakindly boat that does not suck you dry maintaining it is all that is needed for a fabulous platform for adventurous cruising.

Glen Middleton

M600 | 600 HORSEPOWER. ZERO COMPROMISE.



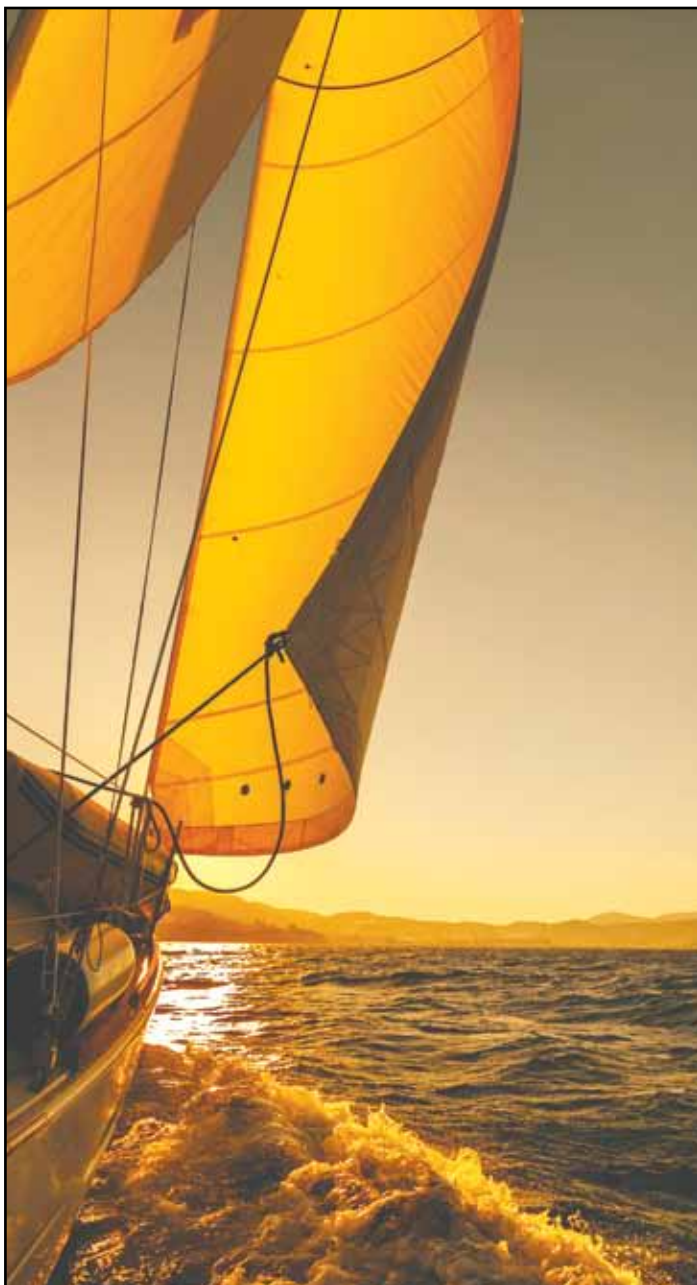
There are aircraft that feature club seating for six. There are others that have G3000[®] avionics. And some can rival 1,600 nm range and 274 knot max speed. But have you ever seen one that gives you the whole package for \$2.92 million, or more than \$1 million less than the competition? You have now. The M600 from Piper Aircraft. Learn more with just one call to your full-service dealer today.

M-CLASS: M350 | M500 | M600

 **Western Aircraft**
A GREENWICH AEROGROUP COMPANY

westair.com

1.208.338.1892



**If you love boating,
this is your place.**

Welcoming. Serene. Convenient.

Perfect.



1030 Marina Village Parkway • Alameda, California 94501 • 510 521-0905
www.marinavillageharbor.com

LETTERS

↑↓ ANOTHER RAMPED-UP LETTER

I launched my Hobie 18 off the Encinal ramp one of the two times I did the Great Vallejo Race some years ago. In fact, older readers may recall seeing it on the rocks outside the club that night as it is very orange. If you do the Season Opener on a cat, definitely do it from the Richmond ramp. It is a long, long day back to the Encinal ramp and you end up crossing the Slot and behind Treasure Island (overpowering gusts) late in the afternoon which is not good.

Richard Bradley Smith

↑↓ A NEW WAVE TO VALLEJO

One of the great things about *Green Buffalo* on the Vallejo Race weekend is that most of our crew were young. Only Jim Quanci and I were, shall we say, over 40. Both Jim and I had sons on board. Katie Jewett also joined us.

It is exciting to see the new wave of sailors. Stephen Quanci sailed to Hawaii in the Pac Cup, and Brian (my son) and I sailed back with Jim. For Vallejo, Brian brought along his friend Eric for his first race. Looks like he is hooked too.

Bill Rus, crew
Green Buffalo, Cal 40
Richmond YC

↑↓ SAILGP REDUX, AND, ALSO, GOOD JOB

I grabbed a few shots during the SailGP practice. They're freebies if you want to use one for a cover. It would be my dream to have a cover of *Latitude*.



STUART KIEHL

By the way, excellent article on sail-assisted ferries, and also the articles about the challenges facing boatyards — a subject most boaters do not consider, and critical to our activities. Job well done.

Stuart Kiehl
Tiburon

Stuart — Thanks for the photos (this is one of several awesome shots from Mr. Kiehl). Sorry this didn't make the cut. We love it when readers send us photos of boats — any boat — on the Bay. To be sure, all lenses were focused on the SailGP circus

The SailGP extravaganza exceeded all expectations.

when it was in town, and we had no shortage of submissions. Thank you, too, Latitude Nation.

↑↓ WHEN THE KEEL SMILES

Why do sailboat keels smile? Because they are thinking how much more fun it would be if they could swim freely in the ocean like dolphins instead of being attached to a stupid boat.

Why do sailboat keels crack at the point where they are attached to the boat? Because they are poorly engineered, allowing movement between the rigid lead and the relatively weak and flexible fiberglass.

Unforgettable Adventures.



Feel-Good Savings.

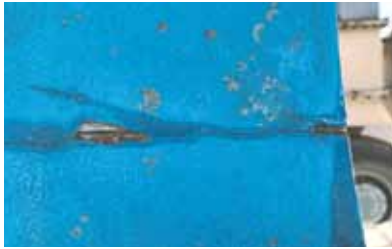
Heed the call of adventure with great insurance coverage.
Boat insurance serviced by the boating experts. Get a fast, free quote today.



[BoatUS.com/insurance](https://www.boatus.com/insurance) | 1-800-283-2883 | Local Office

Some discounts, coverages, payment plans and features are not available in all states, in all GEICO companies, or in all situations. Boat and PWC coverages are underwritten by GEICO Marine Insurance Company. In the state of CA, program provided through Boat Association Insurance Services, license #0H67086. GEICO is a registered service mark of Government Employees Insurance Company, Washington, DC 20076; a Berkshire Hathaway Inc. subsidiary. © 2019 GEICO

LETTERS



ELANA CONNOR

The crack in Elana Connor's 1985 Sabre 34 Mkl 'Windfolia's keel.

If the keelbolts bolt through the hull skin and a grid liner system bonded with a flexible putty or polyester resin filled with chopped strand mat (aka bearshit), movement between the keel and the bottom is al-

most guaranteed. If you look at the extensive areas that were 'filled' by replacing failed bedding compound it is plain to see that the bearing surface between the keel and boat bottom is highly compromised. Perhaps only 60% of the rigid lead keel actually bears upon the structure of the boat. The new filler may or may not be capable of transferring the loads introduced by the keel back into the bottom structure.

From the photographic evidence it is highly probable that: 1) The designed strength of the bottom and internal supporting structure was not sufficient to prevent movement between the bolted-on keel and the boat bottom. 2) Only a part of the existing keelbolts are carrying the loads introduced by the keel. 3) With further use the repair will deteriorate and the smile will return.

Hundreds of boats sail around in this condition without their keels falling off.

Richard Elder

Readers — These comments refer to the May 13 and May 17 'Lectronic Latitudes When the Keel Smiles, Parts 1 and 2, written by new-ish cruiser Elana Connor, who discovered a crack in her keel before departing south and eventually embarking on a singlehanded Pacific Puddle Jump (not really singlehanded, actually — she has a dog).

Richard — We don't think that a crack in the keel is necessarily as foreboding as you've described. Yes, the idea is a little scary, and yes, there have been some tragic examples of failures and flaws in keels, but we think that, given the number of monohulls circling the globe, the keel seems to be a fairly proven technology.

Take this anecdote from Webb Chiles, who gave a talk at Richmond Yacht Club at the end of May about his circumnavigation on the Moore 24 Gannet. During one of his stopovers during the voyage, a crack was discovered on Gannet's keel. "Someone asked me what caused it," Chiles said, "and I told them there was no one thing. She was picked up by waves and dropped on her side several times. The masthead was in the water several times. There was tremendous stress on that joint."

↑↓ WHEN THE READER SMILES WHEN READING ABOUT THE SKIPPER

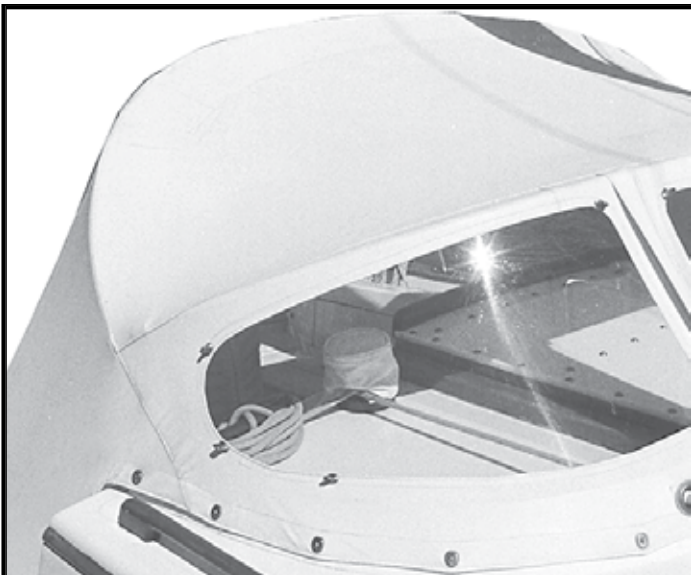
I admire this young cruiser's grit, determination and positivity. She'll make it to anywhere she wants to be. I've been 'out there'. I know.

Bill Fleetwood

↑↓ WHEN THE SMILE ISN'T HEALTHY

While the smile may be common, it is not a healthy thing. Clearly an indication of movement, which could accelerate when conditions tell it to. (Read: worst timing.) My peace of mind is too valuable to me. I had my original keelbolts augmented. I went from eight to 16, all done while in the water. Cheap for the peace of mind I now enjoy.

Don Anderson



"I blew most of my money on broads, booze and boats...the rest I just wasted."

— Elmore Leonard, R.I.P.



**CLASSIC CANVAS
STARBUCK CANVAS WORKS
415-332-2509**

67 Liberty Ship Way, Sausalito, CA 94965
saintarbucks@sonic.net

"Unless you just don't care."



SAUSALITO'S BOUTIQUE MARINA

- 80 SLIPS FROM 20' TO 40' WITH POWER AND DOCK BOXES AT EACH SLIP
- FREE WATER AND HIGH SPEED WI-FI
- SUP, KAYAK AND OC-1 STORAGE WITH 24/7 ACCESS



www.bluewateryachtharbor.com
chris@bluewateryachtharbor.com
55 Liberty Ship Way
Sausalito, CA 94965
415.289.0135





Photo credit Robert F. Myers

MINNEY'S SUMMER SPECIALS!

25% OFF SYMMETRICAL SPINNAKERS. Five hundred to choose from. Fly the traditional way or recut for asymmetrical.

40% OFF ALL CARBON FIBER, KEVLAR, MYLAR AND OTHER HI-TECH SAILS.

25% OFF ALL DACRON MAINSAILS AND HEADSAILS with an inventory number of 14 or less. Example M-14-192

**VIEW SPECS & PRICES ON 2000 NEW & USED SAILS AT
MINNEYSYACHTSURPLUS.COM**

20% OFF ALL "FLAT TOP" (NOT SELF-TAILING) WINCHES.
Barients-Barlows-Lewmars-Harken etc.

10% OFF ALL BRAND NEW PRE-CUT DOUBLE BRAID LINE.

Above discount good until September 1, 2019 or present stock is sold.

WE KEEP BOATING AFFORDABLE

MINNEY'S YACHT SURPLUS

1500 Newport Blvd., Costa Mesa CA

(949) 548-4192

www.minneysyachtsurplus.com/blog

minneys@aol.com • www.minneysyachtsurplus.com

Hansen Rigging

Rigging Specialists



Now: Order Rope Online
Wire swaged with rotary or hydraulic machines.
Rod Rigging from -4 to -40 built in house.

Call to Schedule Your Next Project

- ⇒ Mast
- ⇒ Boom
- ⇒ Running rigging
- ⇒ Maffioli Ropes
- ⇒ Standing rigging
- ⇒ Deck hardware
- ⇒ Upgrades
- ⇒ Leisure Furl

www.hansenrigging.com

2307 Blanding Ave., Ste. GH • Alameda, CA 94501

HOURS
M-F 10 am-6:30 pm
Sat/Sun by appt.

(510)
521-7027



LETTERS

↑↓ WHEN THE SKIPPER IS REMARKABLE

She is a remarkable lady, humble, kind and very willing to learn. She does not expect people to do for her.

Joy

↑↓ WHEN PEACE OF MIND IS PARAMOUNT

Nice job! Before sailing across the Pacific, please consider adding a few more keelbolts. We will all sleep better, and the smiles belong on a happy face, not a keel.

Rev. Dr. Malama

↑↓ SOME BARNACLE BUSINESS ON THE GOLDEN GLOBE RACE

That's a nasty-looking crop of barnacles. I'm a bit mystified that the growth was that bad as he was at sea for



GOLDEN GLOBE RACE

Finnish sailor Tapio Lehtinen shows the barnacle growth collected after nearly a year of circling the globe on his Gaia 36 'Asteria'.

less than 11 months and was always moving. Our boat is in Fiji at present, and we have left it stationary for six to nine months every year for the last six years in French Polynesia, Tonga and Fiji. We get about one

to one and a half years out of a paint job, pretty much the cruiser average, so I was wondering where he picked up such a healthy bunch.

Tony M. Spooner
Fiji

↑↓ MORE REASONS THAT BARRY MYERS, PRESIDENT TRUMP'S NOMINEE TO HEAD NOAA, IS A BAD CHOICE

I absolutely congratulate Mr. Arndt (owner of *Latitude 38*) for opposing this nomination and notifying the readers at *Latitude Nation*. We should all be outraged that a person with Barry Myers' background and personal issues has been nominated. He definitely should not be confirmed, and I'm writing both of our senators right now.

Armand Seguin

↑↓ SPOKEN FROM EXPERIENCE

As a professional in the environmental-consulting industry with 35 years of experience in stormwater sampling, I use various weather services for forecasts of rainfall in order to place crews for field sampling of rain runoff. Accuweather [of which Myers was the former chief executive officer and general counsel] is one service I never use for the simple reason that it is laughable in the results it generates. The National Weather Service (NWS) makes forecasts for probabilities and amounts of rain about three days into the future at most. Accuweather makes them up to 45 days out. Further, the service has no problem presenting that there is a 37% chance of 0.32 inches of rain occurring between 2 p.m. and 5 p.m. at some location on a day five weeks in the future. Prognostications like this are worthless because *no one* can forecast the weather that accurately that far into the future, including Accuweather. That alone for me is a

100 Years of Innovation & Service From The Original Sailcloth Company

· sailcloth · furling systems · liferafts · safety · hydrogenerators · compasses · hardware ·

www.bainbridgeintusa.com

Easy Access

EMERY COVE
YACHT HARBOR

In The Center of San Francisco Bay Perfect Location - Great Investment!

BUY OR RENT A SLIP

- BUY A SLIP - Save money and earn equity! Enjoy tax savings. Listings start at \$39,500. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENT A SLIP - 35-60' slips, rates from \$11.90 to \$12.90 per foot.

AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

ON PREMISES

- Emeryville Yacht Club
- Rubicon Yachts
- SailTime
- Websolar

Certified



CALL FOR AN INFORMATION PACKET | 510-428-0505

3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com

HIRING

HIRING



**FULL SERVICE BOATYARD
50 TON TRAVEL LIFT**

707-554-2813 • 510-701-6900
vallejoboatworks@yahoo.com
www.vallejoboatworks.com

LETTERS

reason to keep Mr. Myers out of NOAA.

Peter Wilde

↑↓ REQUIRED READING

I encourage anyone interested in this nomination to get and read Michael Lewis's book *The Fifth Risk*, in which an entire chapter examines Barry Myers and how he has made a fortune using (I should say "raiding") all of the free weather information provided by the federal government and NOAA, and turning that information into a commercial enterprise known as Accuweather. He gets the weather statistics and information from NOAA — information that we taxpayers have paid for initially when funding NOAA — and then turns around and sells it back to us again through subscriptions to his company's services. The book is also a great read in itself.

Bill O'Connor

We've said it before and we'll say it again: "How's that drainy swampy stuff workin' out for ya?" Thanks to Marceline Therrien for keeping us in the loop.

↑↓ SAILING — A GREAT WAY TO UNPLUG

Latitude Nation — *In May, we posted the following photo with the caption, seen in the headline above, on our Face-*



LATITUDE / JOHN

book page. The picture, forgive the pun, sparked a healthy debate about power cords on docks. While we enjoy the metaphor, electrocution in marinas is a serious concern worthy of sober discussion.

Breakers can be turned back on. *Always unplug from the shore side first.*

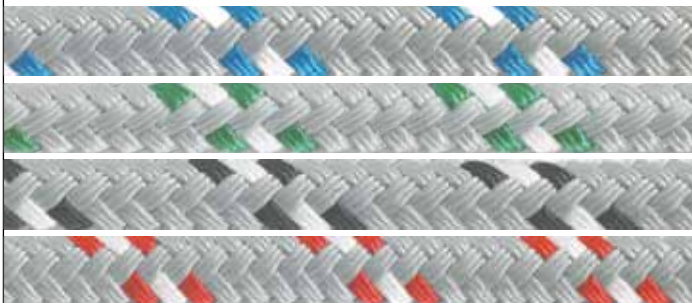
It doesn't take a lot to kill someone in the water up to four-plus boatlengths away. #saveadiver

Erik D. Jones
Aventura, Island Packet 370
Alameda

I'm skeptical. What would be the current path for this to happen? If the seawater is ground, the hot pole on the cord will be grounded immediately and the breaker should trip. What am I missing? I trust myself and any crew to switch off the breaker before disconnecting at the boat, to not switch it back on, and to not drop the cord into the water.

Max Crittenden
Iniscaw, Martin 32
San Diego

Max, first the non-technical challenge. If you have faith in breakers, would you jump in the water and drop in a power cord? Most sane people wouldn't bet their own lives. And I'm not trying to be an ass, but why bet someone's life on that? I have faith in myself and my crew, but I don't need faith when I follow a few simple steps because it becomes impossible



The Next Generation of Performance Cruising Lines.

VIPER Series - The next generation of performance lines for cruising and club sailors is super strong while remaining flexible, and it is ideally suited for our customers looking for better performance than polyester without paying the premium price of Hi-Techs!

VIPER is easily spliced, and the cover can even be stripped for higher performance applications. Available in an assortment of sizes and colors. Ask about this exciting new product at your local marine retailer or riggers shop.

Others make line. We make line perform.



www.neropes.com

T: 800-333-6679

SCIENCE STYLE STAMINA

Doyle Sails is a leading force worldwide in racing sails through a combination of practical on-the-water experience and continual product development. Each sail is built by a team of passionate, expert sailors that see projects through from concept to competition.



DOYLE SAILS SAN FRANCISCO 510-523-9411
doylepacific@gmail.com www.doylesails.com



Visit **Mexico's First Port** of entry south of the border



MARINA CORAL
ENSENADA, BAJA CALIFORNIA

CONTACT US VHF CHANNEL 71 Latitude 31° 51' 38.59" N • Longitude 116° 39' 36.342" W USA 1 (866) 302-0066 • marina@hotelcoral.com • www.hotelcoral.com

Marchal Sailmakers

Specializing in Sail Repair



After hours pick up and drop off available

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501

Dominic Marchal • (510) 239-5050

www.marchalsailmakers.com

Secure what matters.



Over Center
Pelican Hook

LIFE LINE FITTINGS

For 60 years your safety has been our concern.

Our complete inventory of life line fittings, turnbuckles, pelican hooks and terminals is the first choice of boat designers, builders and owners everywhere.



csjohnson.com

C. SHERMAN JOHNSON CO. INC.
Johnson

C. Sherman Johnson Co., Inc.
East Haddam, Connecticut, USA

800.874.7455

LETTERS

rather than a freak accident.

Second, the concept you're referring to is ground fault. The outlets in your bathroom, and even those on hair dryers today, have GFCI (ground fault circuit interrupt) breakers. They operate under the condition you described in a fraction of a second. It wasn't until 2017 that the national electrical code that affects marinas was updated to require GFCI on shorepower outlets, and then only for new construction. Most marinas have only conventional breakers that trip only when enough current flows (30 amps for most marinas in the Bay, some higher). That's as much as 300 times the current required to stop a heart. Only 100mA is enough (some studies say less). I say why take the risk? I would rather operate under a sure thing.

Erik D. Jones

Good comments, thank you. The breaker is off, and, if you look closely, you can see that the end is also secured by a small line. And then we sailed away.



LATITUDE / JOHN

Peter Cunningham's 'PowerPlay' sails out the Gate in May for the start of the CA 500.

↑ ↓ GETTING THE NEXT GENERATION INTO THE RIGHT MOD

Letting the youth sailors on the MOD70s is the most exciting story of the day. I know it's something they'll never forget. Thank you to those crews and boat owners for fueling the fire

in tomorrows competitors.

Mike Zint



WWW.SFBAYOSPREYS.ORG

Speaking of 'PowerPlay', here she is as an osprey (maybe a little difficult to see camouflaged in the nest) looks on with what we assume is approval.

↑ ↓ TWO THINGS THAT FLY

The other day late in the afternoon I was watching the Audubon Society's osprey cam located on a crane next to the Red Oak Victory on the Richmond channel. As usual, it was

Brickyard Cove Marina

1160 Brickyard Cove Road, Suite 110 Pt. Richmond, CA

- Brand New Docks
- Slips Available
- Dry Storage Available
- Direct access to the bay with a harbor that opens directly into clear sailing waters.

(510) 236-1933

www.bycmarina.com • info@bycmarina.com



Yachtfinders/Windseakers

in the heart of
San Diego's boating community



A LEADER IN
BROKERAGE
SALES
ON THE
WEST COAST!



2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189



55' TAYANA 55 '87 \$169,500
New Horizons. A fast, beautiful boat that can be easily sailed by two people. One of the finest and most advanced cruising yachts available.



52' SANTA CRUZ '99 \$395,000
Bodacious IV. A highly modified and modernized SC 52 that is VERY fast and easy to handle. On a shipping cradle in heated storage and ready to go.



50' BENETEAU OCEANIS 500 '88 \$145,000
Sweptaway. A large affordable cruising vessel. Well equipped with cruising gear and comfort amenities. Easily handled by two. Shoal draft.



45' MORGAN 45CC '94 \$139,000
SAIL LA VIE. Luxurious cruising yacht that exceeds the performance and handling requirements of experienced sailors. Beautiful interior.



45' HUNTER PASSAGE 450 '98 \$129,500
Dragonfly. Self-sufficient, seagoing cruiser with plenty of room. Light and airy, easy to handle, big on tankage, and full of amenities.



41' ISLANDER FREEPORT '76 \$63,500
Windseeker. Light, bright and airy. Plus, the 6'10" headroom makes her most accommodating for the offshore passages and living aboard.



41' ISLAND TRADER '77 \$69,000
MS SC. Classic full keel cutter in excellent condition with many recent upgrades including all new standing rigging and sails. Call us!



40' ISLANDER PETERSON '81 \$47,500
Reindeer. If you are looking for the finest and most loved Islander Peterson on the water today then REINDEER is the boat for you



38' CATALINA 38 '80 \$29,900
Crusader. Here's a fine example of how a boat of this vintage should look. A good opportunity to step aboard and enjoy the sailing life



37' VALIANT ESPRIT 37 '85 \$99,000
Joy Of Life. The best prepared and maintained Valiant Esprit 37. Extensive inventory of parts. Just add food, water and fuel and head out.



34' HUNTER 340 '98 \$54,900
Good Feel'n. Spacious below decks and in the cockpit. Well-rigged for single-handed sailing so your guests can just sit back and enjoy.



30' FAIRWAYS MARINE FISHER 30MS '79 \$34,500
Passport. Known for sea worthiness and steady motion at sea. A great opportunity to acquire a pilot house ketch at an attractive price.

FEEL THE FREEDOM

With Hydrovane: Your Independent Self Steering Windvane AND Emergency Rudder

- ★ Your best crew ...steers 24/7
- ★ Have confidence for all scenarios
- ★ Install off center, with davits & gear

Winning Windvane! GOLDEN GLOBE RACE 2018

WINNER: JEAN-LUC VAN DEN HEEDE

"I changed absolutely nothing in 212 days!"

"Thank you very much because Hydrovane is a big part of my success!"



★ **HYDROVANE** ★
STEERING THE DREAM

watt&reo
hydrogenerator
ECHO Tec
Watermakers

LETTERS

blowing like stink. Suddenly, *PowerPlay* came motoring by headed out the channel, so I did a quick frame grab. Interesting contrast, I thought. A couple of minutes later, *PowerPlay* motored back in.

Here's the ospreycam link if you're interested. Warning! It's addictive: www.sfbayospreys.org.

John Alfonso
Scoot!, Pelican #2436
San Francisco

↑↓ A MALTESE-ER

We were anchored on the south end of the Greek island of Aegina on June 2, when we spotted this huge span of square white sails on the horizon. Later, we were able to ascertain that it belonged to the *Maltese Falcon*. She passed us at two miles heading east. A short time later, she paraded past again. This time she was naked.

Don Bryden
Quetzalcoatl
Walker Lake, NV



DON BRYDEN

'Maltese Falcon' fully clothed, then a little nekkid in Greece.

Don — Thanks for the photos and story. It's good to know that Maltese Falcon is still out there Falconing in all her Tom-Perkins-inspired glory.

↑↓ REMEMBERING LOWELL NORTH

On one of my dream sailing experiences as crew on *Freedom*, one of Dennis Conner's America's Cup campaigns, I arrived at the boat and shook the hand of the first person I met. "Hello Harper," came the salutation, "Lowell North." A great day suddenly got even better. A day of sail testing on an ACC boat with Conner and North blew my 20-year-old mind. Nothing but respect for this gentleman.

Harper Hatheway

↑↓ FASTER THAN THE SPEED OF IDEAS

Bill Buchan summed it up best at a St. Francis YC's Masters Regatta: "Lowell and I weren't always the fastest sailors, but we had the fastest ideas."

Em Black

↑↓ A GREAT MAN

There was a photo of Lowell steering a 12-Meter from San Diego YC, using a tiller extension that was fastened to the bottom of the wheel so that when you pushed on the extension, the boat headed up, and when you pulled, the boat would bear off — just like on a real boat!

As an individual, he did to sailmaking what no one else has been able to do, before or since. A great man.

Kame Richards
Pineapple Sails, Alameda

STERLING ASSOCIATES

LET US HELP YOU GET ON THE WATER!

West Coast Representative with 25 years of Marine Lending Experience

Max Salvater
916-849-9070
Call us today for a quote

>> Rates as low as **4.50%**

Contact the boat loan PROFESSIONALS • boatbanker.com



ELAN IMPRESSION 45
IN-STOCK. CALL FOR SPECIAL!

JEANNEAU S.O. 410
AWARD WINNER! IN-STOCK!

MARKET IS HOT!

QUALITY LISTINGS WANTED. LET US SHOW
YOU THE CRUISING YACHTS DIFFERENCE!

THE SUMMER BOATING SEASON HAS ARRIVED!

**NOW PLACE A NEW YACHT INTO A CHARTER PROGRAM
WORLDWIDE WITH CRUISING YACHTS! CALL FOR DETAILS.**



'06 Jeanneau 49DS \$354,900



'04 Tartan 4600 \$185,000



'97 Jeanneau 45.1 \$99,500



'00 Tartan 4100 \$200,000



'12 Tartan 4000 \$425,000



'04 Hunter 386 LE \$99,500



'07 Hunter 38 \$114,900



'99 Catalina 36 \$73,500



'13 Jeanneau 409 \$229,000



'97 Isl. Packet 350 \$105,000



'79 Islander 32 \$32,500

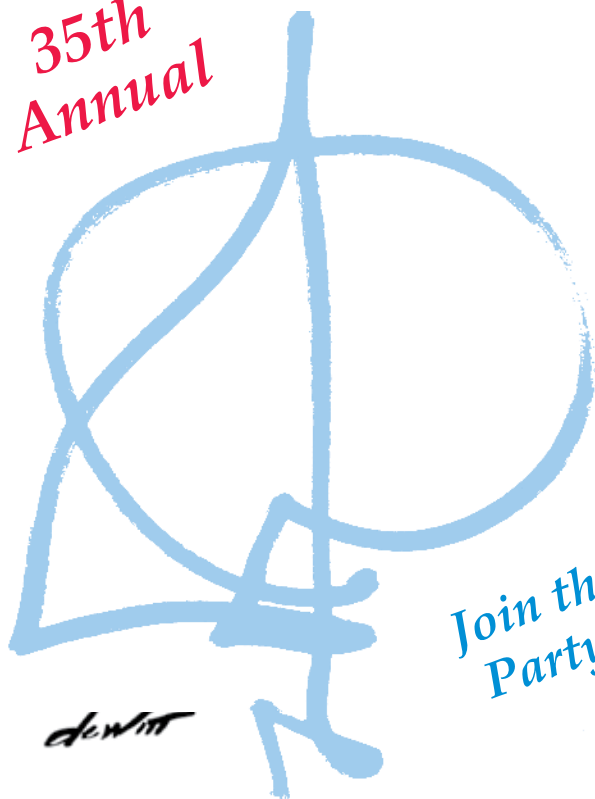


'13 Sparkman 30 \$99,950



'82 Nonsuch 30 \$34,900

35th
Annual



Join the
Party!

dewitt

THE BAY VIEW BOAT CLUB AND THE
ISLANDER BAHAMA FLEET
invite all

'60s thru '94 Vintage
Fiberglass Sailboats

to the
San Francisco

PLASTIC
CLASSIC
REGATTA

followed by
Dining & Dancing
Saturday, July 13, 2019

at the Bay View Boat Club and the waters off Pier 54.

Visit the BVBC website: www.bvbc.org

Bay View Boat Club, 489 Terry Francois Blvd., San Francisco, CA 94158

www.plasticclassic.com

IT'S CHARTER TIME FOR:
CATALINA & LORETO

CATALINA San Diego
 Sales • Charter • Lessons

LORETO **BOOK NOW!**

- Bareboat & Skippered Charters
- 5 and 7 Day Learn to Sail Vacations
- Private & Group Lessons

**WEST COAST
 MULTIHULLS**

www.charter-catamaran.com

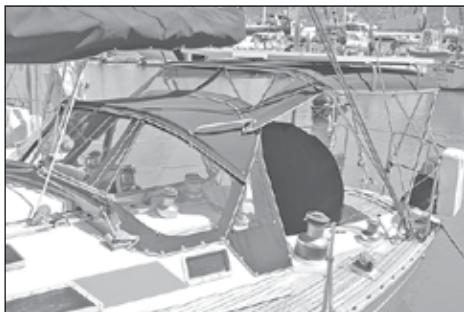
ASA AMERICAN SAILING ASSOCIATION

Mexico San Diego
 (619) 365-4326 • (619) 517-5630
 sail@westcoastmultihulls.com

KISSINGER CANVAS

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

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



DODGERS

Over 25 Years in Business

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

LETTERS

Latitude Nation — Thanks for all of your thoughts and memories about Lowell North. He was one of a kind, and he will be missed.

↑↓ A TRAGEDY IN PANAMA

I was very surprised by this attack [as reported in a May 8 'Lectronic, when a New Zealand cruiser, part of the Pacific Puddle Jump fleet, was shot and killed by thieves while anchored at Morodub Island in Panama's San Blas archipelago]. I've spent years on both sides of the isthmus, including San Blas and Las Perlas, and the only violence I ever encountered was in downtown Colon (where I was mugged at knife point). Not sure if the perpetrators were local, but I know there's a lot of traffic between Colombia and Panama through the San Blas. Perhaps a 60-ft boat just seemed too fat a target to pass up — the rich-gringo scenario.

I'm not for carrying firearms per se, but there are other potential defenses, perhaps the best being passive, locking yourself in and letting the intruders steal whatever they want topside. In extremis, bear spray, flare guns (there even used to be an insert that turned a flare gun into a .38 single-shot pistol) or spearfishing gear might help defend the cabin.

Steve Garrity

↑↓ BEARING ARMS

It's at times like this you need a gun on your boat, except you are not allowed to have one. I think a boat owner should be allowed to defend himself in such a situation. Attacks like this happen often; there are desperate people in desperate places. It's time for a serious change of the rules. I do not own a gun, but there have been two occasions in the Caribbean when I wished I had one. On a boat you are very vulnerable, and the attackers know that you are likely unarmed.

David Hume

↑↓ IT'S LEGAL . . . ?

You are 100% allowed to have guns on your boat. I sailed to the San Blas Islands and was armed with both a rifle and a pistol. I was glad to have them aboard. But I only used them for target practice for fun.

Docduracoat

↑↓ NO, IT'S NOT LEGAL

According to *www.noonsite.com*, a cruisers' resource website, Panamanian arrival formalities say that "Firearms must be declared on arrival and will be held in bond until departure."

Joe Abbott

Readers — Our hearts go out to the Culverwell family. Alan, who was killed on May 2, is survived by his wife Derryn and 11-year-old daughter Briar and son Flynn, who were onboard during the attack. These incidents send shivers through the cruising community. The San Blas archipelago has long been considered a safe destination, but this assault will likely — and understandably — make sailors question stopping at the islands.

We don't want to be flippant about what happened to the Culverwells, nor do we want to fall victim to the justified trepidation that can take grip after such a tragedy. A horrible incident can be viewed as a random act of violence — which, by definition, can strike anywhere at any time — or as a frightening cautionary tale about a place that, given the incident, should now be avoided at all costs.

We do feel comfortable in saying that, statistically speaking

Gateway to the
Bay & Delta



The North Bay's Only Full-Service Marina!



- Slips starting at \$7.65 per foot!
- Concrete and wood docks
- Kayak storage space available
- 24-hour security patrol

(707) 648-4370 • Fax (707) 648-4660
 42 Harbor Way • Vallejo, CA 94590
 Monday-Saturday 8:30 a.m. to 4 p.m.
www.ci.vallejo.ca.us



Huge Outboard Motor CLEARANCE



**SPECIAL
CLEARANCE PRICES!**

Limited Availability
– Don't miss out!
Call now
(800) 726-2848



Boston Whaler
closeout on any
remaining 2018 models



Outboard Motor Shop
(800) 726-2848
(510) 533-9290

1926 – 2019
Your Bay Area Dealer
For 93 Years

333 Kennedy Street
Oakland, CA 94606
www.outboardmotorshop.com

All Prices INCLUDE freight & prep, plus tax & license only.

3514

TREASURE ISLAND
SAILING CENTER

Launching Point for New Horizons

T·I·S·C



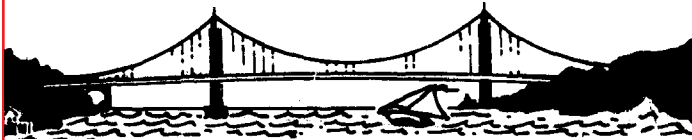
Learn to Sail
US Sailing
Basic Keelboat Course
Just \$599



- Advanced Keelboat Course
- Self-Guided "Skills" Practice
- Adult Dingy Courses
- J/24 Rentals
- \$99 Checkout

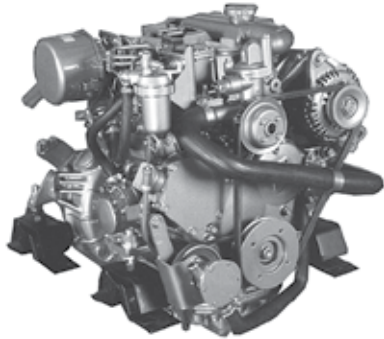
See our website for details:
www.tisailing.org or call: 415-421-2225

SAUSALITO



LIST MARINE INC.

- Full service engine shop
- Marin County's YANMAR DEALER
- Dockside facilities
- Seasonal Diesel 101 Classes



YANMAR

69 LIBERTY SHIP WAY • SAUSALITO, CA 94965
Adjacent to Schoonmaker Pt. Marina

415-332-5478

www.listmarine.com

LETTERS

and given the number of boats cruising the seven seas, violent, fatal robberies and assaults are somewhat rare.

As for guns on boats, we agree with David and Joe in that you're absolutely not allowed to have firearms onboard your vessel, a conundrum that even commercial shipping has struggled with. While a majority of ships operating in traditional hot spots — such as the Red Sea — now carry security details, the logistics of having guns onboard is still tricky. Many security contractors keep their cache of weapons offshore to avoid bringing weapons into local jurisdictions.

Cruisers, by contrast, do not have this luxury, though we have heard some sailors say that they still keep guns onboard, on the down-low, for security. One circumnavigating sailor once told us that, while at anchor in South America, he saw a boat that was clearly nefarious motoring toward him. The sailor said he went below, unearthed a shotgun, came on deck, flashed it to the oncoming boat, then laid it on deck. The boat retreated.

But please don't hear us advocating for (or against) carrying weapons onboard your boat while cruising. Safety and security are personal choices that are a matter of planning, prudence and, ultimately, luck.

Please, stay safe out there, everyone.

ON THE BCDC AUDIT

The Bay Stewardship Alliance is very pleased to see the recommendations in the audit report — they vindicate and endorse many of the points we have been making for some time about BCDC.

We were surprised and disappointed to see the response from BCDC. Refuting the need for the legislative change recommendation is a denial of the problem. The organization is not working and needs reform, which will be very difficult from within. We are also frankly astounded to see Mr. Goldzband's comment, which was, "We need to up our game and need more money." This shows he does not understand the problem. It starts with accountability for bad practices. There is a lot of inefficiency and waste of money in the current processes as highlighted by the audit. Before any more money is committed to the BCDC budget, we need reform first.

In addition, we suggest that BCDC should abandon its move to the new offices, which were agreed on by commissioners earlier this year, and immediately freeze any expenditures related to such a move, including the budgeting process. Adding several million dollars of cost just for an office move is unacceptable at this time. Also, a freeze on all hiring at all levels should also be immediately enforced until reform has been agreed upon. Any monies and budgets should have a thorough review.

From the Alliance viewpoint, we have an issue of accountability as well as of governance. From my personal experience as a CEO for several companies, I know how hard reform can be. It certainly does not happen by the current team's saying we shall "up our game." The only secure approach is a change in executive leadership together with better oversight and governance. Having 27 commissioners is cumbersome and unwieldy.

We encourage genuine reform supported by executive and legislative change so that we can all regain confidence in BCDC and feel that it's committed to reform and executing its mandate in a professional manner. Right now, it is clear from the auditor's report that that is not happening.

This is an urgent call to action.

Peter Blackmore
Pied Piper, Oyster 49
San Francisco

License #0E32738

TWIN RIVERS

MARINE INSURANCE AGENCY, INC.
"Your Marine Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509 • At The Antioch Marina
Latitude 38° 01' 10" N - Longitude 121° 49' 10" W - Buoy 4 Red - On the San Joaquin River

- Shop Your Renewal & Save – Flexible Survey Requirements
- Broad Navigation Areas • Liveaboards • Classic Yacht Coverage
- Agreed Value Policies • Fuel Spill Liability • Get a Quote Online

Your Twin Rivers Policy Comes With an Agent

West Coast • Hawaii
Mexico • East Coast

Marine Insurance made simple, affordable and effective.

www.BoatInsuranceOnly.com (800) 259-5701

Years of unbeatable experience to match your needs to the right product.

REPRESENTING...

ace seguros

Marine Insurance

insured TRAVELERS

Commercial Marine Insurance • CALL DOUG for a QUOTE

- Marinas/Resorts
- Dealers/Brokers
- Charter/Tour/Fishing Vessels
- Boat Builders
- Marine Products Manufacturers

- Yacht Clubs
- Vessel Repair Facilities
- Rental Vessels/Workboats
- Marine Contractors
- Wholesalers & Distributors

Doug Rader Your Commercial Marine Specialist • Direct 209-334-2858

Members:

LETTERS

↑↓ A FAMOUS BOAT TRAGICALLY SINKS

The 135-year-old pilot schooner, *Elbe No. 5* [ex-*Wander Bird*] was rammed on June 8 on the River Elbe by a container ship, *Astrosprinter*, and sank to the bottom. The 37-meter [121-ft] schooner was on a Saturday-night tour with 43 passengers. Seven persons were injured and taken to a local hospital.

Divers have investigated the sunken schooner and stated that maybe she can be repaired.

Lots of sailors can remember the *Elbe No.5* being berthed in Sausalito. I remember years ago she was purchased by a group of Hamburg businessmen. She was totally refurbished in Denmark for \$1.1 million and then sailed back to Hamburg where she had been built. I remember when a friend of mine, Harold Sommer, owned her, and I sailed on her twice.

Hans J. Roeben
Former *Helgoland*, *Baba 35*
Corinthian YC, Tiburon



DANIEL BENEKE

We're just glad no one was seriously hurt in this horrific collision between the former 'Wander Bird' and a container ship.

↑↓ A PROUD AND WIDE-RANGING HISTORY

Restoration of *Wander Bird* took decades under the skillful diligence of Harold Sommer. One of the crowning moments occurred with the new masts donated by Ernest K. Gann and family. A gold coin was put in place at the mainmast step by Polly Gann. An ivory plaque was mounted on the mainmast in the salon. The masts were in memory of George Gann, lost at sea. Sadly, the plaque was stolen.

Steve and Mary Gann
Boomer, Cal 40
Monterey

↑↓ AND PROUD SAILORS . . .

Legendary sailor Irving Johnson met his wife on *Wander Bird* during a cruise from San Francisco to Hawaii in the '30s.
Dag Gano

↑↓ A LOCAL BOAT

Very, very sad news about a special boat that was loved and cared-for by so many. Its local history was amazing to many of us. Commodore and Nancy Potter Tompkins, I'm really sorry for you personally.

Suzi Jacobs Beatie

↑↓ SOME CONFUSIUN BETWEEN WANDERER AND WANDER BIRD

The *Wanderer*, former San Francisco Bay pilot schooner *Gracie S*, belonged to Sterling Hayden for a time. He renamed

**The Wind Machine is set to "ON"
Are you and your crew ready?**

We can get you there in just 8 days!

Special
Package

Price:
a \$3,140 value

**ONLY
\$1,595**

Package Includes:

- 4 Day Basic Keelboat Course
- 4 Day Basic Cruising Course
- Bay Cruising Workshop
- 1 Year US Sailing Membership
- Club Nautique Membership Initiation
- All Course Materials
- US Sailing Certification  to skipper boats up to 34'
- Classes in Alameda or Sausalito

Offer expires 7/31/2019
One year membership required

Call Today!

Club Nautique
You're at the helm!
www.clubnautique.net

OPEQUIMAR
CENTRO MARINO

Puerto Vallarta, Mexico

NEW: 100 TON TRAVELIFT!



CALL
Channel 68
011.52.322-11-800
info@opequimar.com

Complete Marine Services



www.opequimar.com

Leavitt Marine Advantage



**Boat, Yacht,
& Marine Insurance**

SPECIALTIES:

- Rigging Shops
- Boat Dealerships
- Yacht Clubs
- Marinas
- Charters



Chris Deaver, CISR
Marine Insurance Broker & Experienced Sailor
831-809-6824 | christopher-deaver@leavitt.com



Leavitt Group | **NOVAMAR**
INSURANCE

831-424-6404 | CA Lic #0K59488

LETTERS

her and sailed her to Tahiti with his children and wrote the book *Wanderer*. The *Wander Bird* was owned by Warwick Tompkins and sailed around Cape Horn with his family in 1936-37. He made a film and wrote a book about it, *Fifty South to Fifty South*.

Steve Hyman

Readers — Please go to page 72 for more on Wander Bird.

⇅ TALES OF WHITE SQUALLS

Sometime in the mid-1990s, I was skippering a bareboat charter with friends in the BVI. We departed Norman Island around 10 a.m. and turned to starboard up into the Sir Francis Drake Channel. We could see small squalls coming down the channel in about 20 knots of breeze. Soon we saw an enormous squall that filled the entire channel with a furious white 'moustache' running ahead of it. We were too far across the channel to turn back; we started the motor and took down and extra-secured all sails. Sea state was probably two feet, and the squall was running too fast to whip up any more. I asked the four crew (only one other sailor) to go below but leave the hatch open.

We took the squall dead on to avoid rolling. The horizontal rains hit painfully, and too late I realized that I should have put on a foul-weather jacket (I had welts for a couple of days).

I immediately realized I could not keep my eyes open in the horizontal deluge, so I asked the crew for a snorkel and mask, allowing me to breathe and to see the compass as I knew the squall would rotate a bit. After that, it was simply a matter of steering straight into the wind and hoping we wouldn't run out of water. The crew below saw peak wind speeds of 85 knots and sustained 70.

Suddenly, we were out of the white and back into the azure seas and skies of the channel. As the crew came up from below, we realized that we were the only boat in the channel that was not dismasted (later, we read in the BVI newspaper that on those other boats there were only minor injuries).

VHF 16 was filled with chatter, and VISAR (BVI Coast Guard) was quickly out effecting rescues; they reached the other boats before we could.

Tim Dick
Malolo, Lagoon 42
Puerto Vallarta

⇅ NO VISUAL INDICATION

I was crossing the Sea of Cortez from San Juanico to San Carlos, Sonora, in the afternoon, motoring with main up on our Lord Nelson 35. There was no wind and a blue sky. From start to finish, what happened took about a minute, maybe two.

First, I noticed a tiny apparent wind angle, and within 20 seconds, I thought, "Hey, I can roll out the genoa!" No sooner than I did, I tried to furl it and wound up having to winch the furler. I was being overpowered on a reach. By the time I got it furled a minute later, I was motoring with no wind at all. There was absolutely no visual indication of wind from the sky, and the max wind speed was probably at least 40 knots.

Steve Bondelid
Former *Grey Max*, Lord Nelson 35
Whidbey Island, WA

⇅ A SECONDHAND TALE

This is a secondhand tale from a long time ago, and though I was not personally involved I know it to be true — as I was told. Details now, due to time, are fuzzy.

The incident took place in 1975, just months before I ar-

LETTERS

rived in Antigua, BWI. On a moonless hot summer night off the island of Montserrat, the 70-ft sailing vessel *Santa Maria* was ghosting along with all her sails up and not much wind to fill them. It must have been a white squall, because there was no warning.

It came out of nowhere and knocked the boat over. The *Santa Maria* was a modified river barge, and with her hatches all open and no keel to bring her back over, she flooded quickly and went down fast. One crewmember (Sparky?) was unable to escape and went down with her. Amazingly, after she'd disappeared, the dinghy, which had been lashed to the deck, broke free and burst up to an already shocked and stunned crew all treading water in the aftermath. It was legend for years.

Niki Butterbaugh
Yacht *Dubhe* circa 1975

↑↓ **KNOCKED DOWN LIKE BOWLING PINS**

We were between Point Loma and Los Coronados Islands, Mexico, in the early 2000s in our Hans Christian 38T when we spotted what we called a horizontal white cigar cloud in the far distance. We put binos on it and saw one sailboat after another knocked down like bowling pins — and it was a calm day. Dumping all of our sails immediately, we turned to face this phenomenon we'd never seen before, or since. The wind went from 3 knots to 45-plus on our anemometer in a second. It lasted a minute, and then calm (except us).

Sharon and Bill Jensen
Pelagian, Hans Christian 38T
Seattle/San Diego

Readers — This discussion of white squalls was prompted by the June 7 'Lectronic Latitude, *Bertie* Lost off New Jersey.

↑↓ **THE LOSS OF BERTIE**

We met Heidi and Peter Snyder while *Bertie* and our H-28 *Argo* were both hauled at San Francisco Boatworks in the

early aughties. It was there that we watched them do wonders with ropework, sanding, painting, woodwork and anything else boatwrightly that needed doing.

For one example, Peter shortened *Bertie's* bowsprit because, he said, at its original length it was working the boat too much. Just like that. At the time



The stunning 'Bertie'.

Peter made his living on the crew that built HO-scale ship models scheduled to be blown up in the various *Pirates of the Caribbean* movies. Heidi was working on her degree in, as I recall, environmental science, which she subsequently obtained. Peter had lived aboard *Bertie* even before he splashed her — he built the boat entirely by himself — and at Galilee Harbor in Sausalito ever since. Heidi joined him a little later.

We stayed in touch. About a year later, we got a sudden

LATITUDE ARCHIVES

Surprisingly powerful. Simple to use.

EP Carry's electric outboard motor for dinghies:

- Only 21 lbs., including waterproof lithium battery.
- Typical ship-to-shore use results in 2 to 3 days of run time without the need to charge the battery overnight.
- Simpler and safer to operate than a gas motor.

\$1600

[Visit epcarry.com](http://visitepcarry.com)

(425) 502-5232 info@electricpaddle.com © 2019 PropEle Electric Boat Motors, Inc.

OFFSHORE Safety Center

BE PREPARED

Liferafts & EPIRBS

For Rent or Purchase

SAL'S

INFLATABLE SERVICES, INC.

PHONE (510) 522-1824
FAX (510) 522-1064
1914 Stanford St., Alameda 94501
info@salsinflatables.com
www.salsinflatableservices.com

Transpac, OYRA, & Baja Ha-Ha

Achilles

**SALES • SERVICE
RENTAL • REPAIR**

Repair kits available!

LETTERS

email to the effect that there was to be a going-away party at Galilee, food and blues band included, by way of launching *Bertie* and crew to their new home in Port Townsend. Down the road, we heard that Peter had retired, and that *Bertie* and crew had gone cruising for good.

Great folks, and a sad end to a cool boat. We wish Peter and Heidi all the best, and look forward to the way in which fate works their survival of shipwreck into the opening of the next chapter.

Jim and Carol Nisbet
Argo, H-28
Sausalito

LESSONS LEARNED FROM BERTIE'S SKIPPER

The note on our capsized is generally accurate, but I'd like to correct some minor things. We were three years into a cruise bound for Europe and not a circumnavigation, but had left Port Townsend, WA, in August 2016, and spent most of the time in Mexico and Panama, the Canal, Isla Mujeres and the Bahamas. We had returned from the Bahamas to Florida and done the ICW some, then left Georgetown, SC, for NYC to see relatives with a three-to-four-day forecast that showed nothing exceptional beyond 20-knot southerlies.

All went well until almost to New Jersey, when, at the change of the evening watch as I got out of bed — and in moderate visibility with 15 knots of east wind with a double-reefed main and a smallish jib — it suddenly went to west and increased greatly in seconds, pinning the main against the backstay. As I bolted from the cabin she was horizontal, then went inverted and stayed there. All this in less than 90 seconds.

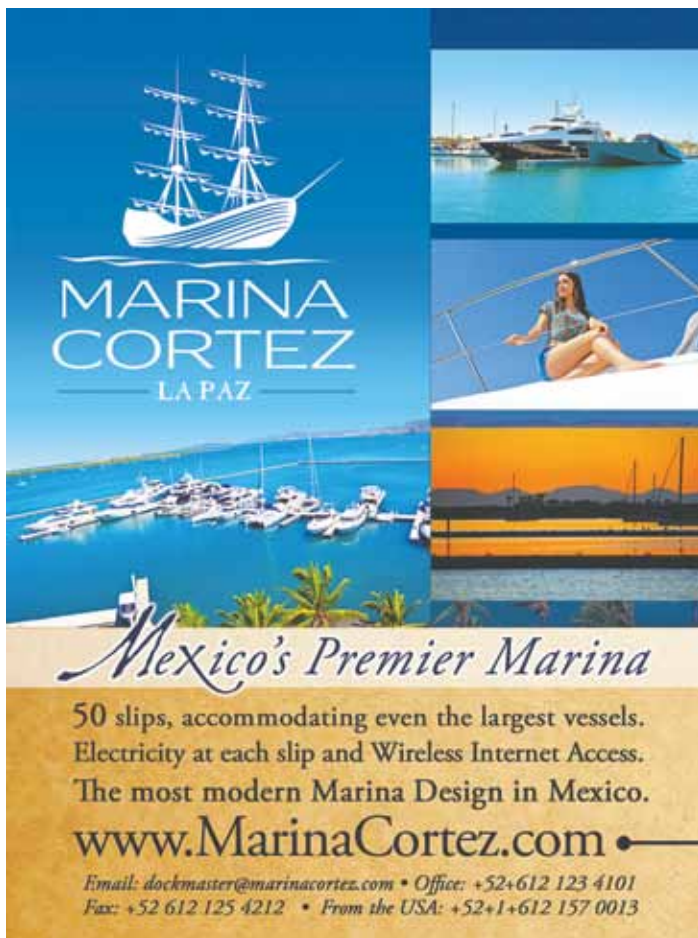
We clambered onto the hull but were unable to reach the EPIRB fastened to the outside of the pilothouse, now underwater and surrounded by crashing debris from all the stuff that accumulates on deck: loose ropes, sail covers, dinghies, etc., making diving dangerous, though we both tried repeatedly.

After an hour or so, enough water flooded the hull to take away the inverted stability and she rolled up so the port side was exposed with the heavy timber mast horizontal, allowing us to access the EPIRB and activate it as we clung to the bulwarks. I believe trapped air under the side deck plus the heavy timber construction kept her from sinking, while the flotation of the thick timber mast provided a righting lever moment.

I was in my underwear, having just gotten out of the bunk, but Heidi had her knife on and cut free the paddleboard, giving us some flotation if *Bertie* were to sink. There we shivered, clinging to each other, me going hypothermic rapidly, getting mentally slow and shivering so hard I thought my joints would break. Heidi was dressed for watch, and I think her body warmth kept me alive.

Three and a half hours after the event, just before midnight, the beautiful orange bird appeared with her floodlights on. The rescue swimmer went in and swam to us, putting Heidi in the basket first, then harnessing himself to me, and we had our turn on the winch. After we got to the air station, an ambulance took us to AtlantiCare in Pomona, NJ, where we were treated with kindness, compassion and understanding. They bought clothes for us, gave us a private room, and researched our insurance situation. The next day a driver was provided, who took us to NYC, where our relatives took us in and where we are now.

We lost absolutely everything: our home, art, computers, phones, passports, driver's licenses and all forms of ID, all my professional shipwright and boatyard tools — everything. Now trying to reestablish ID is proving to be an incredible fuck-



**MARINA
CORTEZ**
LA PAZ

Mexico's Premier Marina

50 slips, accommodating even the largest vessels.
Electricity at each slip and Wireless Internet Access.
The most modern Marina Design in Mexico.

www.MarinaCortez.com

Email: dockmaster@marinacortez.com • Office: +52+612 123 4101
Fax: +52 612 125 4212 • From the USA: +52+1+612 157 0013

COVER CRAFT

PASSIONATE ABOUT BOATS

You don't cut corners.
Neither do we.



Beautifully crafted
dodgers and exterior canvas

COVER CRAFT

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

(510) 234-4400

Quality
Yacht
Canvases

LETTERS



US COAST GUARD

A sad end to an amazing boat.

tangle of red tape, bureaucracy and frustration. One cannot even enter the train station these days without government-issued picture ID, so we can't take a train anywhere, get

on a plane or drive, and we are stuck in NYC for the moment. You need ID to get a passport, and a passport or such to get the ID. Birth certificates have been ordered, and the process is limping along, but it is frustrating being in this situation. We were insured through BoatUS, so that is one positive note.

The vessel, when last seen a couple of days later by a passing catamaran, was afloat and swamped as we left her. The insurance company is searching, hoping to get her out of the shipping lanes and ashore to end their liability, but even if she is salvaged, she is a total loss, needing new everything. At 72, I am not up to a few years of rebuilding, so we will probably buy a camper van to live in and cruise on land for awhile.

Another boat is in our future, but we will always miss our dear home, *Bertie*.

Lessons learned: Even on the outside of the pilothouse, the EPIRB was inaccessible with the boat inverted. If it had been below, we would be dead now. It was absolutely impossible to get through the crashing debris, ropes and all to get it until she rolled her side up.

The Spray-type vessel is a very good sea boat, but once hove down flat to the water and flooded through the companionway, she turtled. No boat will take kindly to having openings thrust underwater, so in my opinion many other designs would also have flooded in the situation of being knocked down flat and held there with an opening exposed to the sea. I was bolting out the door when she went over, and even though we tried, there was insufficient time to close the hatch behind me before the water poured in as we were trying to not drown at the time while she rolled over on us.

A liferaft would have been nice, but if below, it would have been pretty useless, and, if in a cradle tangled in all the debris and stuff, problematical in getting deployed. We had a SUP and that was our flotation if she sank, which she did not at the time.

Be safe out there; it's not a friendly environment and the sea does not care, at all.

The basic rules of sailing are:

1. Don't be stupid.
2. Shit happens.

Peter Bailey and Heidi Snyder
Port Townsend, WA

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.



**TRAINING RESOURCES
MARITIME INSTITUTE**

www.TRLMI.com

866-300-5984

Excellence in Maritime Training
First-Class Facilities. World-Class Instructors.

**NEW! OUPV/6 PACK COURSE
COURSE STARTS ON JULY 26**

Course is held over three consecutive weekends.
Friday PM, Saturday and Sunday



This level of **captain's license** allows you to take up to six or less paying passengers on an uninspected vessel. Complete licensing requirements are available on our website.

Visit **TRLMI.com** for our full schedule

SAN DIEGO | ALAMEDA

Vacu Wash®



- **Most Effective SAIL Washing Process**
- **Environmentally Friendly [No run off into Ocean]**
- **FREE PICKUP and Quick Turnaround**
- **Competitive Rates**

WWW.VACUWASH.COM

(603)431-6004

Email: jeff@vacuwash.com



WEST COAST SAILING
OWN THE WATER

Contact us to find out more or to schedule a demo for the

RS21

Built in electric motor
Pro Sailor Restrictions

Starts at \$39k

OD and Club Specs

PHRF (SFBay): 114

WestCoastSailing.net/21
Parts. Apparel. Boats.
FREE 2 Day Shipping to Bay Area

Harken | Ronstan | Gill | Zhik | Rooster | Helly Hansen

LOOSE LIPS

"All . . . my . . . friends . . . know the low rider. The low rider is a little higher." That was the *quote du jour* for this month's Caption Contest(!), many entries to which included links to the video *Low Rider* by the band War. There were also more than a few "Sinking feelings" out there, as well as lots of "Up (or down) periscope!" and various "swells," such as, "Looks swell to me." Aaaaaaannnnnnnd the winner is:



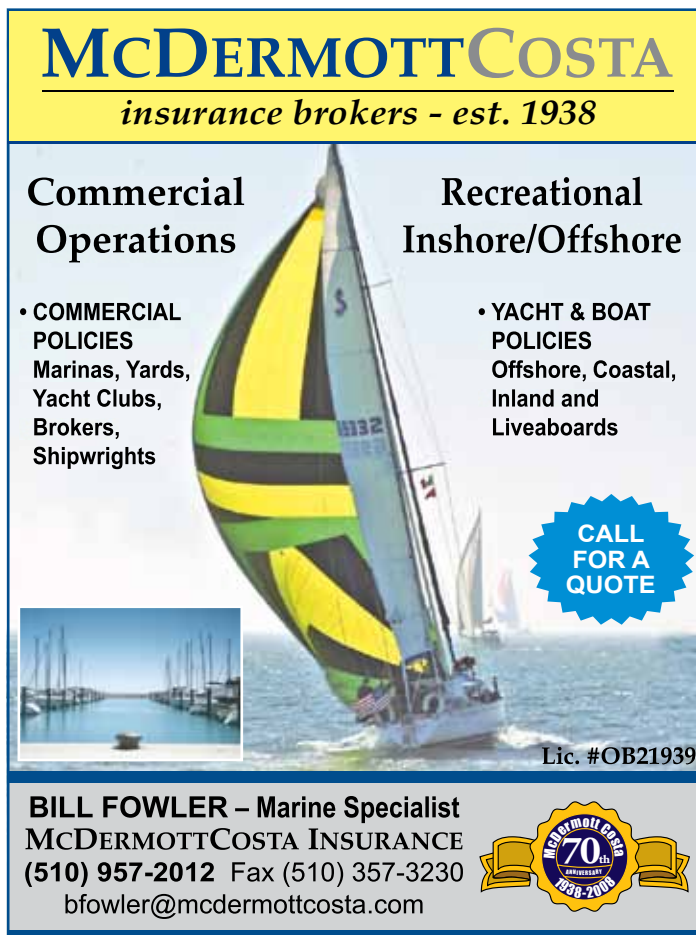
LATITUDE / JOHN

Added ballast helps the wake have better surf shape. — Teddie Braud

- "New variable freeboard/water ballast feature." — Dan Gedman
- "Transitioning to stealth mode. Stand by . . ." — Bill Kutlesa
- "Exactly how many cases of beer and wine did you put onboard?" — Nick Pigati Sr.
- "I thought I had spec'd a planing hull not a submarine." — Todd Derr
- "Foils should kick in with just a little more boat speed." — Michael Toerge
- "Never get into a life raft unless you have to step up!" — Peter Adams
- "Jason's wife pointed out that he had failed to read the instructions and installed the new bilge pump backward." — Mike Zint
- "The swell was fine, but the troughs were murder." — Jim Hassberger
- "Looks a tad down in the bow." — Gregg
- "I don't think that's what they meant about extending your waterline to get more speed." — Joe Perez

In a dubious praise to sailing and seafaring, astrophysicist Neil deGrasse Tyson, during an early October 2018 visit to *The Daily Show*, was discussing his book, *Accessory to War*, which explores the centuries-old relationship between science and military power. "Basically, people who understood the universe were handmaidens to military conquerors from the beginning," deGrasse Tyson said. "Especially for seafaring nations, you wanted to know where the people are who you want to conquer. So you had to go to the astronomers, because we know what the sky looks like from all of these different parts of the earth, and you take that information, and infer where on earth you are from it. And if you can do that, you control the seas. You control the undiscovered lands."

"Thought is the wind, knowledge the sail, and mankind the vessel."
— August Hare, As quoted in *A Sailor's Guide to Life*



McDERMOTT COSTA
insurance brokers - est. 1938

Commercial Operations

- COMMERCIAL POLICIES
Marinas, Yards, Yacht Clubs, Brokers, Shipwrights


Recreational Inshore/Offshore

- YACHT & BOAT POLICIES
Offshore, Coastal, Inland and Liveaboards

CALL FOR A QUOTE

Lic. #OB21939

BILL FOWLER – Marine Specialist
McDERMOTT COSTA INSURANCE
(510) 957-2012 Fax (510) 357-3230
bfowler@mcdermottcosta.com



**600+ TOWBOATS
300+ PORTS
READY TO HELP YOU**

**UNLIMITED
TOWING*
\$159**

With Unlimited Towing provided by TowBoatU.S.,
the largest fleet of towboats coast-to-coast,
there's no better way to be prepared on the water.



BoatU.S.

BoatUS.com/Towing | 800-395-2628

*Annual Membership. Details of services provided can be found online at BoatUS.com/Agree. TowBoatU.S. is not a rescue service. In an emergency situation, you must contact the Coast Guard or a government agency immediately.

MARINA BAY YACHT HARBOR
RICHMOND CALIFORNIA

Deep
Draft
Great
Location

**Reserve today
(510) 236-1013
www.mbyh.com**



**MODERN SAILING
SCHOOL AND CLUB**



Learn skills and gain confidence to
charter internationally on multi-hulls!

BAREBOAT CATAMARAN CRUISING

get certified for both ASA 104 and ASA 114

5 days / 4 nights, Mon - Fri
on san francisco bay

This combination course will get you certified in both levels in just 5 days. Topics include planning and provisioning for multi-day trips, sailing and anchoring at night, boat systems and troubleshooting, navigation. You will be learning on both a monohull and catamaran.

Cost for Members: \$1475 / Cost for Non Members: \$1695
Prerequisites: BKB (ASA 101), BCC (ASA 103), 6 On-The-Water Days

There are three ways to sign up for this course:
by phone, email, or by visiting our website.



**SAUSALITO, CA
(415) 331 - 8250**

**www.ModernSailing.com
office@modernsailing.com**

SIGHTINGS

randall reeves' first figure 8 stop

Randall Reeves had been at sea, alone, for 237 days as he felt his way through the fog on his approach to Halifax, Nova Scotia, in late May. In his eight nonstop months at sea — which covered 31,000 miles and a full lap of the Southern Ocean (that's one-and-a-half times around the world for those of you counting) — Reeves had posed for a photo with Cape Horn not once, but twice, and even spotted a few southern islands. But otherwise, Reeves had only seen water, water, water.

Motoring through the murk into Halifax, Reeves was scanning the horizon for signs of terra firma. "I didn't see land until I almost hit the lighthouse. I was very disappointed. I wanted to see big bays and high mountains. No, I saw fog for, like, three days," Reeves said on the podcast *Out The Gate Sailing*. "But, it was lovely. As I got in close to land, I could see trees. I've done several passages of some length, but never 237 days. I didn't realize how much I missed seeing trees until I saw one. As the fog lifted, there was this great forest of evergreens. That was the great epiphany. It just really blew me away."

continued on outside column of next sightings page

2019 ha-ha entries

Based on the fact that *Glory*, Jennifer Frost and John Sweeney's San Francisco-based Chance 55, became the 104th paid Baja Ha-Ha entry in early June, it appears that the 2019 Ha-Ha fleet will be another robust one. Entries are running at almost exactly the same pace as in the last several years.

The Ha-Ha, to be run for the 26th time in a row this year, is the world-famous 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at fabulously funky Turtle Bay and pristine Bahia Santa Maria. It's open to boats over 27 feet in length that were designed, built, and have been maintained for offshore use. The dates of this year's event are November 3-16.



Clockwise from main spread: As of this writing, Randall Reeves and 'Moli' were on a mooring in Purcells Cove, near Halifax, Nova Scotia; Reeves did a hearty reprovision while on land; a haulout and fresh paint were much needed; 'Moli's' colony of barnacles somewhere in the Southern Ocean.

ALL PHOTOS COURTESY RANDALL REEVES / WWW.FIGURE8VOYAGE.COM

surf past 100

What's different with this year's Ha-Ha? First, the event will start a week later than in previous years, in deference to climate change, to increase the buffer with tropical storm season. Not that a tropical storm has ever crossed paths with the Ha-Ha route during a Ha-Ha.

Second, the fleet will spend one more day in spectacular Bahia Santa Maria, and one less day in Cabo San Lucas. There are several reasons: It makes the second leg a much more leisurely one, and it gives everyone another relaxing day in the always-favorite Ha-Ha stop.

The Grand Poobah is also happy to announce that Layne Carter, Coast Guard Search and Rescue Specialist for

continued in middle column of next sightings page



randall reeves — continued

Randall Reeves had long planned to make a pit stop in the far corners of the Northern Hemisphere following his circumnavigation of Antarctica, but had originally slated St. John's, Newfoundland, as his destination. Reeves was forced to call an audible after a gale in the Atlantic, and recalibrate to Nova Scotia — for multiple reasons. "Over the last week, *Mo* has lost her windvane and primary headsail (my two best friends); winds have been strongly contrary or light since I can recall, we're low on fuel, and the east coast of Newfoundland is experiencing a record iceberg year," Reeves wrote on his blog.

Upon his arrival in Canada, Reeves was met with no small amount of fanfare.

"Making an unknown shore by boat, alone, and following a longish interval at sea is a perfectly normal way to arrive at a place; at least this is what repeated experience suggests," Reeves wrote. "So, I am surprised at the greeting that follows arrival here. The Dock Master, Wayne, meets *Mo* at the slip to take lines. 'You must have friends,' he says as I jump ashore, nearly breaking a leg. He hands me a letter that had been sent ahead, a greeting from fellow cruisers Connie and Tony with a little cash. 'We'd like to buy your first beer,' it says. At the club [the Royal Nova Scotia Yacht Squadron], I am hailed quite before that beer can be delivered. 'You're the guy just in from Cape Horn, aren't you? The word is out. Come sit with us.' During dinner, I find a man has suddenly squatted next to me. He extends a hand. 'We've never met, but I've been following your voyage. If there's anything I can do for you while you are here, just let me know.'"

As Reeves settled in to his multi-week stay, the attention continued. "Each day starts with a renewed attack on the work list, and each day that attack is blunted by visitors. Granted, I am no Lindbergh. These are not throngs. But the attention is unexpected, and to my shame, it is not unpleasant."

Reeves' work list included taking on fuel, reprovisioning, replacing his windvane frame, repairing his headsail, and hauling the 41-ft aluminum *Moli* out of the water for a much-needed coat of bottom paint. "I noticed that I had barnacles on the bottom about half way around the Southern Ocean, and it began to take its toll where speed is concerned, and that was very upsetting," Reeves said on *Out The Gate*. "I'm not sure in hindsight I made the right decision, which was not doing anything. I decided to ride that out."

Let us not forget that, despite completing a circumnavigation, Randall Reeves is far from done. To be the first person to ever complete a 'figure 8' of the planet in one season, Reeves must now transit the Northwest Passage and return to San Francisco. He said that the Arctic doesn't typically 'open' until early August, so he hopes to depart Halifax in late June and sail up the coast of Greenland, which will take most of July. "What I'm hearing so far — and it's still very early in the year — is that the Arctic is opening more quickly than in the last couple of years. I'd like to be in Lancaster Sound, which is the entrance on the eastern side, the first week of August — just to be ready."

Reeves said that the two parts of the figure 8 — the high-lati-

continued on outside column of next sightings page



Randall Reeves, after his first steps on land in early June.

randall reeves — continued

tude, bluewater Southern-Hemisphere lap, and the compact piloting of the Northern Hemisphere — could not be more different. "The bluewater part, it's all open water and 15,000 feet deep and you don't see land. I'm about to dive into a part that's just the opposite. The Arctic is all about shallow waters that are not well charted; islands and rocks everywhere; cold, unpredictable weather and ice-packs. It's really like threading through a maze. Certain parts of the maze will open, but not synchronously. There's a lot of motoring. And you're relying more on the mechanical systems than I ever did."

Ben Shaw, the host of the *Out The Gate* podcast, asked Reeves about the mental and physical challenges thus far of the Figure 8. "One of the stories that for me as a sailor was so informative was that 1968 Golden Globe Race — with Moitessier, Knox-Johnston and Crowhurst — and how did those guys handle the mental and physical challenges? And I always come back to Crowhurst, who kind of was in over his head. And I don't experience the sea in that way — usually. But I must admit, eight months was a long time. And even though I do have communications with shore, pretty much every day, there were still times when I was like, wow, you know? Where's home? Which way is up? Not seriously, not deeply, but I got just the slightest inkling of what Donald Crowhurst experienced when he left on the 1968 Golden Globe race and didn't come back."

But Reeves also put his adventure into perspective. "To be down there even when it's bad, even when the low-pressure systems are coming through and it's 50 to 60 and the seas are *huge*, you have the sense of being able to see something that so few people get the opportunity [to see]. Granted, few people *want* to see it. But I wanted to see it and to have the opportunity to see the ocean in the raw."

— tim

For Ben Shaw's full Halifax interview with Randall Reeves, go to www.outthegate.podbean.com.

the legend of lowell north

Did Lowell Orton North pave the way for the high-tech, multinational sailmaking industry that we know today? After earning his bachelor's degree in engineering from the University of California, Berkeley, North worked as a structural engineer in the aerospace industry, according to the *New York Times*. When he eventually opened his first loft on San Diego's Shelter Island in the late 1950s, North employed a scientific methodology to sailmaking, using technology — such as computer modeling — to build better sails. In other words, North's revolutionary vision has become industry standard.

Was Lowell North among the first "rock-star sailors?" He won a bronze medal in the 1964 Olympics in Tokyo in the Dragon class, a gold in the 1968 games in Mexico in Stars, and four Star Worlds between 1957 and 1973.

It's impossible to say what Lowell North may have spawned, but there is no dispute over his character. "He's one of my absolute heroes, and was an incredibly smart engineer and sailmaker, and just a great guy," said Dave Ullman of North in 2017. Lowell North passed away on June 2 at his home in Point Loma.

He was 89 years old.

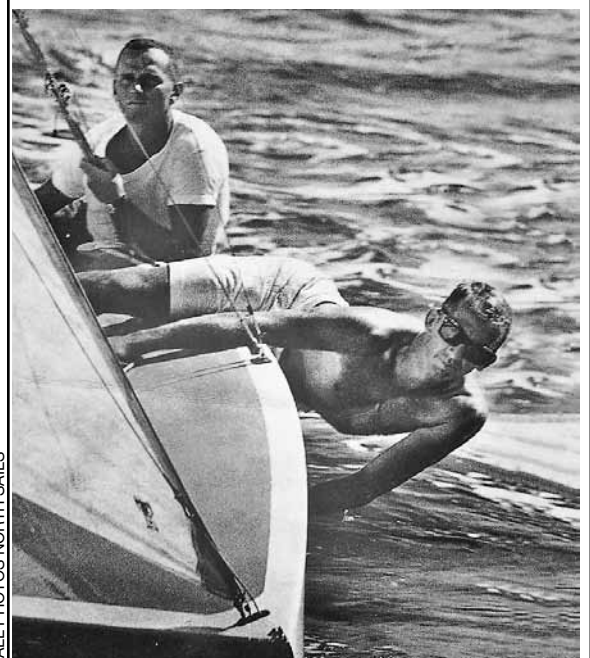
"He affected many people's lives when you think about what he's done in sailing," the *San Francisco Chronicle* wrote, quoting Malin Burnham, one of North's partners in the Star. "You know, in the world today, we're talking about civility. He was the epitome of that. I never saw him upset or arguing. He was always calm, cool and collected. He was a great listener. We don't have to agree in this world, but maybe we can learn something if we just listen. Lowell was that

continued on outside column of next sightings page

ha-ha

RCC Alameda SAR region, has made it his "number one priority" to address and meet all the members of this year's Baja Ha-Ha fleet. As such, Layne will be at the Ha-Ha Kick-Off Party at the West Marine Superstore in San Diego on November 3, and give a late-afternoon or early-evening presentation on either November 1 or 2.

For complete entry information on the Ha-Ha, which has been enjoyed by an astonishing 10,000+ West Coast sailors on more than 3,000 boats, visit www.baja-haha.com. For those who have already signed up, 2019 Ha-Ha burgees, sponsors' special offers, and the updated version of the *First-Timer's Guide to Cruising Mexico*, will have been mailed out near



ALL PHOTOS NORTH SAILS

— continued

the end of June.

—richard spindler



The start of the 2017 Ha-Ha with the mothership 'Profligate' in the foreground.

lowell north — continued

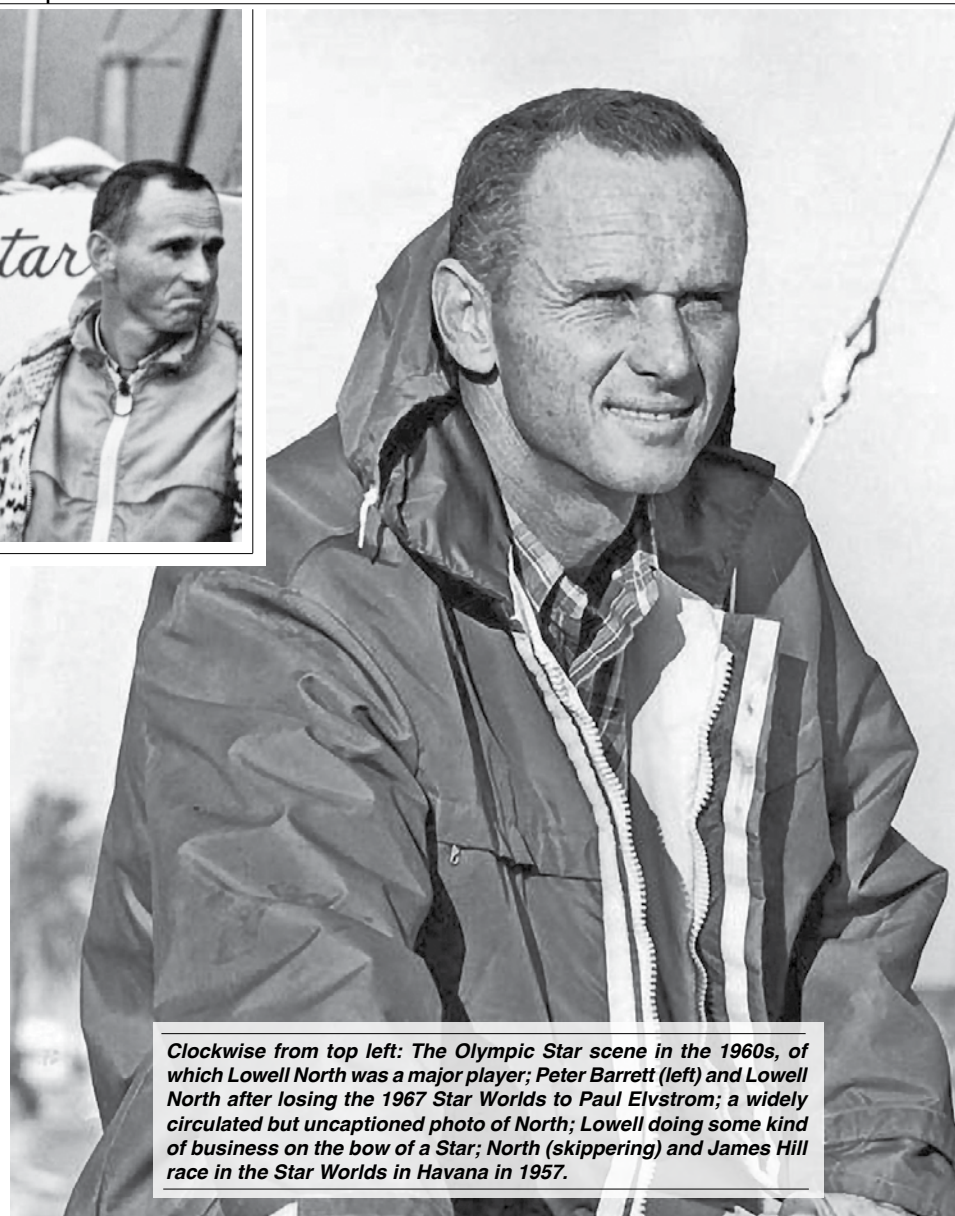
kind of person. He was special."

North was nicknamed 'The Pope', though no one can seem to say how he earned the moniker. There is a famous and now well-circulated story about a 14-year-old North who was racing Stars with his father when the sailcloth of choice was cotton. The North family was losing on the Star, and losing big. "The father-and-son team came in last in every race, motivating the younger North to recut the main-sail," reported the *Chronicle*.

Burnham told the *Times* that North was always trying to innovate. During one of his many Star Worlds, North was constantly moving deck hardware and trying fittings in different places. "Lowell was always looking for a better way. He was never satisfied with what he was doing."

North sold North Sails in 1984 "for several million dollars," according to the *Times*, "and then bought a cruising yacht and sailed around the world."

— tim



Clockwise from top left: The Olympic Star scene in the 1960s, of which Lowell North was a major player; Peter Barrett (left) and Lowell North after losing the 1967 Star Worlds to Paul Elvstrom; a widely circulated but uncaptioned photo of North; Lowell doing some kind of business on the bow of a Star; North (skipping) and James Hill race in the Star Worlds in Havana in 1957.

SIGHTINGS

the gidleys of sausalito, part 2

When we left off our story of the Gidley family — Cass, Mary and their little girls Sharon and Lupe — it was 1968. The Gidleys had sold Cass' Marina in Sausalito to the Counts, and bought the *Yo Ho Ho*. The 54-ft Alden cutter was built in 1930. "It was a very famous boat," Mary told us. The cutter had raced in the Transpac in 1949 and 1953.

The Gidleys anchored *Yo Ho Ho* out in Richardson Bay. "We were there for another year or two to go over the marina with Bob and Laura Counts. I think we were in a trailer parked next to the Napa Street Pier — sort of hidden in the bushes a bit.

"We were going to take the little sailboats down to La Paz and start a business down there: sailboat rental and sailing school. But the Mexican government changed. It didn't look like it was going to be a good place even though we had a Mexican citizen — Lupe was born there — and we had bought a piece of property on the shore. So we never brought the boats down there."

Memo was born in La Paz in 1970. "José Guillermo is his real
continued on outside column of next sightings page

delta doo dah's

The Delta Doo Dah promised to "turn it up to 11" this year, and various friends new and old will help us live up to that promise on Saturday, July 13.

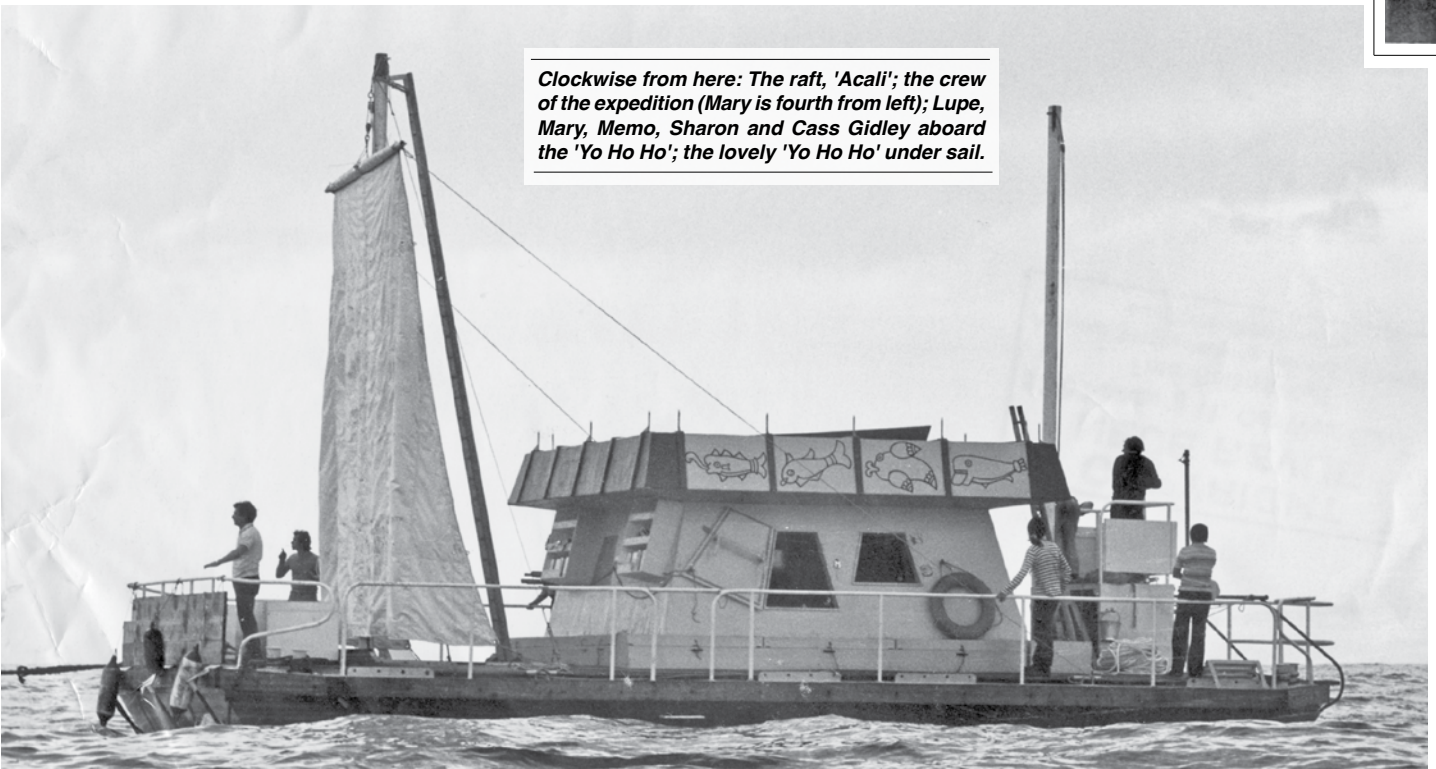
Delta Bay Marina, off the San Joaquin River on the Delta Loop, will host a shindig that just keeps ramping up. We hope you'll join us from noon to 4 p.m. for BBQ and wine tasting. Rio Vista artist, sailor and Delta Doo Dah vet Robbie Murphree Gabriel has organized a Delta ArtFest featuring exhibits by 20 artists. Singer/songwriter Michael McNevin will lead a jam session. He'll bring amps and mics; musicians, bring your instruments.

At 4 p.m., Delta Rat Bill Wells, commodore of the Delta Chambers, will

PHOTOS COURTESY MARY GIDLEY



Clockwise from here: The raft, 'Acali'; the crew of the expedition (Mary is fourth from left); Lupe, Mary, Memo, Sharon and Cass Gidley aboard the 'Yo Ho Ho'; the lovely 'Yo Ho Ho' under sail.



ROLAND PFAFF

newest event

present a seminar about the maritime history of the Bay and Delta river route and share photos dating back to the early 20th century.

All that's still needed to make this event something really memorable is you.

If you're coming by water, be sure to reserve a slip with our host, harbormaster Eric Chiu, at (916) 777-4153. If you need to come by land, no worries; parking is free. The address is 922 W. Branran Island Road, Isleton.

If you haven't already signed up for the Delta Doo Dah, be sure to do so before July 11. It's free, quick and easy to register at www.deltadoodah.com.

— chris



the gidleys — continued

name. On your driver's license are you still José?"

"Yeah," agreed Memo.

"Sharon and Lupe and I flew down, and Mary Shroyer, from Marina de La Paz, helped us find a house to rent on the beach. We waited for the *Yo Ho Ho* to come down with a charter party. They were supposed to come down before Memo was born, but he was born in September and they finally made it in February. We stayed there for a while, the girls going to school.

"Then we sailed back up. We heard the weather was bad up here, so we decided to stay in San Diego. We were in San Diego for almost a year. Then we sailed the *Yo Ho Ho* up to Sausalito. We lived aboard the boat, rowing ashore with the kids and the dog and the groceries on the water, back and forth. I liked parts of it. But sometimes you feel trapped when you're out there and can't get ashore. My sister found out that Howard Johnson's was going to open in Mill Valley. We both got hired. Then I would row ashore and go to the Howard Johnson's where it was nice and warm and dry. Memo went to a day-care center in Marin City." The girls went to school in Sausalito.

In 1973, Cass and Mary started having marital problems. "The whole atmosphere around here was kind of loose. There was a little bit of pot. Cass never did anything like that, but a few of my friends and myself, we did. Right about the time that I wanted to file for divorce, this guy walked into Howard Johnson's. He had found out that I had taken a navigation course with Booth Martins, and he wanted me to come on a raft with 13 people from different countries, cultures and languages. We were going to drift from the Canary Islands to Cozumel in Mexico. At first I said, "No, I have a job, I got kids, I'm in the middle of a divorce thing." He spread out all the plans for the raft on the table, and I was like, hmmm, he's not crazy. This is not a piece of wood pounded together; this is more seaworthy than it looks. Cass said go; he thought I could make a lot of money. My sister and brother-in-law took Sharon and Lupe. I found a friend to take Memo for six months. They seemed to do OK."

"Was there a purpose to this raft trip?" we asked. "Were they trying to recreate an ancient voyage or anything like that?"

"No, actually this one was a sociological, psychological and scientific experiment. He was testing all these ideas that had already happened here but were kind of new in Mexico, like you leave your spouse at home and establish other relationships with other people. It was called open marriages. I don't know whether they worked too well. He didn't promote that idea because I think he didn't want to scare people away. He tried to get people who had families or had a spouse who they'd leave at home.

"A Swedish woman was captain, and I was co-navigator with her. Santiago Genovés, the leader of the expedition, had been with Thor Heyerdahl on the *Ra I* and *Ra II*. Santiago was an anthropologist. He gave us questionnaires every day and tried to make conflict because he wanted to report something exciting.

"We had one staysail, just to point it in the right direction. You just get in the current. It took 101 days. We got to Mexico after going through a hurricane and almost getting run over by a freighter." After the hurricane blew them off course, the *Chronicle* reported that they were lost at sea. "That wasn't very good for everybody to read." Although the crew had a Ham radio, it didn't always work.

A docu-drama about the voyage, *The Raft*, opened at the Alamo Drafthouse in San Francisco on June 21 and at the Rafael Theater in San Rafael on June 28. The director, Marcus Lindeen, used some of the footage Mary filmed during the voyage, gathered the remaining crew in Sweden, and created an exact replica of the raft, *Acali*.

Read the final installment of our conversation with Mary and Memo Gidley in the next issue of *Latitude 38*. You can get caught up with Part 1 in the June *Sightings*.

— chris

a high 505 from mike martin

The 505 was perhaps the most radical high-performance boat on the water when Mike Martin was growing up in Virginia, near Washington, DC. A couple of 505s were sailing out of Annapolis on Chesapeake Bay, and while Martin was sailing Lasers, among other boats, the 505 grabbed his interest, because it looked like a lot of fun. Martin sailed a few random events as crew with a friend who owned a 505, but he was mostly committed to the Finn while in college at Old Dominion University. He eventually moved west to Newport Beach in 1990, and sailed the 1992 Olympic trials in that class.

After the trials, Martin called Howie Hamlin, already a known 505 sailor whom Martin had never met, to let him know he was available to crew. About a year later, Hamlin asked Martin to join him for a regatta in the 505 out of the Richmond Yacht Club. They won, launching Martin's longtime and illustrious relationship with the class. He's won four World Championships in the timeless 505: in 1999 as crew for Hamlin (Luberon, France); in 2009 as a driver with Jeff Nelson (San Francisco); in 2016 with Adam Lowry (Weymouth, England); and earlier this year, in the 2019 International 505 World Championship with Lowry (Fremantle, Australia). For any sailor, that's a long time to be maintaining the skills and fitness required to sail at a high level, but as Martin expressed, more time and experience on the boat helps — it just hurts a lot more.

"I'm 54 years old and it's definitely harder physically now and the recovery is longer!" he laughed. "When I was younger, I could hike full-throttle all the time and be fine, but I definitely have to pace myself a little bit as I get older. I was thinking on that in Australia — I can't go all-out on the day before a lay day because I want to use that day to stretch and not simply recover."

Martin's wife Stephanie is also a sailor, and learned to sail on Mystic Lake, Massachusetts, when she was 10. She sailed in high school and team raced while at Tufts University. The couple met sailing in a Newport Harbor Yacht Club Opening Day race, introduced by their mutual friend Hamlin. In 2011, job opportunities in the 34th America's Cup brought the couple to the Bay Area. Stephanie landed a role as director of communications and public affairs, while Mike became director of rules and umpiring. His responsibilities included rewriting the racing rules to a format that would fit the 34th Cup, developing the Electronic Umpiring system, and building the umpire team.

"It was a great learning experience for me; having to review every way that a professional match racer might try to exploit a rule gave me a deeper understanding of the racing rules than I ever imagined possible," Martin commented. "Also, as an R&D engineer, it was great to develop a new product that changed the way the sport was officiated."

The role was exciting and challenging, and perhaps a once-in-a-lifetime gig. Martin said that moving forward, the vast majority of development has been done in both the creation of the rules and the development of the electronic umpiring system. But he also said that the more you work at your passion, the less time you have to actually participate in it. "The three years I spent working on the AC, I did the least sailing I had ever done," he reflected. "I enjoy racing, and I like to think I still have a few good years in me. That said, never say never."

Drawing from his own experiences, and having a good view to where the sport of sailing is situated today — which is in a slow growth period — Martin said that, quite simply, sailing needs to be fun. "Unfortunately, junior programs, high-school racing and college racing force sailors into the same single format for 10 years," Martin said. "The programs are designed to be affordable, but not fun. The boats are slow. But I think StFYC is doing the right thing by exposing junior sailors to other forms of sailing, like skiffs, windsurfers, kites and big boats."

Likewise, Martin's been impressed by the SailGP events, and was

continued on outside column of next sightings page

sailgp does

As SailGP settled into its third-ever event in New York City at the end of June, some gritty rivalries were starting to emerge in the five-stop international racing circuit. Initially, Australia Team looked completely dominant.

But in the second SailGP event here in San Francisco in early May, Japan Team started to turn it on, taking three bullets in the first day of racing. The Aussies still took the SF event, but Japan was clearly a serious contender.

Led by Aussie skipper Nathan Outteridge, Japan took their first-ever event



WWW.XSAILING.COM

the big apple

win in New York. "It's nice to get one over 'Slingsers'," said Outteridge of Australia Team skipper Tom Slingsby in a SailGP interview. "Tension is rising between us because we're very competitive people."

There were other first-ers in New York, including the first-ever race win by the US. After losing wing trimmer Riley Gibbs to a back injury just 20 minutes before the start on Day 1, the American's rallied on Day 2. "The conditions were a lot more than anticipated," US Team grinder Dan Morris told *Latitude*. "It definitely

continued in middle column of next sightings page

mike martin — continued

fortunate enough to be on the water to view the recent San Francisco event. "I think SailGP is terrific; it's definitely the technical leading edge of sailing," Martin said. "It was the most exciting racing I've ever spectated. Only a few years ago, the speeds were reserved for craft that would only go one way in a trench. Foiling is the future of sailing — it's important to embrace it and develop it."

Maybe he's just a tad biased. Martin kite foilboards regularly on the Bay, competing in the Thursday night series out of St Francis Yacht Club, which is great cross-training for the 505.

"The foilboarding works the quads and requires a similar fitness to the 505's needs," Martin concurs. "They're both high-performance classes, and the people who sail them like going fast and having fun. Everyone in both classes is super-helpful; everyone's out there to have a good time!"

— michelle slade



WWW.XSSAILING.COM



Mike Martin and Stephanie Martin, one of many happy couples brought together by sailing. Left photos: Martin (skippering) and crew Adam Lowry have been tearing it up on the 505 circuit.

MIKE AND STEPHANIE MARTIN

SIGHTINGS

upswell in california offshore racing

Is California traffic driving people offshore? Over the years California and the West Coast in general have been host to some spectacular offshore racing, but, as in many other classes of boat, participation has been declining. There are signs this is changing: the recent success of the California Offshore Race Week, the almost 100 boats entered in the 50th running of the Transpac, a solidifying fleet for a 2020 Tahiti Transpac, and an enduring local fleet for offshore racing in the Bay Area are all positive signs.

The Pacific is big, so there's plenty of room for offshore racing, but, like on a king-size bed, there can be too much distance for action.

continued on outside column of next sightings page

sailgp

didn't help to lose one of our starting guys at the last minute. It's tough; we're just trying to keep points on the board."

What was it like sailing on the Hudson River? The conditions were super-puffy on Day 1, and Great Britain Team capsized just before racing began, sidelining them for the day. "The Hudson is pretty tough, especially with a foiling boat," Morris told us.

In a SailGP interview, Tom Sling-

On May 30, Peter Cunningham's 'PowerPlay' sailed past Point Bonita on her way to a win in the first-ever CA 500. The MOD70 covered the course in 29 hours, 2 minutes and 29 seconds, for an average speed of about 17 knots.

BOB BETANCOURT



— continued

sby said, "I've never sailed in conditions like that in a boat like this. One second you're doing 49 knots, and a few seconds later we're doing three knots. Very tough conditions."

Team Japan now sits atop the leaderboard with 140 points; the Aussies are in second with 139 points; Great Britain is in third place with 106 points; the Americans are in fourth with 105. Event four is in Cowes, UK, in August.



offshore racing — continued

Then there are long-wave trends coming up against short-wave tacticians who help shape the future.

The spark for California Offshore Race Week came a few years back when Encinal Yacht Club's Jim Vickers sat with Santa Barbara YC's Bill Guilfoyle to discuss the sparse attendance in the traditional EYC Coastal Cup. Bill suggested that perhaps the Coastal Cup and the recently established SoCal 300 from Santa Barbara to San Diego could be strung together in an offshore series. Shazam! In an instant, a new series was born.

Actually, in real life, it doesn't work that way. Later Jim Vickers spoke to David Servais of San Diego who joined in with thoughts of connecting the Spinnaker Cup. Then, shazam? Well, actually, not yet. Conversations ensued with San Francisco YC and Monterey Peninsula YC, who were running the Spinnaker Cup, and with San Diego YC, the finishing club for the SoCal 300. After six months of give and take, California Offshore Race Week came to life.

First run in 2016, this spring's edition was the fourth successful event.

The conversations and improvements continue annually, with Betsy Jeffers at MPYC leading the charge in their pivotal role as the Spinnaker Cup finish line and Coastal Cup starting line. Jared Wohlgenuth of SDYC organized the one-stop-shopping CORW website, www.offshoreraceweek.com, allowing competitors to get all the information and enter in a single place. SDYC's Jeff Johnson continues to work at aligning NorCal and SoCal views on appropriate safety regulations and getting more boats qualified to race with ORR ratings — so that the event is both fun and safe. Offshore racing is not a walk in the park, but at least you're not standing in line in "the death zone" to take a selfie at the top of Mount Everest.

Should we say shazam yet? Like everything, it's a work in progress, but this year's event, which you can read about on page 92 in *Racing Sheet*, had solid participation with rocking offshore conditions. With the addition of three 70-ft trimarans in the first-ever CA 500 nonstop dash from San Francisco to San Diego, the event added some global, offshore, grand-prix adrenaline.

What are the long-wave trends? They're harder to spot, but the 50th running of the Transpac (see the preview on page 68) certainly creates some buzz, and the America's Cup in New Zealand in 2021 is bringing added global attention to the Pacific. With almost 50 boats starting in OYRA's local, fully crewed Farallones and Lightship races, and the refreshing of the new California coastal races, we expect to see the long-wave trends of California offshore racing continue to improve. In fact, Jeff Johnson of SDYC said, "The success can occasionally create traffic at sea, though trackers and improved communications with vessel traffic, and the Coast Guard are helping."

Ultimately, the efforts of all these people and many more unnamed volunteers have sparked renewed interest and participation in offshore racing. Matt Krogstad of the Express 27 *Tequila Mockingbird* did the Spinnaker Cup and the Coastal Cup. He exclaimed after returning, "The Coastal Cup was one of the best races ever: 25 to 30 knots of breeze, decent waves, pitch black out with no moon on an Express 27 with two great friends and plenty of Red Bull. I'd do it again tomorrow if I could." Shazam! Just like that, with the wave of a 'magic wand' (and hundreds of volunteer hours), the swelling ranks of offshore racers are surfing what we hope is a long-wave trend.

— john



BOB BETANCOURT

The sight of three MOD70s on the starting line, on the Bay, would make any sailor swoon.

MASTER MARINERS REGATTA

The 2019 Master Mariners Regatta experienced a reassuring surge in participation, following years of concerning decline. "Racers saw quintessential San Francisco Bay breezes and early summer afternoon sun," says Cory Lancaster, vice commodore and 2019 regatta chair. Notable entrants included *Mayan*, the storied Alden schooner; *Macora*, a gaff cutter recently relocated from Los Angeles; two Kettenburgs; and a number of smaller boats. "Also in attendance was nearly every large sailing charter vessel on the Bay, plus the locally designed Birds and Bears. A new non-competitive parade class was also introduced this year." Hosted on Memorial Day weekend, Saturday, May 25, the event commenced with a flag-fluttering boat parade along the western end of the San Francisco Cityfront.



MARTHA BLANCHFIELD



Grinning While Bearing It

The start line between Golden Gate and St. Francis Yacht Clubs sent off the Bear boat division at 12 noon. Russell Katz and family are caretakers of #35, *Renegade*. Under his leadership, this 1946 beauty has run the regatta course since 2011. "Bears are the smallest boat in the regatta at 23 feet LOA, but comprise the largest single class to participate. The past several years we have had between five and nine boats in the race," he says. "Things are always close and exciting, with various different boats winning the Gerry O'Grady trophy for the Bear class." Most recently, the prize has rotated among *Huck Finn*, *Magic*, *Chance*, *Kodiak* and *Panda*. For 2019, recognition goes to Tim Maloney on *Magic*.

Continues Katz, "Regatta conditions were perfect — just enough wind to move us along nicely, but not so much that you got beat up. We had a good race other than some spinnaker issues during the



CHRIS REBUCK



"The kids have done anything from reefing out the seams to crewing, sanding, and varnishing."

hoist. Conditions prevented us from being able to fly it, but we still finished only 10 seconds behind the second-place boat, which did fly its spinnaker. Not too bad for a boat that was in the boatyard two days before."

Renegade sailed lean, with only skipper and mate; normally the entire Katz clan is onboard. "Since 2011, the kids have been racing with us. Once the boat was in sailing condition, and Christine and I felt they were old enough to participate, the youngsters hopped onboard." Wooden boats have always been a passion of Katz, who notes that his wife and kids are very supportive. "They have helped get the boat to where she is today. The kids have done anything from reefing out the seams during her original refit, to crewing, sanding, and varnishing."

In the four-boat Marconi 3 division, sailing a 15.6-mile course, was the IOD *Youngster*. Jennifer Thornton, all smiles experiencing her first San Francisco Bay classics boat race at the tiller, says, "Sailing is so much fun when you are that close to the water. You really are in the elements! Luckily water conditions were

not too choppy for our mostly reaching day." Owner of a Schock 35 at Vallejo YC, she enjoyed the day's proximity to other boats. "We came in second — a surprise because we did not see *Folly* all day." *Folly* finished first, earning the Homeward Bound perpetual trophy. "Versus our competition, we were able to round more closely to the marks, then come out to the windward side. One thing I've learned from Ron Young, owner of *Youngster*, is that the smallest amount of sail trim makes a significant difference on a boat like this — down to one fourth or even one eighth of an inch."

Classic Acts

Brian Boyd competed in the Ocean 2 class (yachts over 30 feet to less than 40 feet on deck with an NC PHRF rating), alongside three sister Farallone Clippers and two other vessels. At the helm of

SURGES WITH NEW OLD BOATS



MARTHA BLANCHFIELD



ALL PHOTOS LATITUDE / JOHN UNLESS OTHERWISE NOTED

Clockwise from top left: The red Bear boat 'Renegade'; rail down on 'Seaward'; Jennifer Thornton mugs for the camera while driving 'Youngster'; this cockeyed spinnaker configuration on 'Freda B' actually seems to be working; 'Sequestor' lookin' good; 'Neja' and 'Mistress II' from the deck of 'Hana'.

Hana, he sailed with a crew of seven — most of whom he had met at a *Latitude 38* Crew Party.

"We completely blew the start and were actually west of the committee boat, pointing toward the Golden Gate, when the gun went off," says Boyd. "As a result, *Hana* was dead last over the line. We made up ground by the time we rounded Blackaller Buoy by staying high of the mark." From that point forward, *Hana* hung close to *Mistress II* and *Neja*, trading places back and forth the rest of the afternoon. *a* led the fleet east of Angel Island. "I gave back that lead on the beat to Harding Rock. *Neja* stayed ahead of us on the downwind run to the finish and took first place."

Mistress II and *Hana* continued to

switch leads, often just a few feet from each other as they approached the sea wall at Treasure Island. "At the turn toward the finish we lost the spinnaker sheet shackle and *Mistress II* pulled ahead. But then they had a kite override, so we passed them about 200 yards from the line. This was first time *Hana* finished number one in the FC fleet!"

A newer gem on the course, Beau Vrolyk's *Mayan* was previously owned by rock star David Crosby. Crosby sailed her throughout the Caribbean islands, via the Panama Canal to Sausalito, and then to Tahiti and Hawaii. Following his purchase of *Mayan* in 2014, and in that same year, Vrolyk entered the boat into her first regatta, the America's Schooner Cup at Silver Gate YC in San Diego. Since

then, she has raced various events up and down the California coast. In 2016 *Mayan* competed in her first Master Mariners Regatta — winning her class by a scant 10 inches.

Her skipper reports that they did not fare as well this year as in 2016; they are still sorting out optimal ways to race the boat properly.

"It was a learning experience for the crew. We had a new upwind fisherman staysail built specifically for racing on San Francisco Bay — where many of the courses have critical upwind legs. We moved the sheet points inboard to provide a better sheeting angle, and we've relocated various crew positions out of the cockpit to reduce weight aft. All of this meant that the crew was relearning how to sail *Mayan*, and we spent a lot of time getting the sails dialed in again.

"For the first hour in our class, the

MASTER MARINERS REGATTA



Left to right: Professional sailor Zan Drejes must make the cut on 'Mayan'; 'Freda' charges ahead.



Above, left: 'Water Witch' scoots across the line first at 2:30:10 in Marconi 1. Right: 'Alma's' potatoes. Hitting a mark with a potato thrown from a Big Schooner counts as a mark rounding.

MARTHA BLANCHFIELD

ERIK SIMONSON / WWW.PRESSURE-DROPLUS

LOUIS BENAIOUS

wind speed was well below *Mayan's* sweet spot of 25 knots. She was built to be a long-distance cruising yacht, and her rig is more modest than John G. Alden's racing designs. That is not a problem normally, but with wind speeds below 12 knots at the start, it was hard for us to gain needed distance over the smaller sloops in our fleet. Two thirds of the way through the race, the wind filled in to 16-20 knots, and *Mayan* finally began to sail a bit above her handicap rating. But, despite achieving her best-ever speed upwind of 8.5 knots on the second-to-the-last leg, it was too late to save her time on over half our class."

With friendly rivalry, he adds, "In our most recent Master Mariners, the lovely sloop *Water Witch* was able to out-point us by at least 10 degrees! On the other hand, we were able to out-reach her. We ended up a few minutes apart on handicap; in a more typical windward/leeward course she would have been long gone."

This year, *Water Witch* finished higher in the rankings than *Mayan*. Owners John and Gena Egelston entered her in the Marconi 1 division, sailing her to a corrected-time third place in division, plus the best elapsed time to win the overall Dead Eye perpetual. Gena notes that members of the family traveled to the regatta expressly for the day's sailing adventure, thereby keeping a "family that sails together" notion alive and well. Crew on this Lester Stone & Son Boat Builders 56-ft cutter plans to be fairly active this season now that they have a jelled core of eight.

Water Witch has been a restoration project for more than 27 years. John, who has been building furniture and other objects in wood since his childhood, says, "We are finally to the point of adding final touches, and of course more coats of varnish."

Participating in the Master Mariners Regatta remains a family affair for many. "Racing or parading around the Bay on these classics is not just for salty seamen, but families as well," shares Lancaster. "The spirit and tradition of lovingly maintaining and sailing wooden boats is passed down to sons and daughters — many of whom were on the course together today. The spirit of family was most evident at the Encinal YC post-regatta party, where sailors were entertained by a number of children on the dance floor."

San Francisco Bay Area classic boat fleets will continue to experience race action at future events, such as the Belvedere Classic Regatta on Saturday, July 13, plus this year's Rolex Big Boat Series in September.

— martha blanchfield

SURGES WITH NEW OLD BOATS

PAUL MARBURY

MBA MASTER

MARINERS REGATTA, 5/25

BIG SCHOONERS — 1) **Gas Light**, 72-ft Martinelli schooner, 1990, Baylight Charters; 2) **Seaward**, 82-ft staysail schooner, 1988, Call of the Sea; 3) **Alma**, 60-ft scow schooner, 1891, National Park Service. (5 boats)

GAFF 1 — 1) **Tiger**, 38-ft Pinky schooner, 1993, Luc Maheu; 2) **Brigadoon**, 65-ft Herreshoff schooner, 1924, Terry Klaus; 3) **Makora**, 47-ft O.M. Watts cutter, 1933, Claire & Jesse Whims. (3 boats)

GAFF 2 — 1) **Makani Kai**, 40-ft Angelman Sea Spirit ketch, 1970, Ken & Kristine Inouye; 2) **Freda**, 34-ft Cookson sloop, 1885, Spaulding Marine Center; 3) **Sea Quest**, 36-ft Angelman Sea Witch ketch, 1961, Stephen Carlson. (4 boats)

GAFF 3 — 1) **Kathleen**, 24-ft Hess cutter, Paul Maheu. (1 boat)

MARCONI 1 — 1) **Pegasus**, 45-ft Alden ketch, 1972, Peter Hayes; 2) **Bolero**, 44-ft Island Clipper, 1946, Tim Murison; 3) **Water Witch**, 50-ft



On the way out of the Estuary, another Master Mariners boat collided with 'Ouessant' right at her loaded runner. The Farallone Clipper's mast fell 45 minutes later.

Stone cutter, 1928, John & Gena Egelston. (8 boats)

MARCONI 2 — 1) **Nautigal**, Spaulding 38, 1938, Robby Robinson; 2) **Encore**, 39-ft Concordia yawl, 1966, Burt & Sue Damner; 3) **Stroma of**

Mey, 37-ft Freeman ketch, 1936, Barry Rabbit. (8 boats)

MARCONI 3 — 1) **Folly**, 32-ft Burgess cutter, 1889, Allen Gross; 2) **Youngster**, IOD, 1937, Ron Young; 3) **Viking**, 30-ft Navy whaleboat, 1938, Mike O'Callaghan. (4 boats)

MARCONI 4 — 1) **Morning Star**, Hallberg-Rassy 32, 1984, Barbara Ohler/Gary Costigan; 2) **Garnet**, 26-ft Sea Islander, 1954, Jeff Jolly; 3) **Kaze**, 23-ft Okamoto sloop, 1951, Liz Diaz. (4 boats)

OCEAN 1 — 1) **Bounty**, 52-ft S&S yawl, 1950, Dan & Sue Spradling; 2) **Copperhead**, 47-ft Rhodes yawl, 1939, Steve Hutchinson. (2 boats)

OCEAN 2 — 1) **Neja**, Dash-er 32, 1959, Jim Borger; 2) **Hana**, Farallonee Clipper, 1958, Brian Boyd; 3) **Mistress II**, Farallonee Clipper, 1955 Richard vonEhrenkrook. (6 boats)

BIRD — 1) **Cuckoo**, 1925, Bill Claussen; 2)

Kookaburra, 1922, Martin & Sue Koffel. (2 boats)

BEAR — 1) **Magic**, 1961, Tim Maloney; 2)

Huck Finn, 1940, Margie Siegal; 3) **Renegade**, 1946, Russell & Christine Katz. (5 boats)

Full results at www.sfmastermariners.org

2019

SEPTEMBER 29 - OCTOBER 4
CORINTHIAN YACHT CLUB



SAN FRANCISCO INTERNATIONAL
FOLKBOAT REGATTA

A WHO'S WHO

The West Coast's most famous offshore sailing regatta is back for its 50th edition in 2019. By all early indicators, this year's 2,225-mile race from Los Angeles to Honolulu will be the biggest and possibly most exciting one since the race's inception in 1906. With a storied history of attracting many of the world's premier racing yachts and sailors, this year's Transpac has gone a step further by shattering all existing entry records and putting together a fleet that reads like a who's who of international big boat

offshore racing. Firmly stuffing a sock in the mouths of any doom-and-gloom talking heads and wannabes who say that West Coast racing is dead, Transpac 50 reinforces just how healthy the scene actually is. Two 100-ft super-maxis and a trio of MOD70 trimarans provide the glitz and big-headline glamour, while a beefed-up fleet of all the usual suspects — alongside a liberal dusting of world-renowned racing yachts and crews —

provides the depth.

With the monohull and multihull course records having been broken in 2017, we could see the same feat accomplished in 2019. The world's fastest monohull and existing monohull course record holder, *Comanche*, will take a crack at her own benchmark of 5 days, 1 hour, 55 minutes, while three MOD70s will take on the ORMA 60 *Mighty Merloe's* existing multihull and outright race record of 4 days, 6 hours, 32 minutes. While *Mighty Merloe's* and *Comanche's* records are both very new and plenty impressive, it's important to remember that, in ideal conditions, the trimarans *Phaedo 3* and *Lending Club 2* sailed the course in well under four days. Should Transpac 50 get those ideal conditions for the Saturday group of starters, it is entirely possible that both race records will get crushed, with a definite chance for a new outright course record to be established as well.

As is always the case in yacht racing, the weather gods may well decide the winners and losers, with the 'weather lottery' playing a big part in the overall results. The three start days are Wednesday, July 10; Friday, July 12; and Saturday, July 13.

Transpac 50 reinforces just how healthy the West Coast racing scene actually is.

Division 1

Division 1's impressive 15 high-end racing yachts span the spectrum from a little 40-ft canting-keeler from Texas all the way up to the single fastest monohull on Earth, hailing from Australia. Mix in five TP52-based boats, a group of mini-maxi-esque steeds, the West Coast's only 100-footer, and an incredibly quick 46-footer with DSS foils, and Division 1 is likely to be one of the most exciting divisions this race has seen in years.

Jim Cooney and Samantha Grant's Verdier/VPLP 100-footer *Comanche* again headlines Transpac's fastest monohull division. Don't expect the big canting-keel super-maxi to do much more than claim monohull line honors and a potential course record however, as these types of boats typically don't do well on handicap.

Behind the media darling *Comanche*,



The Richmond-based J/125 'Velvet Hammer' comes to the Transpac fresh off winning California Offshore Race Week overall.

OF THE 50TH TRANSPAC

the real race for Division 1 will take place with a hyper-competitive mix of monohulls vying for top honors. One of Australia's top racing yachts, Phillip Turner and Duncan Hine's R/P 66 *Alive* has made the journey from Down Under and excelled in the recent California Offshore Race Week. The canting-keeler has a narrow and easily driven hull that could make her a real threat in the early upwind-to-reaching stages of the race, as well as in the VMG running later on down the course. Coming from Switzerland is Maximilian Klink's Botin 65 *Caro*, a high-tech and stylish racer/cruiser with a crew of professional ringers that could represent a true wild card in the fleet.

In 2017, Tom Holthus' brand-new Pac52 *BadPak* finished second overall in the Transpac, beaten only by her sistership *Invisible Hand*, which is no longer campaigned on the West Coast. With much of the core crew still together, including Tom's teenage son Kelly, *BadPak* must be considered a pre-race favorite. With record-setting navigator Artie Means making sure the boat goes in the right direction, and world-class veterans such as Bill Hardesty and Stu Bannatyne aboard, we'd be surprised if *BadPak* isn't on the

'Merlin' at the start of the 2017 Transpac off Point Fermin in San Pedro.



LATITUDE / CHRIS

Tom Holthus' Pac52 'BadPak', racing in the 2018 Rolex Big Boat Series.

Division 2 — Sled

This year's Sled fleet is massive, with an impressive nine boats registered. Roy Disney's Andrews 70 *Pyewacket*, with its group of consummate professionals, is always a favorite to win her division if not the race overall. *Pyewacket* and John Sangmeister's SC70 *OEX*, both stacked with top-tier talent and highly optimized platforms, are no strangers to competing against each other, and we wouldn't be surprised to see either of them at the top of the heap in Hawaii.

One of the most storied yachts in the history of this race, the Bill Lee 68 *Merlin*, now owned by Chip Merlin, has been greatly refitted and optimized over the past year. Keep an eye out for this yacht, her talented crew of pros and amateurs, her navigator Adrienne Cahalan, and her aptly named owner to pull off some more Transpac wizardry.

Division 3 — HPR/Fast 40

Division 3 pits a baker's dozen of mostly 40-something-footers against one another in what should be one of the most hotly contested fleets in this year's race. A threat to win overall in any race it enters, the J/125 is well represented in Transpac 50 with four entries. The standout of this sub-group, and one of *Latitude's* favorites to place very, very high, is Zachery Anderson and Chris

podium of Division 1 and very high in the overall rankings. Also in the not-quite-a-TP52-but-very-close category, the Bay Area's Thomas Furlong — one of the nicest guys in the game — is in with his R/P 52 *Vitesse* (ex-*Meanie*). With a proven and capable platform and a stellar crew of top amateurs and professionals including Bay Area native and Olympic/America's Cup veteran Hartwell Jordan, *Vitesse* should do the Bay Area proud and deliver a solid result.

A trio of TP52s is also entered in Division 1. As history has proven, these box-rule boats that were quite literally conceived to sail the Transpac are always a threat in this race.

Manouch Moshayedi's SoCal-based Bakewell-White fixed-keel 100-footer *Rio100* should be a factor, given the right conditions and no floating debris-induced rudder issues this go-round.

One of the most interesting boats in Division 1 is Quentin Stewart's DSS-foil-equipped Infiniti 46r *Maverick*. After an incredible display of speed in the SoCal 300 that culminated in a division win over three of her upcoming Transpac rivals, no one is counting out the little 46-ft rocket ship from the UK.



SHARON GREEN / ULTIMATE SAILING

A WHO'S WHO

Kramer's *Velvet Hammer*. Long-time sailing partners Anderson and Quantum Sails' Will Paxton are back with a solid pro-am team that recently proved its merit with an overall victory in the California Offshore Race Week. To win Division 3 however, they will have to beat a duo of Rogers 46s, including Bob Pethick's *Bretwalda 3*, a top competitor. John Raymont's Andrews 40 *Fast Exit* is likewise always quick. With Peter Salusbury's Bieker-designed Riptide 35 *Longboard* coming down from the Northwest, and a couple of super-quick West Coast legends that are now under Japanese ownership, Division 3 should deliver the goods en masse.

Division 4 — Santa Cruz 50/52

Generally one of the most evenly matched divisions in Transpac, this year's fleet of Bill Lee-designed 50- and 52-footers has ballooned to 11 entries. While this writer may be biased into pulling for his good pals and former crewmates on Bill Guilfoyle and Scott Deardorff's Santa Barbara-based SC52 *Prevail*, there are about a half dozen boats that could take top honors. Michael Moradzadeh's *Oaxaca* is fresh off a solid performance in CORW and has

half the fleet corrected out to within 40 minutes of one another, and we won't be at all surprised to see the same in '19.

Division 5

Just four boats are entered in Division 5, the smallest monohull division in this year's race. All hovering around 70 feet of displacement racer, look for these old-school maxis and luxury yachts to run low and slow down the course. If they get good waterline conditions, a couple of these boats, including Patrick Broughton's legendary *Kialoa II*, up from Australia, could make waves in the overall standings.

Division 6

Division 6's dozen entries span the size spectrum from 31 to nearly 60 feet. At the small end is Charles Devanneaux's foil-equipped Beneteau Figaro 3 that made a stunning debut as the first finisher in last year's Pacific Cup.

Scott Grealish's brand-new J/121 *Blueflash* could be tough to beat in her debut race to Hawaii. A family affair that includes Scott's son Sean and a group of Transpac veteran youth sailors, *Blue-*

of the lightweight and high-end racing programs' desires to win this banner edition of the Transpac.

The largest and likely most dangerous boat in the fleet is the 67-ft S&S yawl *Chubasco*. Campaigned by a consortium of high-end Southern California big-boat owners, the program is anything but cash-strapped and has recruited some of the top talent in SoCal, including many childhood friends turned pro sailor. With guys like Whitbread legend Keith Kilpatrick as the 'chef' and Jeff Thorpe navigating, *Chubasco* could do what *Dorade* did six years ago and fly a mizzen spinnaker straight into the victory lane, especially if the faster boats can't get up on the plane.

To win, *Chubasco* will have to beat out half a dozen other competitors including a trio of Beneteaus and Paul Stemler's J/44 *Patriot*, which has proven to be a great all-around performer in this downhill run to the islands.

Division 8

Half a dozen veteran Hawaii race boats are lined up for Division 8. With a trio of Hobie 33s entered from California, Canada and Hawaii, this division could easily produce an overall winner if the early starters get better surfing conditions than their bigger, faster rivals. With a J/105, a J/109 and Dean Treadway's famed Farr 36 *Sweet Okole* on the starting line, Division 8 is classic Transpac from top to bottom.

Division 9

With five heavy-displacement cruising boats ranging in size from 44 to 50 feet, Division 9 is unlikely to produce an overall winner, but we will expect some of the biggest smiles and classic aloha spirit from this group. If a boat from Division 9 should climb up the leaderboard, it could well be Christian Doegl's Swan 461 *Free*, which has proven herself to be one of the better performers in the cruiser class.

Cal 40

Returning for the first time in more than a decade, the venerable Cal 40 class is back for Transpac 50. The Bill Lapworth design was one of the first production classes to ever surf into Diamond Head. We're genuinely stoked to see the boats still getting together, with seven boats on the line, to create just a bit more Transpac history.

Azure, *Highlander* and *Viva* are all race veterans with solid crews, and should fight hard to earn places on the podium, though several lesser-known quantities could hold some big surprises.



STEVE JOST / WWW.STEVEJOSTPHOTOGRAPHY.COM

a trio of top-tier female sailors, including Liz Baylis and VOR skipper/Vendée Globe veteran Dee Caffari, among a crew of solid amateurs who know the boat well.

John Shulze's SC50 *Horizon* is one of the most successful boats in the history of the class and a threat to win any race she enters. *Flyingfiche II*, *Lucky Duck* and *Triumph* are all ultra-competitive entries that have been going well, and with a handful of lesser-known teams on equally quick boats, look for the SC50/52 division to turn in some of the closest deltas in the entire race. In 2017,

The fabulous 'Chubasco', a 1939 S&S yawl, will be the darling of Division 7.

flash could live up to J/Boats' pedigree of good all-around performers offshore. With a Farr 40, an Olson 40, a Beneteau First 40, a Cookson 12 and two Farr 57s entered, Division 6 is set to be hotly contested to the finish.

Division 7

Reserved for heavier-displacement cruising boats, Division 7 is not only poised to be a close race to the finish, but it could also play spoiler to many

OF THE 50TH TRANSPAC

Multihulls

Increasingly a multihull regatta, Transpac continues to cement its reputation as the premier offshore multihull race in the United States and the only place on Earth where MOD70s continue to get together and do what they were first conceived to do. With three MOD70s on the line — two stock and one foiling — we could certainly see a new race record, and perhaps even an outright course record if the conditions are right.

Giovanni Soldini and company will sail *Maserati* to once again try their hands at proving that a foiling MOD70 is faster than a stock one. The going has been tough in recent years, as the program has been plagued by reliability and durability issues, especially in destroying their delicate T-foil rudders on floating debris. In 2017, the team showed blinding speed in a straight line, but again broke down after collisions with debris.

The smart money on the divisional winner would be on Jason Carroll's *Argo* or Peter Cunningham's *PowerPlay*, which recently created a thrilling match



LATITUDE / JOHN

The MOD70 'Argo' exits San Francisco Bay at the start of the inaugural California 500 on May 30.

race down the coast in the inaugural California 500, with *PowerPlay* coming out on top.

We'll post updates on *Lectronic Latitude* at www.latitude38.com and re-cap the race in the pages of *Latitude 38*. For more info and to follow the tracker, check out <https://transpacyc.com>.

— ronnie simpson

PacificCup.org
PACIFIC CUP
2020
The Fun Race to Hawaii
40 YEARS OF RACING: SAN FRANCISCO TO KANEOHE

THE BEST RACING IS DOWNWIND!

Come join us for the 2020 Pac Cup

- ◆ Start in San Francisco
- ◆ 2070 miles downwind to Kaneohe Bay
- ◆ Great parties before and after
- ◆ Prep seminars and support

First seminar October 5 at OYC



Info and entry at PacificCup.org

THE SINKING AND SAVING

It was a tough few days in mid-June for those who appreciate old ships, maritime history, and, in particular, *Wander Bird*, the historic 85-ft LOD German pilot schooner that spent more than half a century moored in Sausalito. Shortly after noon on June 8, the recently restored *Elbe No. 5* — the ship's original designation at her launching 136 years ago — was rammed by a container ship on the Elbe River and sank a short time later.

In a stroke of luck, several motor rescue boats from the DLRG (a volunteer group similar to the Coast Guard) were attending to another incident nearby and sped to the scene, rescuing all 43 people (14 crew and 29 passengers) aboard the schooner. Eight were injured, two seriously. At this writing, all had been treated and released.

Several DLRG and other support craft stayed with the stricken schooner, supplying auxiliary pumps to aid *Elbe No. 5*'s own pumps. They managed to get her out of the main channel and alongside a wharf at nearby Stadersand, where she finally went down in shallow water.

The good news is that, eight days later, *Elbe No. 5* was back afloat. By the time you read this, the ship should be hauled out at a yard for assessing what will likely be a repair process almost as long and involved as the nine-month refit completed only weeks before the accident.

Much discussion surrounded the cause of the collision, and at this writing, a week later, social media continued to

tions. However, using the resources available in mid-June — which included a video made aboard the schooner just prior to the crash (type: "*Elbe No. 5* collision" into YouTube to see it); dramatic photos of the ramming itself; an AIS chart of the tracks of both vessels: and what had been reported by the German media — we went to the foremost authority we know on operating sailing craft near big ships in busy waterways: Commodore Tompkins, who's been doing just that for most of his life. OK, and because he certainly has more than a passing interest in the affairs of the old schooner.

Here's how he saw things unfold:

Elbe No. 5, under foresail and a single headsail, was proceeding northwest down the Elbe River, toward the North Sea. She was close-hauled, indicating a NW wind. The AIS track chart indicates that the schooner was favoring the east side of the river. The same AIS chart shows the track of Astrosprinter in the center of the channel, also headed for the North Sea, thus overtaking the much slower schooner.

Shortly before the collision, Elbe No. 5 tacked onto starboard tack, assuming a course diagonally athwart the shipping channel. A videographer aboard Elbe No. 5 recorded the moments prior to the collision, the point of view being from far aft aboard the schooner, across her lee rail. It shows the Astrosprinter at some distance, steaming toward Elbe No. 5. Elbe No. 5 appears to be sailing slowly, perhaps four knots, both foresail and headsail drawing on starboard tack.

One hears two sets of five blasts on a horn, probably from Astrosprinter, although this is not clear. Five blasts is the International signal for "Imminent danger!" One also hears voices speaking in German on the video. A translation to English is:

"What is he up to?"

"Why is he doing that?"

"Bear off!"

"We are going to hit him!"

"Hard to port!"

"We are going to hit him right on!"

The video shows the tiller being put all the way to port, thus turning the schooner's bow to starboard.

The identity of the speakers is unknown. Probably one of them (at least!) was the 82-year-old skipper. Were one to draw a plan view of the two vessels, their centerlines, at the time the video starts,



would intersect at approximately 130 degrees. The collision photograph shows the two vessels at right angles to one another. Astrosprinter rammed Elbe No. 5 abeam the foremast on the schooner's port side.

Putting the tiller to port caused the schooner to turn about 45 degrees to starboard; her forward motion while describing this arc placed her directly under the bow of Astrosprinter. Presumably, had the schooner put her tiller to starboard and borne off, she would have turned in a similar arc, maybe faster since her sails would continue to draw as she turned downwind. Such a turn to port might have resulted in a glancing blow between the vessels as they passed starboard-to-starboard, and an exchange of paint.

The big unanswered question is why *Elbe No. 5* turned into the path of the big ship rather than away from it. A popular theory circulating online was that inexperienced people near the tiller might have mistaken the command "hard to port" to mean, "push the tiller to port," rather



This still picture was taken from a video shot just moments before 'Elbe No. 5' collided with the oncoming ship 'Astrosprinter'.

buzz about who did what, when, and why. Until the official investigation is complete, we can't definitively answer those ques-

KATERSVEN

OF ELBE NO. 5, OR WANDER BIRD



ANN B. CARR

Below the water she's sheathed with solid copper sheet nailed over felt. No corners were cut; she was built to survive a very long time in awful conditions. And she has."

Elbe No. 5 served 41 years as a pilot vessel. Motorized vessels eventually replaced the old pilot schooners, and they were sold off. For a while, this one was operated by an organization similar to the Sea Scouts called Wandervogel.

The adventures that made the ship an integral and beloved part of the San Francisco waterfront scene began in 1929, when she was bought — for little money — by author/seaman Warwick Tompkins Sr. He translated and kept the name — "wander-vogel" means "wander bird." In the years following the restoration of the schooner by Tompkins (with the help of countless volunteers), *Wander Bird* made 13 Atlantic crossings, and

Jim Linderman Jr. steers 'Wander Bird' as she goes head-to-head with the 'Californian' (background) in 1991. The old schooner held her own, but "'Californian' just kept putting up more sails," said a crewman, and eventually pulled ahead. The guy in the red jacket is folksinger Ramblin' Jack Elliott.

than "turn the boat to port." But again, we'll have to wait until the official report is released to learn what really happened.

Although it is both maritime tradition and law that a ship involved in a collision stop and render aid if they are able, the Elbe is one of the busiest waterways in the world and you can't just stop a ship in the middle of a channel except in the most dire of circumstances. *Astrosprinter*, likely assured by the DLRG and other official boats that they had the situation under control, proceeded downriver to Brunsbuettel, near the mouth of the river, where they anchored to await investigators. The ship, which was not damaged, was later released to resume its journey.

E*lbe No. 5* has a long and storied history. Built in Hamburg and launched in 1883, she was one of a dozen or so pilot schooners put into service ferrying pilots to and from ships entering or departing

the mouth of the Elbe River where it joins the North Sea. This was not only sometimes-rough duty, it was also competitive — whoever got a pilot aboard an inbound ship first got the job. So *Elbe No. 5* and her sisters were designed to be strong, fast, and easy to sail, as they would often stay 'on station' for long periods.

Brooks Townes chronicled the schooner's building process in the spring 1982 issue of *Nautical Quarterly*:

"Her dark German oak frames, grown to shapes laid down by her designer Gustav Junge, average 5.5" x 6.5" and are set in pairs an inch apart, 6 inches between pairs. Those frames grow to as much as 11" thick by the keel. The (3-inch-thick) planking is the same hard oak. The ship was fastened with heavy clinched bronze and wedged treenails. Black iron straps and knees tie timbers together throughout. To keep any rot from spreading far, ship's felt (a heavy tar-impregnated paper) was used between major timbers.

became perhaps the first charter vessel operating in the Atlantic, taking young men and women sailing, for a fee, and teaching them bluewater skills, as well as how to get along with each other. (The 16 berths in the main cabin built for the pilots made accommodations easy.) Among those who took part were a young Irving and Exy Johnson, who met aboard the schooner. They would one day run a similar operation aboard their own schooner, *Yankee*.

Wander Bird arrived in San Francisco Bay in 1937 after doubling Cape Horn east to west. Tompkins both wrote a book — *50 South to 50 South* — and made a movie about it. The crew included the Tompkins family — his wife, Gwen, and two children, 6-year-old Ann and 4-year-old Warwick 'Commodore' Tompkins Jr., who would grow up to become one of the premier racing sailors in the world.

Wander Bird ended up in Sausalito, where it would be moored for the next six decades. In the late '30s and early '40s, there were trips to Hawaii and back, and Tahiti and back (all, notably, without an

THE SINKING AND SAVING OF ELBE NO. 5



LATITUDE/JR

engine. She wouldn't get one of those until sometime in the 1970s). After the last of those voyages, the schooner docked back in Sausalito in 1941, just a couple of months before Pearl Harbor.

The schooner deteriorated through the '50s and early '60s. Her masts were removed and a large house-like structure was built over the aft deck. It didn't help her condition that she had been moored to serve as part of the 'breakwater' at Madden's Harbor.

The ship was eventually acquired by Crowley tugboat captain Harold Sommer in the late '60s and underwent an extensive restoration by a cast of waterfront characters and legends, including Spike and Kit Africa, John Linderman Sr., Billy Martinelli and Sterling Hayden. Hayden donated the iron wheel that would steer the ship through the next several decades; Peter Sutter supplied sails at cost; author Ernest Gann donated the masts, and rock star David Crosby the standing rigging. There were many other donations of time and money. (In the 1990s, the project was deemed by the Smithsonian Museum to be the most significant vessel restoration ever done by a private individual in the US.) In order to make the schooner easier to handle, Sommer also added the first engine the 95-year-old ship ever had.

Wander Bird sailed again in 1981, for the first time in 40 years. After that, other than a trip to the Channel Islands in the early '80s, she didn't venture out much, but it was a thrill to see her when she did. Shipwright (and regular crew) Billy Martinelli recalls that it took 10 or 15 people to sail the ship, but on sailing days, so many volunteers showed up that "there were times we went out with 40 or

'Wander Bird' in the '92 Master Mariners Regatta with the usual 'cast of thousands' aboard. The Sutter-built sails pay homage to her heritage.

50 aboard."

Notable outings included informal match races with the state tall ship *Californian* (a 145-ft [squared length] replica of a 19th-century revenue cutter, built in Dana Point in 1984) and the first *Pride of Baltimore* (a 137-ft replica of a Baltimore clipper built in Baltimore in 1977). As a testament to designer Junge, *Wander Bird* acquitted herself admirably in these contests against much newer ships with much larger sail inventories and longer waterlines.

In the mid-90s, *Wander Bird* was sold again, this time to a trio of art dealers in Seattle. Long story short, their ambitious plans for the ship never materialized and the schooner started to deteriorate again.

Then, in 2002, Stiftung Hamburg Maritim — the Hamburg Maritime Foundation — acquired *Wander Bird* and had her brought back to her home waters of Hamburg on the deck of a freighter. Returned to her original designation as *Elbe No. 5*, another refit also aimed to restore her more closely to her original configuration, including replacing the wheel with tiller steering. At the same time, she was brought up to current passenger-carrying regulations, and given a second engine. After that, the schooner commenced her new duty: taking tourists around Hamburg's harbor.

Last year, *Elbe No. 5* went up the ways at a Danish yard for the most extensive and expensive restoration yet. The schooner was gutted inside, and over the next

nine months received all new outside planking. About half the inner planks and half the frames were also replaced. She got a new keel, rudder post and bulkeads. The \$1.7 million project was completed in May, and the ship — looking brand-new — returned to Hamburg at the end of the month, just in time to resume her summer duty as a tourist attraction. The collision happened only a couple of weeks later.

Following the accident, a Spain-based salvage company, Ardentia Marine, was contracted to raise the ship. Divers arrived onsite within days of the sinking. According to local media reports, they managed to cover the damaged area and place slings under the hull attached to (deflated) airbags. The actual raising process involved inflating the airbags while another assortment of high-capacity pumps worked to evacuate water. The process started late Sunday night (June 16). By about 1 a.m. local time on Monday, *Elbe No. 5* was once again above water.

At this writing, representatives of Stiftung Hamburg Maritim were optimistic about the ship's future. "We firmly expect the ship will be ready



STIFTUNG HAMBURG MARITIM

Top: 'Elbe No. 5' sunk at Stadersand. Several crewmembers spent nights on the dock watching over her. Above: The Monday resurrection.

for use again soon," said board member Joachim Kaiser.

We certainly look forward to seeing this grand old lady sailing again. And we hope we're speaking for a lot of people on both sides of the pond when we wish them *viel glück* — good luck!

— **latitude** /jr (with special thanks to Commodore Tompkins)

SPAULDING BOATWORKS

Quality Workmanship for Over 60 Years

FULL SERVICE BOAT YARD
Now a Spectra Watermakers Dealer
Schedule a Consult Today!



"Hey fellas, don'tcha know Spauldings' is THE place to haul out"

Upcoming events

Summer Sea Camp

Session 1: July 8 to July 19
Session 2: July 29 to August 9
Ages 11-15

Monday Night Fabrication Lab

6 to 9 p.m. every week

Wednesday Night Art Studio

6 to 9 p.m. every week

OPEN TO
THE PUBLIC
5 DAYS A
WEEK!

600 GATE 5 ROAD, SAUSALITO CA 1-415-332-3721



SPECTRA
WATERMAKERS

no more
water worries



Shop for your Spectra Watermaker at:

Explore the most energy-efficient
and quiet watermakers at
www.spectrawatermakers.com



www.svendensens.com
510-522-2886
Alameda, CA

SPAULDING MARINE STORE



www.spauldingmarinestore.com
415-332-3179
Sausalito, CA



www.emeraldharbormarine.com
206-285-3632
Seattle, WA

Or speak to a Spectra team
member to find the right system for
your needs at **415-526-2780**



www.swedishmarine.com
510-234-9566
Richmond, CA



www.outboundyachtservices.com
949-488-0652
Dana Point, CA



www.seatechmarineproducts.com
619-222-9613
San Diego, CA

WEBB CHILES'

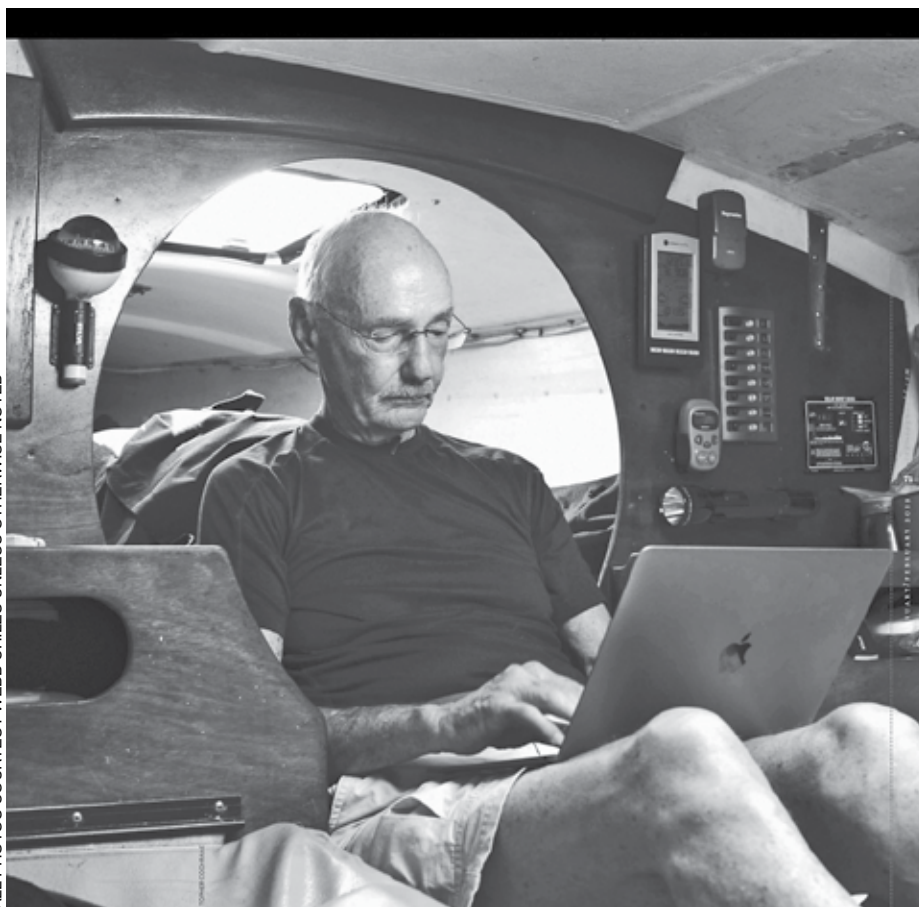
Webb Chiles completed his sixth circumnavigation, singlehanded, aboard the Moore 24 Gannet, an ultralight racing sloop, on April 29 in San Diego. Part 1 of this story in the June issue covers the first leg of the journey — which included four Pacific passages starting from San Diego and ending in New Zealand — along with background on Chiles, his previous boats and achievements, and his choice of the Moore 24 as the vessel for his self-described "final world tour."

Webb Chiles reached Opuia in New Zealand's Bay of Islands September 20, 2014. He suffered a shoulder injury at the end of that leg that was ultimately diagnosed as a near-complete tear of part of his left rotator cuff. Opting for physical therapy over surgery, Chiles took 2015 off from the circumnavigation.

Chiles returned to *Gannet* in Opuia in March 2016, and, after his usual methodical preparations, he departed New Zealand April 26, with the port city of Bundaberg, Australia, his next destination. By the second day, he was surprised at the severity of *Gannet's* motion in the first 24 hours at sea. "The waves were not big, but they were steep and *Gannet* was thrown around. And so was I." That, in turn, gave Chiles the answer to an open question as to *Gannet's* remaining itinerary.

Chiles began this circumnavigation in 2014 with most of his intended route set: He would sail westabout with various stops, including Opuia; Darwin, Australia; and Durban, South Africa. What he had not decided, however, was if he would sail from South Africa to Panama for his return to the Pacific, or if he would attempt Cape Horn instead. He now had the answer: "There will be no more talk of Cape Horn. Those were harbor thoughts. Yesterday brought back vivid memories of the gale of 2014, and that was only 40- to 45-knot wind." While not looking forward to the transit of Panama, he concluded that would be his best route home.

Early in the passage to Bundaberg, Chiles set up sheet-to-tiller steering for the first time of the voyage. On prior boats, Chiles had sailed more than 35,000 miles by sheet-to-tiller steering — which, like a wind vane, can hold the boat on a steady angle to the wind and, unlike an autopilot, takes no electricity. From San Diego to Opuia, however, *Gannet's* sailing angles and position relative to the sun had given the solar panels enough exposure to keep the batteries charged during almost continuous use



ALL PHOTOS COURTESY WEBB CHILES UNLESS OTHERWISE NOTED

Webb Chiles said that this perch in his Moore 24 'Gannet's "great cabin" was his preferred seat.

of a tiller pilot. Now, sailing in a northwesterly direction in the austral autumn, the sails blocked the sun from the solar panels, which then could not keep up with the demand of the tiller pilot. Chiles would use sheet-to-tiller steering much of the rest of the way around.

New Zealand to Australia would prove to be one of the most pleasant legs of the journey. "Joy," Chiles noted as he neared Bundaberg. "Nothing particularly special. Just *Gannet* steering herself through the ocean beneath a pristine sky." Although light winds had made for slow going for much of the 1,300-mile transit, Chiles was pleased. "Any passage to or from New Zealand that does not include a gale is a success."

After a week, Chiles left Bundaberg for Darwin on May 16. For the journey to the Cape York Peninsula, the Great Barrier Reef was the major navigational challenge. First, he sailed east of north for more than 200 miles to clear the southern end of the great reef, then turned NW for another 500 miles along the outside. By May 21, Chiles was abreast of Cape Grafton, near Cairns, and he slipped through the Grafton Passage in the Great Barrier Reef, dropping anchor in a cove named Mission Bay — coincidentally the

name of his point of departure from San Diego two years earlier.

The 720-mile sail from Bundaberg, while at times more than 150 miles from land, had essentially been a coastal passage — with the Great Barrier Reef to port, many off-lying smaller reefs to starboard, and shipping traffic in between. From Cape Grafton, Chiles continued up the coast inside the Great Barrier Reef in a succession of daysails, averaging 40 or so miles per day and anchoring each night until Cape York, which he reached on June 5.

The passage, from Cape York across the Arafura Sea to Darwin, was another difficult stretch, marked by "no wind; too much wind; boom fell off; loss of solar charging and use of the mainsail. None of these were permanent. I fixed them underway, and the mainsail didn't need fixing, I just tried to reef it in the wrong sequence and almost pulled the Tides Marine luff track off the mast in 30-knot winds." By June 12, however, Chiles was anchored in Fannie Bay, near the Darwin Sailing Club, which provided him a welcome shoreside base for the rest of the month.

By the end of June, Chiles was rested, repairs to *Gannet* were complete, and

LIFE OF CIRCLING THE GLOBE, PART 2

provisions were stowed for the 6,000-mile passage to Durban, South Africa. While he enjoyed his time in Australia, he was "ready to go back to sea. Even eager." He knew from long experience, however, that the Indian Ocean presents the danger of storms at any time of year.

Not unexpectedly, the passage was difficult. A slow start with too little wind was followed by two weeks of near-gale to gale conditions, forcing Chiles to lie ahull twice. Then, after a period of calm, a modest six-foot wave broke in exactly the right place and time to roll *Gannet's* masthead into the water, wrecking the Windex and washing off the Raymarine wind instrument. "*Gannet* is the fourth boat whose masthead I have put in the water," Chiles remarked. "This is a club you probably don't want to join."

By August 22, after 53 days at sea, *Gannet* was 10 miles from the entrance to the harbor at Durban, when the wind died. With landfall at hand, Chiles set up and tested the Torqeedo, the small electric outboard he uses for getting *Gannet* into and out of harbors. The Torqeedo was ready to go, but a smooth ending to the longest passage of the journey was not to be. "A few minutes later the wind, which had been light and behind us, returned with a rush, but from directly ahead." The ensuing gale would be the worst of the passage.

For a day and half the wind and seas neared storm conditions, battering the little boat and her skipper. Eventually Chiles gave up trying to sail, finding it impossible to tack the ultralight through such conditions. "The wind stopped and shook [*Gannet*] like a dog a bone." Forced to jibe instead, they were knocked down, and Chiles went to bare poles. They were driven 30 miles back out to sea before conditions relented and they were able to sail into Durban.

The passage ended at noon on August 24, 2016, with *Gannet* tied to the International Jetty. Chiles' work for the year was done.

Chiles returned to *Gannet* in January 2017 to prepare for the next transit: from Durban to the South Atlantic island of St. Helena, some 2,500 miles distant, which he hoped to reach in three weeks. Knowing from prior experience that South Africa presents "a serious coast, with strong currents and few harbors," he would pick his departure date carefully. By Friday, February 10, the short-term forecast looked good — at least until that Sunday, when strong headwinds were predicted. Rather than wait for a better window, he cast off that day. The passage began well enough. Winds

were fickle at first, but on the second day out, *Gannet* was swept along by favorable wind and the Agulhas Current, and posted a noon-to-noon run of 180 miles — her best day's run to that point. Sunday's headwinds arrived as forecast, forcing *Gannet* to lie ahull for 13 hours. Chiles was pleased, however, that the wind abated and backed after that, just as predicted. Progress was punctuated by another 12 hours of 20- to 30-knot headwinds a few days later. "We could have sailed against the headwinds," Chiles wrote, "but would have been beaten up and I chose to wait rather than suffer unnecessarily and unproductively," and lying ahull was the better alternative.

In typical sailing irony, they were then becalmed for 12 hours 40 miles off Cape Agulhas. They would pass Agulhas three times: first sailing west as intended, then drifting east while becalmed, and finally for the last time sailing west again.

When finally clear of Cape Agulhas and the Cape of Good Hope, the sailing was fine until the 19th, when gale-force winds forced them to again lie ahull. *Gannet* was knocked down twice more, but did not roll over. The Windex — newly installed in Durban to replace the one claimed in the Indian Ocean knockdown — was lost. "*Gannet* is hard on Windexes," Chiles dryly observed.

The final week of the transit was easy trade-wind sailing, and on March 6, after 23 days at sea, *Gannet* was secure on a mooring ball at St. Helena with the main settlement, Jamestown, perched on the cliff above.

Departing St. Helena on March 14, Chiles set sail for the Caribbean island of St. Lucia. At more than 3,800 miles, it would be *Gannet's* second longest passage behind only the 6,000 miles sailed from Darwin to Durban.

The passage was mostly trade-wind sailing and so pleasant that, by the end of the first week, Chiles felt he was getting spoiled. "I'm dry. *Gannet* is dry. She sails with both hatches open. A wave hasn't come onboard for days. I stand in the companionway. I sit on deck. I sleep well on a mostly level berth. I almost forget that crossing oceans on *Gannet* is not always like this."

The transit up the Atlantic was peppered with occasional squalls, but there were no gales. The greatest difficulties came from lack of wind as they worked through the doldrums at the end of March, resulting in *Gannet's* slowest week to that point: only 458 miles. *Gannet's* second crossing of the equator on April 1 was Chiles' 15th time across the line, with the calms more frustrating than on any of the others.

Webb Chiles aboard 'Gannet' in Durban, South Africa, in 2106. "I [had] just arrived in Durban after the 6,000 mile passage from Darwin, Australia. You can see the Q flag flying. I was then a mere 74 years old."



WEBB CHILES'



Is "singlehanded selfie" redundant? Chiles grabbed several stills from video he shot of himself on the sail between Panama and San Diego.

Chiles again relied on sheet-to-tiller steering for much of the passage, and a small spray hood he had installed in South Africa did a good job keeping water out of the cabin. Perhaps the biggest hardship was when the Jet Boil stove failed on March 20, leaving him only air-temperature coffee and meals the rest of the way. By April 11, he had sampled enough to report "In the unlikely event that it is ever important to you, Mountain House Chicken and Rice is the best unheated freeze dry."

April 12 marked a milestone as they reached 50° west longitude. From Darwin, Australia, at 131° east, *Gannet* and skipper had sailed just over 180° of longitude — or halfway around the world — with only two stops, Durban and St. Helena. The trip was not without the failures of equipment to be expected on such a long passage. On his approach to St. Lucia on April 18, the Torqeedo battery died and he had to be towed to the slip reserved for him in the Rodney Bay Marina.

The sail from St. Helena to St. Lucia would be the last transoceanic passage of the circumnavigation. While there were still thousands of miles to be sailed, *Gannet* would rarely be more than 100 miles or so from land the rest of the way. And while there is nothing trivial about such coastal passages, they present a qualitatively different experience than crossing wide expanses of open sea. There is, of course, considerably more traffic in coastal waters. And even when land is out of sight, you know it's there, and it limits your sea room and therefore your navigational choices. Chiles prefers the vast emptiness of the open ocean — what he calls the "monastery of the sea."

After two weeks in St. Lucia, Chiles set off for Key West on May 3, 2017. He sailed in mostly pleasant conditions for the Mona Passage between Hispaniola and Puerto Rico, then through the Old Bermuda Channel, a narrow deepwater passage between the north shore of Cuba and the shoals of the Bahamas — but

he was not able to make Key West. After more than 10 days of fine sailing, the wind died when he was 50 miles from his Key West waypoint, and the current began pushing *Gannet* northeast.

"This was a beautiful passage," Chiles said, "until it wasn't." After nearly 36 hours of sheer frustration, he was finally able to anchor off Boot Key on the evening of May 15, and the next day arranged a tow to the Marathon Marina & Boatyard less than five miles away.

Chiles did not resume his circumnavigation until January 2019. The hurricane season was fast approaching, and it would not have been prudent to cast off for Panama until late October at the earliest. As it turned out, the 2017 season was among the worst on record, with the names of Hurricanes Harvey, Irma, Maria and Nate all permanently retired by NOAA due to the death toll and destruction left by each. *Gannet* was pulled from the water and secured on the hard in the boatyard well before Irma's landfall at the Keys, and rode out the storm unharmed, much to Chiles' relief.

There was, however, work to be done when the weather cleared. Hauling the little boat had revealed cracks at the joint between *Gannet's* lead keel and fiberglass hull. Chiles had noticed a hairline crack when the boat was hauled in Durban, and now concluded that the knockdowns suffered between there and St. Helena had done the rest of the damage. There was no ingress of water, however, and Ron Moore, the boat's builder, simply recommended checking and re-torquing the keel bolts, followed by re-glassing and fairing the area.

Repairs were completed by December, but rather than heading for Panama, Chiles sailed to Hilton Head Island, South Carolina, where he and Carol were set to purchase a condo along a stretch of the Intracoastal Waterway known as Skull Creek. Issues with the condo and other shoreside matters occupied Chiles for the rest of 2018.

The final push to San Diego began

January 25, when Chiles sailed *Gannet* off the dock at the Skull Creek Marina, heading south to Calibogue Sound and out into the Atlantic Ocean. Sailing southeast toward a waypoint northeast of the Bahamas, he crossed the Gulf Stream without trouble, but was then caught by a gale that drove him back 50 miles toward Georgia as he lay ahull for 18 hours. Conditions moderated, though sailing was often difficult for the next several days, until February 5, when *Gannet* cleared the Windward Passage between Cuba and Hispaniola. Then, leaving Jamaica to starboard, Chiles sailed south-southwest without further islands to dodge for the final 600 miles to Panama, where he made landfall at Shelter Bay Marina on February 11.

It was not an easy passage, taking all of 17 days when he had hoped for 12 to 14. But to those offering condolences for his suffering, Chiles said: "While I appreciate the thought, I am quite possibly the person least deserving of sympathy on the planet. I do what I do because I want to. No other reason. No phony claim I am raising money for charity, doing science, or trying to save the world. I better than anyone else know what I am getting into."

Reaching Panama, however, was only the first part of the puzzle. Getting *Gannet* to the Pacific Ocean would still be a unique challenge. Chiles had previously transited the Panama Canal three times, and knew what that would require. *Gannet* does not have an enclosed head or any of the other accommodations needed for the four line handlers required for the transit through the Canal. In addition, her deck cleats are too small for the hawsers used in the locks, and she would need an outboard motor with considerably more power and range than the Torqeedo. While it might have been possible to be towed through the canal by another yacht, no such opportunity materialized, and Chiles decided to have *Gannet* hauled, put on a cradle, loaded onto a flatbed truck, and driven across the Isthmus.

LIFE OF CIRCLING THE GLOBE, PART 2



In March, 'Gannet' transited the Panama Canal in a slightly unconventional way.

After much frustration, delay, and far more expense than originally estimated, *Gannet* was finally on a mooring at the Balboa Yacht Club on March 7, half a mile south of the Bridge of the Americas at the Pacific entrance to the Canal. Chiles was pleased to set sail a week later on March 14 for the final passage to San Diego. By that evening, with the bureaucracy and other complications of Panama long out of sight, he could rejoice. "I love being free of the land. I love being out here. I love that life is again simple." His joy, however, would be short-lived, and followed by long suffering. The wind was light for the first few days, as he had expected. But after that, conditions defied all expectations. "I knew that there would be light wind for the first part of the passage, and that we would be beating to windward for the last 800 or 1,000 miles, but the windless hole for most of the first 1,500 miles was beyond my experience or even imagination, and we were hard on the wind for probably the last 1,500 miles, not 800."

The final passage to San Diego was a brutal test of will and endurance, despite the lack of severe weather. As Chiles wrote afterward, "There were times when if I could have ended the passage I would have, but I couldn't, so I carried on. In an absence of joy, there is much to be said for honor and perseverance. And once completed, there is the satisfaction of having gone the distance and accomplished something difficult."

Satisfaction came on the morning of April 29, when, shortly after 8 a.m., *Gannet* sailed under the lee of Point Loma and eased onto the Shelter Is-

land Customs dock in San Diego Bay. Chiles came ashore clean-shaven, neatly dressed, and cheerful — looking nothing like a man who had been living at sea for 46 days in the equivalent of a fiberglass pup tent. Arrangements were made for dockage at the nearby Silver Gate Yacht Club, and Chiles was whisked away for a one-night refuge at the home of friends he had known since his days of living in San Diego in the 1970s. The next day, he was back aboard *Gannet*, putting things in order. After a few days at Silver Gate, Chiles moved *Gannet* to a Shelter Island boatyard where he would leave her and fly home to Carol in Evanston, Illinois.

Chiles' San Diego landfall not only capped a remarkable circumnaviga-

tion, it marked the closing of an era of audacious challenges and achievements launched out of that city 45 years ago. In the early '70s, Webb Chiles was working in administration at the County of San Diego, living aboard the engineless Ericson 37 *Egregious* at Marina Cortez on San Diego's Harbor Island. On November 1, 1974, he quit his job — the last he would ever hold. On November 2, he pushed *Egregious* from her slip and sailed for Cape Horn. His longest single-handed passage to that point had been a 500-mile shakedown around Mexico's Guadalupe Island and back. But he had been dreaming of a life of epic adventures at sea since he was a child growing up in St. Louis, Missouri.

And so it was entirely fitting, if not poetic, that Chiles concluded his sixth and final circumnavigation at the place where his life of circling the globe began.

— lee johnson

Epilogue

In late May, Webb Chiles gave a talk at Richmond Yacht Club. The presentation was technically meant for the Moore 24 National Association, but RYC was packed to the gills with sailors of all stripes eager to hear the maestro speak. Chiles talked about and shared anecdotes from his past circumnavigations, and also conveyed his unique brand of wisdom. "I didn't want to be like a rock star singing his greatest hits," Chiles said of his sixth circumnavigation. "I wanted to sing a new song, and I think that *Gannet* and I did."

Chiles said that the most frequent question he's asked is, "What are you going to do next?" That question, he

Approaching Florida and the Bahamas in 2017, Chiles wrote: "During one of the beautiful afternoons I was so happy I took the photo of an old man having fun."



WEBB CHILES

said, irks him to some degree — or rather, is simply surprising. "I would suggest that if you had just done an unparalleled circumnavigation, you wouldn't be thinking what you were going to do next." Chiles said that he needs to do some work on *Gannet*, and then has loose plans to sail to Catalina.

While he was taking questions from the crowd, someone asked what many people — ourselves admittedly included — likely wonder about sailors of Chiles' ilk: "Why? Why do you do it?" But this question, too, was not something that Chiles could entertain. "People either understand or they don't."

Plenty of people seem to understand. After arriving at Silver Gate Yacht Club in San Diego, Chiles took a few questions at the bar. Afterward, one observer said, "It was like being in the presence of Amundsen or Drake."



Chiles (front and center-ish, in denim) poses with Moore 24 sailors at Richmond Yacht Club at the end of May. Sixth from left is Ron Moore, who built the Moore 24s.

Another 'group' that seemed to understand were a few young people at RYC. Two girls and two boys talked to Chiles at length (presumably about boats and the sea). We were a bit surprised, at first, but then it made perfect sense. Webb Chiles has always played and sailed by his own rules. Who better to understand this than the next generation still defining their own 'rules'? "I, too, was really pleased and surprised to have those

teenagers show interest after my talk," Chiles wrote us. "I seldom have contact with the generation three behind me. They really seemed a good hope for the future."

In an email a few weeks ago, we asked Chiles what he wanted people to

know about him. He echoed a quote that we used in part 1 of this story: "I wanted to lead an epic life. I wrote that a long time ago. I never backed off from it. I may have walked the walk. Whether I did or not is a matter of opinion. But at least I had the nerve to dream big."

Chiles closed with a bit of advice. "Of sailing specifically: Make yourself as strong as possible, and sailing your boat as easy as possible." And finally: "Define yourself, or others surely will, with a corollary that while not everything is possible, many limitations are self-imposed."

— **latitude** / *tim*

Owl Harbor Marina



Join us this summer at the best place in the Delta!

www.owlharbor.com • 916-777-6055

JOIN THE BAJA HA-HA XXVI FLEET

WWW.BAJA-HAHA.COM

BROUGHT TO YOU BY

Latitude 38

AND THESE OFFICIAL SPONSORS

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

PREMIER PARTNER

Buy & rent the widest selection of satellite-based products.



SatellitePhoneStore.com

Satellite Phones • WIFI Hotspots • GPS Trackers
Satellite Terminals • Emergency Equipment
Accessories • Voice & Data Plans

619-399-3800 • www.satellitephonestore.com

JOIN THE BAJA HA-HA 2019

The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops along the way at funky Turtle Bay and spectacular Bahia Santa Maria.

Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. But fleets are also sprinkled with repeat offenders. Several skippers have done 10.

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

Boats from 27 to 100' can enter the Ha-Ha, though historically the average has been 42 feet. The average number of crew is four, although couples are not unusual. At least one member of the crew has to have offshore experience.

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 26th running. Visit www.baja-haha.com.

PREMIER PARTNER

Latitude 38

The West's Premier Sailing & Marine Magazine

In print and online

www.latitude38.com

Proud sponsors of:



MARINA DE LA PAZ
The place to be in La Paz,
conveniently located near downtown.

marinadelapaz@prodigy.net.mx

011-52 (612) 122-1646
www.marinadelapaz.com

Yachtfinders/Windseakers
in the heart of
San Diego's boating community

Specialists in cruising-sailboat brokerage for 36 years
info@yachtfinders.biz • www.yachtfinders.biz

(619) 224-2349 • (866) 341-6189

Fax (619) 224-4692

Serving Boaters
Since 1959

MARINERS
Insurance

New Mexican
Liability Program

* Lower Rates * Instant Coverage *
* Short Term Policies Available *

(800) 992-4443

www.marinersins.com

See Our Half-Page Ad In This Issue

Newport Beach
San Diego • Bradenton

Ina Lic # 0036887

ULLMAN SAILS


San Diego: 1.619.226.1133
Puerto Vallarta: + 52.329.298.2558

BAJA HA-HA XXVI



Paradise Village MARINA
Summer is safe at Paradise
Enjoy your stay with us!
011-52-322-226-6728 • www.paradisevillage.com
marina@paradisevillagegroup.com

SAN DIEGO BAY'S



HARBOR ISLAND WEST MARINA
Serving Southbound Cruisers in San Diego Bay for over 40 years
www.harborislandwestmarina.com
619.291.6440
CALL ABOUT OUR BAJA HA-HA CRUISER SPECIAL!



Let Marina El Cid Welcome You to Mexico
A Cruiser's Paradise!
www.elcid.com
marinaelcidmzatlan@elcid.com.mx
011-52 (669) 916-3468

Best Marina in Banderas Bay



MARINA RIVIERA NAYARIT
www.marinarivieranayarit.com
011-52-329-295-5526

rainman watermakers

Portable or Installed
115VAC, Gasoline or 12VDC
(619) 549-4436 | info@rainmandesal.com
www.rainmandesal.com




Marina Puerto de la Navidad is considered to be among the 10 best marinas in Latin America. Guests can enjoy all the services and facilities of the spectacular Grand Isla Navidad Resort.
24-hr Security • Electricity
Wireless Internet • Laundry
200-Yacht Capacity
harbormaster@islaresort.com.mx
011 52 314 337-9014 • www.islanavidad.com.mx

**CREW PARTY:
FIND OR JOIN
A CREW**

Sign up for our Crew List and attend the fall crew list party:

**Save the Date!
Wednesday, Sept. 11
at Bay Model, Sausalito.**



Sponsored by *Latitude 38*

**NEXT:
THE PACIFIC
PUDDLE JUMP?**

After cruising Mexico head west with the Pacific Puddle Jump.

Pacific Puddle Jump

Sponsored by *Latitude 38*
www.pacificpuddlejump.com



STEERING THE DREAM

- ★ Independent Self Steering Windvane
- ★ Emergency Rudder/Steering
- ★ Add tiller pilot for motoring

ECHO Tec Watermakers watt&sea
www.hydrovane.com



La Paz Tourism Board welcomes you to La Paz!

Enjoy our **Baja Ha-Ha Beach Fiesta**
Sunday, November 24
(612) 122-4624 • info@golapaz.com • www.golapaz.com

SEA-TECH SYSTEMS™
communications • navigation • weather

- Wifi
- Cellular
- Satellite Internet
- VHF/SSB

www.sea-tech.com



Cruise ROwater **Mexico is Hot Baby!**
Watermakers You need water for showers and refrigeration for cold beer

TECHNAUTICS
CoolBlue Marine Refrigeration

www.cruiseROwater.com • (619) 609-3432



NOVAMAR YACHT INSURANCE

It's About You, Our Client!
Providing Cruising and Racing Yacht Insurance Coverage Since 1987

U.S.A. - Call (206) 281-8144
or visit www.novamarinsurance.com
Mexico - Call 011 52 322 297 6440
or visit www.novamarinsurance.com.mx



**Satellite Phone Rentals
Weather & Email Service**

www.ocens.com
sales@ocens.com (800) 746-1462





BROUGHT TO YOU BY

Latitude 38

AND THESE
OFFICIAL
SPONSORS



Haul-outs up to 150 tons, Maximum Hurricane Safety
in the Sea of Cortez, 1 Hour South of the Border
Recinto Portuario 91-A Zona Astilleros
Puerto Peñasco, Sonora Mexico 83554
www.cabralesboatyard.com



Masts, Furlers, Running Rigging, Standing Rigging,
LED Navigation & Deck Light Upgrades.
619-226-1252 www.pacificoffshorerigging.com



Custom Screen Printing & Embroidery for Sailors by Sailors
Yacht club and crew gear, wicking shirts, hats and more.
(888) 724-5286 • www.pirateslair.com

NO MAS FLOP!



- Makes every anchorage comfortable by greatly reducing side-to-side rolling.
- Hang 6-8' deep from center cleat or pole.
- Largest platform, fastest engaging, tuck-away stowable (bundle=10x36x4).

www.flopstopper.com Essential cruising equipment



Downwind Marine/Sailing Supply
The Cruiser's Chandlery/
Performance Sailing Gear
(619) 225-9411; (800) 532-3831
www.downwindmarine.com



**MARINA
PUERTO
ESCONDIDO**
LORETO, BAJA | SEA OF CORTEZ

Premium Service. Natural Protection. Remote Adventure.
011-52 613 131 8097 • www.marinapuertoescondido.com

**IMPORTANT
DATES**

- September 1, 5 pm Sunday – Deadline**
for all entries and information to be received by Baja Ha-Ha, LLC.
- September 11, 4-5:45 p.m.** – FREE Mexico Cruising Seminar, Bay Model, Sausalito.
- September 11, 6-9 p.m.** – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion, Bay Model, Sausalito.
- October 19, noon-4 p.m.** – Ha-Ha Welcome to San Diego Party hosted by Downwind Marine.
- November 2, 5 p.m.** – Pacific Puddle Jump Seminar inside West Marine, 1250 Rosecrans St., San Diego.
- November 3, 9-10 a.m.** – Skipper check-in.
10 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
- November 3, 1 p.m.** – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- November 4, 10 a.m.** – Baja Ha-Ha Kick-Off Parade.
- November 4, 11 a.m.** – Start of Leg One to Bahia Tortugas.
- November 7, 3 p.m.** – Daytime – BHH baseball game at Turtle Bay.
- November 9, 9 a.m.** – Start of Leg Two to Bahia Santa Maria.
- November 11** – Bahia Santa Maria Day; a layday for relaxing and exploring.
- November 14** – Start of Leg Three to Cabo.
- November 15** – Dance Party at Squid Roe.
- November 16 – 6 p.m.** – Awards presentations hosted by Cabo Marina.
- November 24, 4-7 p.m.** – La Paz Beach Party at La Costa Restaurant.

Baja Ha-Ha, LLC

c/o 417 South Hill St., Suite 646
Los Angeles, CA 90013
(Note: This is a mailing address only.)

WWW.BAJA-HAHA.COM
haharally@gmail.com



Recognized for world class design, luxury and performance.
Built by craftsmen to fulfill your dreams.

HYLASYACHTS.COM

Catamaran Sales,
Charters, and
ASA Sailing
Lessons in
San Diego and
Loreto, Mexico



Mexico
(619) 365-4326
San Diego
(619) 517-5630
sail@westcoastmultihulls.com
www.charter-catamaran.com



The easiest way to get Mexican
watercraft liability insurance!
www.bajabound.com

Your
Yacht Club
South of the
Border



Home
of the
Banderas Bay
Regatta

Vallarta Yacht Club

<http://vallartayachtclub.org>
<http://banderasbayregatta.com>

Free trial membership for Ha-Ha registrants



Imagine You Were
Designing the Perfect Marina

MARINA CORTEZ

An idyllic La Paz location

011-52-612-123-4101
www.marinacortez.com



BENETAU – LAGOON – AMEL
CNB – SAILTIME – SAILING SCHOOL

310-821-8446 • www.naosyachts.com
info@naosyachts.com

SIR FRANCIS CHICHESTER



Above: Sailing down the Alameda shoreline counterclockwise. Racers new to the Chichester Race consider Emilio Castelli (#182345) a good one to follow. Below: Jayden Benedict mastered the art of disconnecting from the High Street Bridge and sailing on.

Sure, Sir Francis Chichester was the first brave person to sail singlehanded around the world via the west-to-east Clipper Route, via the Great Capes. But was he foolhardy enough to try to navigate his boat under four bridges, three of

which had less clearance than his mast? I think not. He may have had concerns about icebergs, but did he need to worry about competitors crashing in front of him, pushing this mast into the mud? He did not.

On Sunday, June 2, a full score of intrepid Laser sailors took up the periodic challenge to circumnavigate the Island Nation of Alameda. Unlike Chichester, who set out on the historic west-to-east path of the 19th-century clipper ships, Laser captains have two options: clockwise or counterclockwise. Whispered debates about winds and current took place before the start in the parking lot of the Alameda Community Sailing Center, which hosted the event. "I

think I'll just see what Emilio does," said one racer. Before the race, 2014 Chichester champion Emilio Castelli told this reporter, "I'm generally planning on going clockwise if it's windy at the start, counterclockwise if it's light."

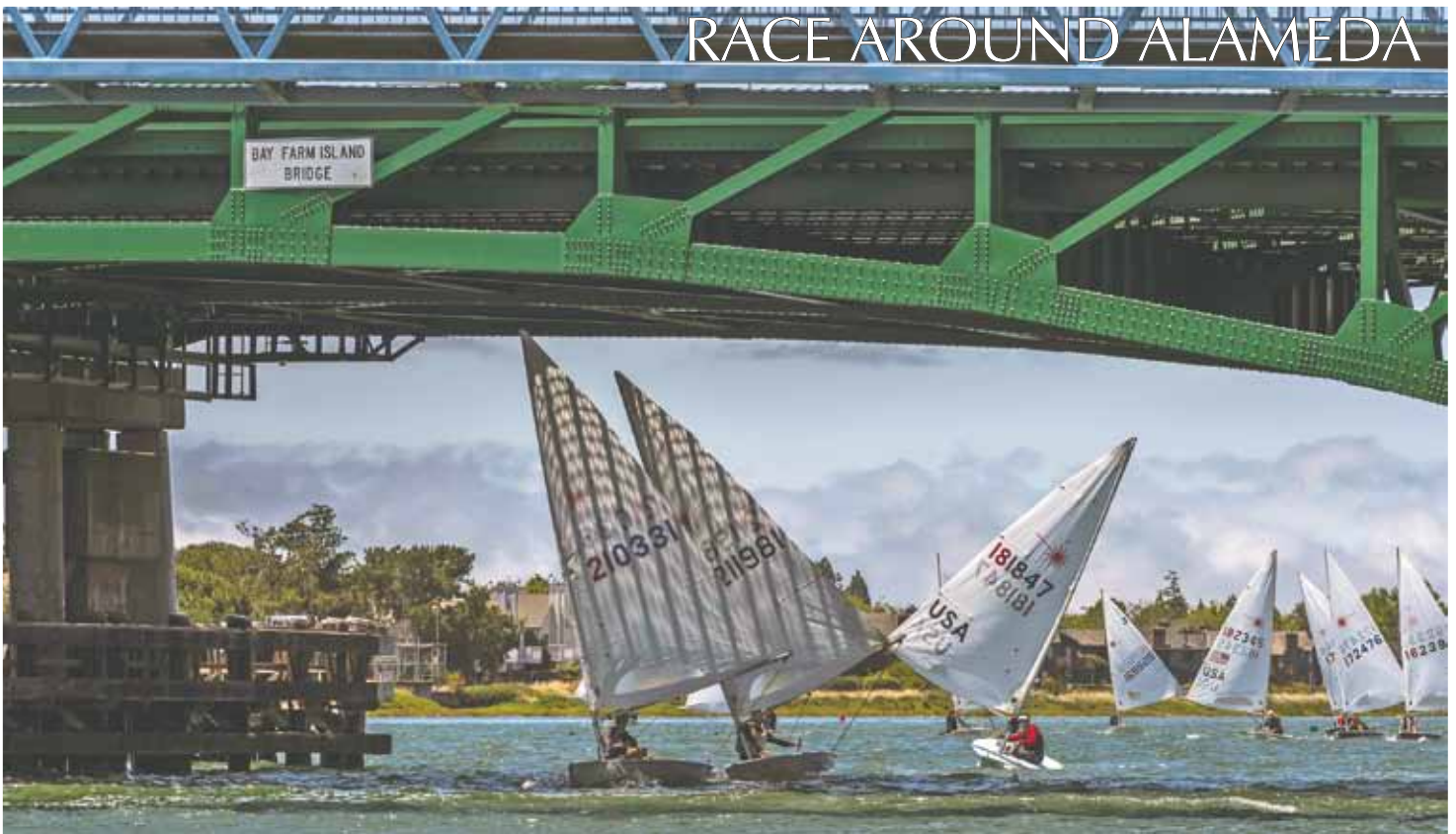
*"If anything terrifies me, I must try to conquer it."
— Sir Francis Chichester*

After a postponement due to light winds, Castelli opted for a counterclockwise commitment at the start off Encinal Dock, which is between the USS *Hornet* and Ballena Bay, near the base for Alameda Community Sailing Center. Following him turned out to be a wise move.

Fourteen sailors joined him, swiftly sailing downwind past Robert W. Crown State Beach. The previous two Chichester races began off Encinal Yacht Club on the Estuary, which meant the fleet had time to spread out as they rounded Alameda Point and got back down to the bridges. Starting on the Bay side this year, the fleet was clustered close together as they reached the bridges. "With no separation in the fleet, the bridges were much more challenging this year," said Mike Bishop, who came in third in the 2016 race. "It only takes one boat to capsize." As sailors capsized or got their masts stuck in a bridge's ironwork, they complicated the path for the boats that



RACE AROUND ALAMEDA



Above: Most boats sailed safely under Bay Farm Island Bridge. **Below:** After navigating under the bridges, the sailors still had to get up the Estuary. Josh Lindsay's tracker showed he completed 57 tacks.

followed.

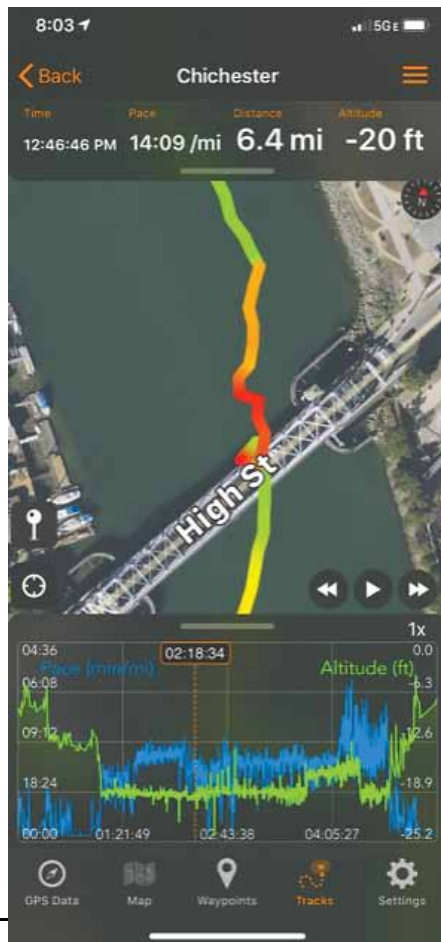
Most boats sailed under the Bay Farm Island Bridge without incident. And then the carnage began. The tide was high,

ALL PHOTOS WILL CAMPBELL

making the clearance even lower than usual. Beginning at the High Street Bridge, boats capsized and got their masts stuck in the bridge. Chichester virgins Hendrik Reidel, 21, and Jayden Benedict, 18, led the fleet to the bridges, which gave them a distinct advantage: They had more room to maneuver. Reidel, who has been sailing Lasers for five years and also sails Melges 24s and windsurfs, sailed through the first three bridges before capsizing at the fourth. No one caught up to them, and at the finish Reidel placed first and Benedict took second.

Roger Herbst was a sensation in the 2016 Chichester Race, sailing under all four bridges to come in second overall. This year's competition involved more swimming for him. "I think I was a bit overconfident this year," said Herbst. "If you heel too far over, you lose rudder control. The boat spits over to the wind and goes upright."

Recovering from a capsizing poses little challenge to these experienced Laser helmsmen, but disentangling a rig stuck in the bridge raised the adrenaline level and the engineering complexity. Julian Soto showed nerves of steel when his mast got wedged deep into the High Street Bridge. Unable to heel the boat over, he was forced to pull the mast up and completely out, remasting as the boat moved away from the bridge. Impressively, he did it without outside assistance and completed the race.



JOSHUA LINDSAY

SIR FRANCIS CHICHESTER RACE



Julian Soto's mast caught in the deckwork of the High Street Bridge.

Castelli's crisis occurred at the last bridge, at Park Street, where he put on a show for diners at Dragon Rouge's outdoor patio. "I'd like to apologize again to Kurt Wessels for capsizing on top of him under the last bridge and getting the both of us stuck in an impossible place between two docks with the boats turtled," Castelli said. "I'm very sorry." Tipped off by a worried spectator, the Alameda marine patrol came by with their blue light on, only to be reassured that the people in the water were there by choice. Castelli eventually caught up with the fleet sailing up the Estuary and came in fifth. (See Emilio's video of the race at www.youtube.com/watch?v=KsKl-7AHSco.)

Once free of the bridges, the sailors still had miles to go up the Estuary and around Alameda Point. For Bishop and Mark Tchelischeff, who competed in Optimists in Thailand four decades ago, the Estuary was one very long match race. "It was an epic battle," said Tchelischeff, who now lives in Berlin. "We've been racing against each other for 45 years." Seconds apart at the finish, Tchelischeff came in third and Bishop came in fourth.

And what became of the sailors who chose the clockwise route?

"When we passed the fleet south of Encinal Yacht Club, I thought we were looking good," said Chris Ganne. "It was only when we came to our first bridge and realized that it wasn't just ebbing, it was EEEEEEBBING! So, here's my quote, very simple: "F#%?"

Great sailors know when it's time to head to safety. Ganne and his clockwise competitors assessed the situation and took action. "EYC is a great club. We knew we could tie up, maybe get a beer, and then call an Uber to get us back to our cars and trailers. It was a pretty solid Plan B, so Plan B it was!"

did have to worry about.

— elisa williams

CHICHESTER AROUND ALAMEDA RACE, 6/2

STANDARD LASER — 1) Hendrik Reidel, elapsed time 3:05; 2) Jayden Benedict; 3) Mark Tchelischeff; 4) Mike Bishop; 5) Emilio Castelli; 6) Josh Lindsay; 7) Brian Bauman; 8) Roger Herbst; 9) Nikolas Burkhart; 10) Kurt Wessels; 11) Oliver Fralick; 12) Julian Soto; 13) Rodney. (16 boats)

RADIAL — 1) Jacob Bauman; 2) Rebecca Bauman. (4 boats)

Roger Herbst, who sailed successfully under all four bridges in the 2016 Chichester, spent considerably more time in the water in 2019.



LOCH LOMOND MARINA



SPECIALISTS

Your best source of insurance, tailored to your needs and competitively priced, for your boat or yacht, marine contractor liability, yacht club, boat yards, and boat builders/restorers

We Insure:

Sail or Power ♦ Classic or Contemporary
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

info@heritagemarineinsurance.com

HARDWARE SAIL
ROBUST **BATTSLIDE**
TUFF LUFF RELIABILITY
BOOM FURLING
INNOVATION
BLOCKS
JIB FURLING SOLUTIONS
LIFESTYLE IDEAL WINDLASS
PERFORMANCE

SCHAEFER
LEGENDARY STRENGTH

CALL US TODAY: 508-995-9511 | SALES@SCHAEFERMARINE.COM
WWW.SCHAEFERMARINE.COM

"E"veryone pick up your copy of the Educator Guide," instructed Lee Helm. We did as we were told. "Now hold the cover firmly."

We all followed her directions, expecting her to point out something interesting in the cover art. Or maybe she was going to have us bend the cardboard cover into an airfoil shape, for a lift or drag demonstration.

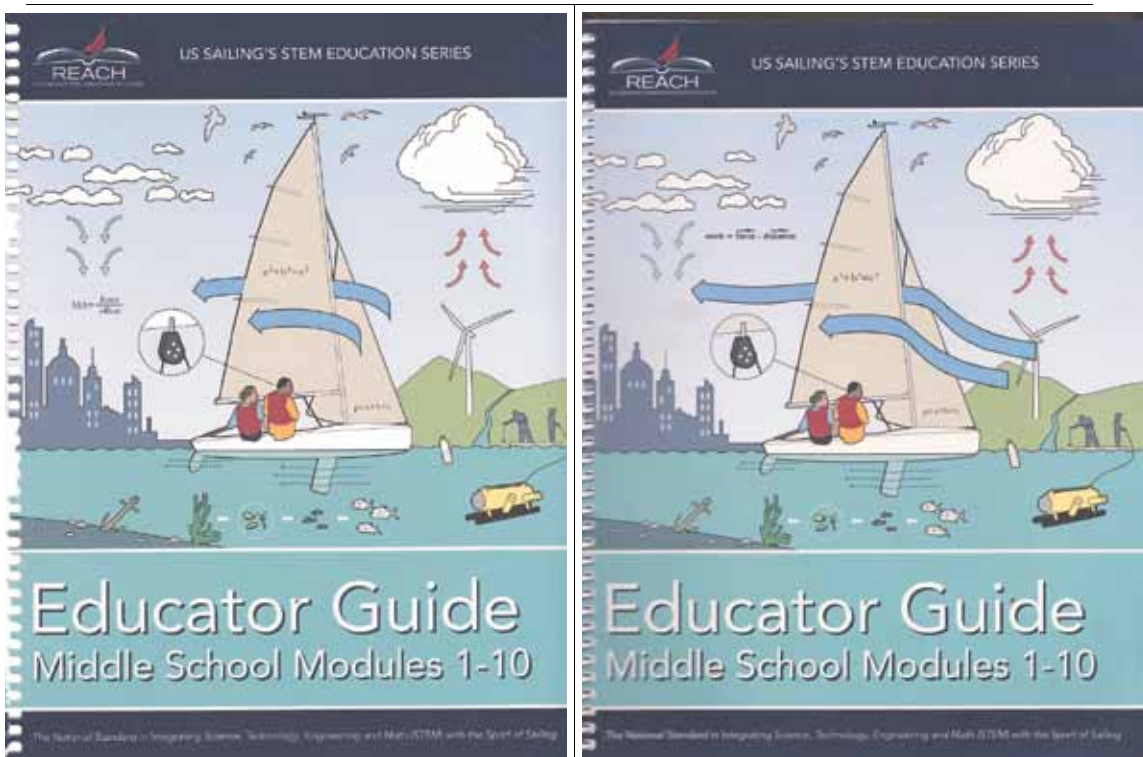
"Now tear the cover off," she commanded as she ripped the cover off her own book, expecting all of us to do the same. We hesitated.

"This book costs \$59.95 from US Sailing!" someone protested. "Do you really want us to rip off the cover?"

"Yes!" she answered. "The cover art is, like, wrong and misleading. Tear it off!"

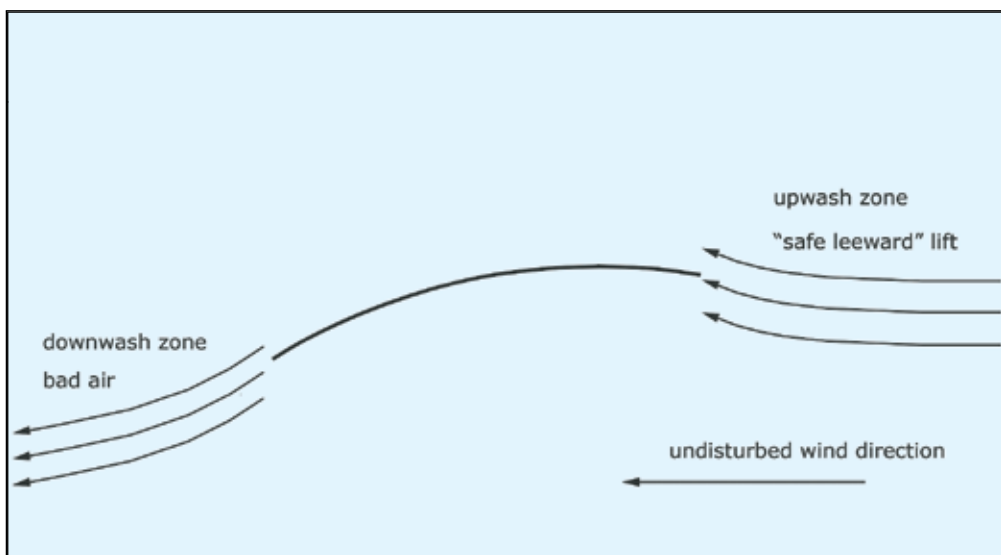
I did as told, having lost enough arguments with Lee to know that it was hopeless to resist. A couple more participants followed my lead, but most of the group refused to deface their pricey course materials.

Lee was playing the part of instructor, and I was in the role of a middle school student, along with a room full of adult sailors doing the same. We had all signed up for the US Sailing "Reach" certification, a weekend workshop that would qualify us all to teach the US Sailing curriculum in science, technology, engineering and math (STEM) as it relates to sailing, at the middle-school



Left: The torn-off cover of the Educator Guide. The upwash flow is bending the wrong way, and the apparent wind angle is unrealistically huge. Right: Lee's alternative cover art. Upwash is exaggerated somewhat to make the point.

The airflow into a sail showing upwash ahead of the sail and downwash aft of the sail.



level. It seemed like a useful credential for anyone who volunteers in a youth sailing program.

Pretending to be middle school students came naturally to this group. But Lee Helm, cast in the role of a USS Reach Instructor as part of the training exercise, must have been channeling Robin Williams in *Dead Poets Society*. In the movie, Robin Williams' character, a prep school literature teacher, instructs his

young students to tear the introductory chapter right out of their textbooks.

"What's wrong with the cover?" protested one of the workshop participants who couldn't bear to rip it off.

"The upwash is all wrong," said Lee. "It's like, the air is being deflected from the low-pressure side of the sail to the high-pressure side, before it even reaches the sail! This is totally backward, and like, violates laws of physics, and like, makes it impossible to explain the advantages of the safe leeward position. It will mess up how kids think about airfoils and sails."

"You think middle school kids are going to understand upwash well enough to tell the difference?" asked another participant who did want to deface his book either.

"They don't need to know about upwash per se," said Lee, "but kids have a very robust visual memory. That diagram showing the wind bending the wrong way could stay in their heads for years, and make it way harder for them to get a good intuitive understanding of how sails and foils really work."

"Lee, I don't see what's actually wrong with the artwork," I said. "Doesn't the sail deflect air to the windward side of the sail, just like it shows? How would the air know to bend the opposite way before it even gets to the sail?"

TEARING IT UP

"It's the flow ahead of the sail and aft of the sail that they have all wrong."

She turned to the whiteboard and drew a cross section of a sail, with arrows representing airflow.

"The air doesn't 'know' anything," she said. It just flows from high pressure to low pressure. The pressure is higher on the windward side of the sail and lower on the leeward side, so as the air approaches the sail it bends a little toward the low-pressure side. That bending is upwash, and that's why sailing in the safe leeward position can be just a little bit faster than sailing in open water. There's a little bit of a lift ahead of the boat, but the cover art shows a wind direction, compared to the free-stream wind direction, that would be a big header! It's not till the air actually reaches the sail that the flow is pushed back the other way by the sail. Centrifugal force on this curving flow is what causes the pressure difference between the two sides of the sail."

"I thought the pressure difference was from Bernoulli," said another student. "The air on the leeward side has farther to go, so it goes faster, and Bernoulli says that makes the pressure go down."

"Why should air go faster just because it has farther to go?" Lee challenged the questioner.

"The air has to get back together after being split apart," he proposed.

"Why?" Lee answered. "Take an air duct, split the flow, one side goes straight and one side has some extra bends. Will the air on the left side of the divider get to the end of the duct at the same time as the air on right side of the divider?"

"I guess not," he had to admit after a little thought.

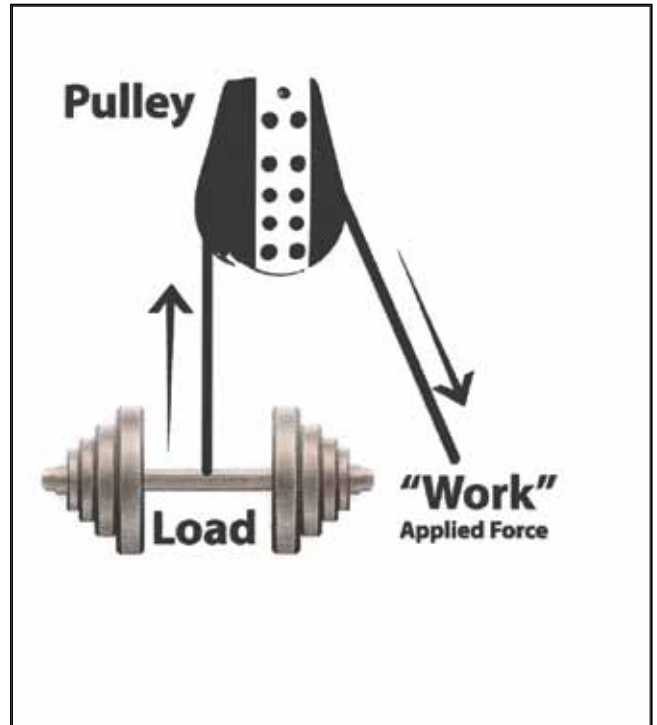
"Point is," Lee explained, "you don't need Bernoulli to explain wings and sails. It's like, just momentum and pressure gradients. And upwash and downwash follow from that. No algebra, no trig — it's all within range of what middle school kids can understand, if the grown-ups don't make it more complicated than it really is."

Lee busted a few more myths about airfoils and sails by reminding us that even a thin, flat plate of a wing with no curvature and essentially no thickness can still fly just fine. The flat wing, moving through the air at some angle of attack, will still push the air down and the momentum change will still cause some pressure difference and some lift. There will still be some upwash ahead of the wing and downwash behind it. This reminded me of the rubber band-powered

airplanes I used buy for thirty-five cents down at the corner store. The wings were flat pieces of balsa wood, before flying toys all went to foam and plastic with molded-in camber. But most of the US Sailing class still refused to tear the covers off their books, despite Lee's instructions.

Then it was my turn to play teacher. I was assigned *Learning Module Four*, the part on pulleys and mechanical advantage. This would be a lot more straightforward than aerodynamics, and I turned to the diagram in my Educator Guide.

But the diagram seemed to miss the point. There was only a single pulley, with no mechanical advantage, and the force on the line was labeled as both "work" and "applied force." Are they being represented as the same thing? Even I know that work is a scalar quantity — a single number with no associated direction — while force is a vector that can be shown as an arrow. You can't use the same arrow to describe both of them. And the "load" appeared to be pushing on the other end of the rope, not putting the rope in tension, so the forces in the rope would be out of balance. Apparently the US Sailing artist had never

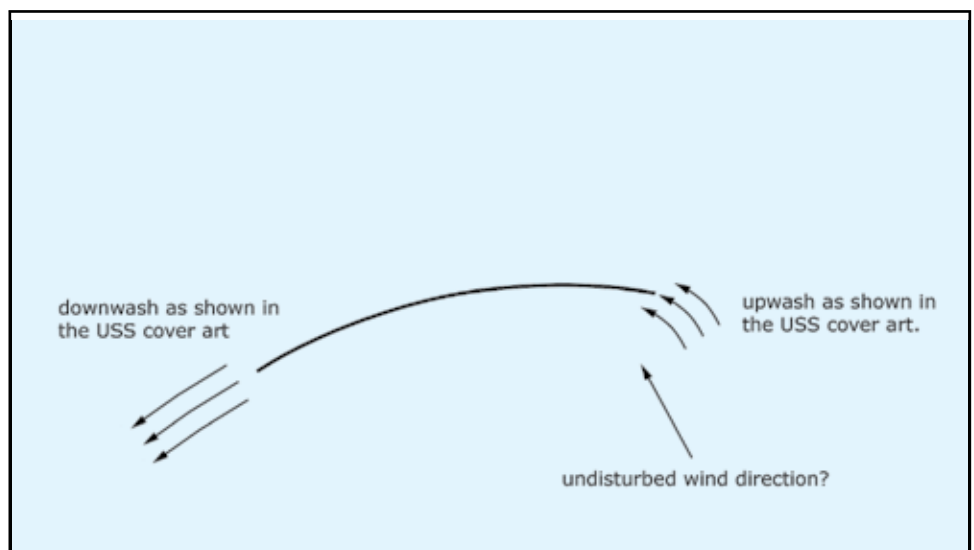


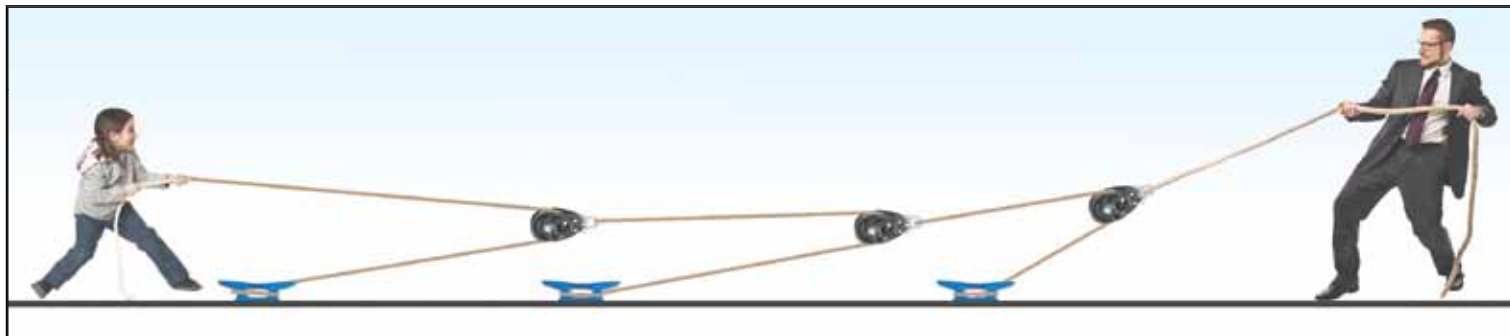
This diagram of a pulley from Module 4 of the Educator Guide is a real head-scratcher: Is "work" the same as "applied force?" Can work be shown as a vector? Does the load push up on the rope? Did Harken pay for product placement?

heard of a free-body diagram and felt no obligation to show mechanical components in equilibrium. Then I noticed the equation on my torn-off cover: "MA = Force/Effort." Okay, we know $F=MA$ from physics class, but what is "effort?" and why are they bringing in acceleration and mass for a problem in statics and kinematics?

"I think the 'MA' refers to mechanical advantage," suggested one of my students, "although I can't find any mention

The airflow into a sail according to the US Sailing cover art.





A better depiction of a pulley system, this one of the "cascade" type. Not from US Sailing, this is from the San Francisco Sailing Science Center, a planned interactive museum of sailing-related science that hopes to get most of this stuff right.

of the term in the text."

"Then 'effort' must mean the required force at the running end," deduced the sailor sitting next to him. "But the text also claims that pulleys reduce work, which is not true — the total work done is always the same, right?"

"Not according to US Sailing," added another student. "It says here that 'a fixed pulley is the only pulley that, when used individually, uses more effort than the load to lift the load from the ground.' I guess that's true if there's a little bit of friction, but I don't think that's the point they are trying to make about how pulleys work."

"They also claim," added the first student, "that the movable pulley 'acts as a second-class lever, with the load between the fulcrum and the effort.' So is the 'effort' a location? Or is it a force? Or is it a surrogate term for work expended? I could not find any mention of 'first-class' or 'second-class' levers in the book."

"Okay let's ignore the USS materials and got right to the point," I suggested. "The main thing about systems of pulleys is that work equals force times distance. If the end you are pulling on moves four feet while the end with the load on it moves one foot, you will be pulling with one-fourth the force. But you have to pull four times as far. The energy expended, or the work done, is conserved. The formula on the cover should be 'work equals force times distance.'"

Pretending I was addressing middle schoolers, I simplified it further, explaining that a quick way to determine the mechanical advantage is to count the number of parts of the tackle that get shorter or longer when the tackle is operated. Then I described a useful exception to this rule, the cascade tackle, the kind that might be used for a backstay or boom vang, with low-friction, high-force ratio but limited travel compared to tackle with a multiple-sheave block. No one seemed to think this would be above the comprehension level of sixth graders who were paying attention, especially if

some tactile examples were available in the classroom for the kids to play with.

The next participant in the instructor role was assigned a part of Module Nine, about wind turbines. She was following the text in the Educator Guide, heavy on vocabulary but lacking anything resembling engineering or math. She finally went off-script and explained that because wind pressure is proportional to wind speed squared, turbine power would also be proportional to wind speed squared.

"Wind speed cubed!" Lee interrupted. "And like, I can explain why that is without using any math."

The US Sailing facilitator sighed and rolled her eyes, but allowed Lee to go ahead.

"Imagine two identical water wheels," Lee began. "A water wheel is just another configuration of a turbine. One water wheel is dipping its paddle blades into a stream flowing at 10 knots, the other waterwheel, identical in size, is working a stream flowing at 5 knots. In both cases, the water wheel is rotating so the paddles are moving at half the water speed. The water in the 10-knot stream is hitting the paddles at five knots, and in the 5-knot stream the water is hitting the paddles at only 2.5 knots. The water that hits the paddles twice as fast will have twice as much momentum for each unit of water, so each unit of water imparts twice as much force. But in any given time interval, there is twice as much water hitting the paddle in the faster stream. So we get four times as much force from the water hitting the paddles twice as fast."

"V-squared, like I said!" the original instructor interjected.

"But from the pulley unit," Lee continued, "we learned that work is force times distance. The paddle wheel in the faster stream is turning twice as fast, so the same force goes twice as far in the same amount of time, and therefore does twice as much work. But the force is four

times as big in the fast stream, so we end up with eight times as much power from a stream moving twice as fast, without changing anything except the speed of the water in the creek. Wind turbines work the same way, although the geometry is a little more complicated."

"If the kids haven't had exposure to exponents they won't know about anything cubed," said another participant, "but the idea that you get eight times as much power when you double the wind speed is a good concept for them to come away with."

During lunch break, I asked Lee if this was really fair, attacking the USS Educator Guide armed with her graduate-level naval-architecture and fluid-dynamics studies.

"For sure it's fair," she said. "These things should be written and reviewed by people who really know the science. And like, I think the more you know about this stuff, the easier it is to explain it in simple and intuitive terms."

"I'm seeing 'STEAM' used instead of 'STEM' these days," I said. "The A is for art."

"I know some middle school teachers who really like that addition," said Lee, "because they don't have the science chops. The art component gives them an out, an area to focus on where they feel more comfortable. But it dilutes the whole purpose of STEM education. I'm opposed. STEM is not about art."

The afternoon session was much more interesting. We were challenged with some simple engineering and design problems: Build an anemometer from paper cups and straws, see how many marbles we can float with a shaped piece of clay — stuff like that. I came away with some good activity ideas for our club's summer camp.

Lee, when it was time to wrap up, offered to hand out her corrected version of the Educator Guide cover. But only to the people who had actually torn off the original cover.

SPINNAKER SAILING CLUB

REDWOOD CITY

The most affordable & practical way to sail the Bay!



Starting at just \$65.00/mo.



Team-building and One Design Racing



Sailing Vacations



Free Club Sails



Fleet of 28 charter boats

Stop by call or visit our website for more info.

**lessons • charters
club • vacations
teambuilding**

650 363-1390

www.spinnakersailing.com



Berkeley Yacht Club

"The best yacht club in the East Bay's Best Marina"

- Open to members 7 days/week
- Initiation fee waived for new Berkeley berthers
- On-site kayak, paddleboard and OC-1 storage
- Spectacular view, great food, friendly sailors

1 Seawall Drive, Berkeley 94710
membership@BerkeleyYC.org
www.BerkeleyYC.org
510-843-9292



kite photography by Cris Benton

**CHRIS BOOME
INSURANCE AGENCY**

650-464-0728



MARINE INSURANCE SPECIALIST

Here's what our customers say:

"Chris has precisely the qualities that a boat owner should be looking for in an insurance agent – he's responsive, efficient, and, most important, an ally when things go pear-shaped. Insurance protection has to be right for what you need and be there when you need it. Stuff happens with boats, and when it did for us, Chris was right there to make sure that it turned out well."

– Tim Knowles
Wyliecat 39 *Lilith*
San Francisco Bay

Call Chris 650-464-0728

www.chrisboome.com • Lic: OA99058

chris@chrisboome.com

THE RACING

California Offshore Race Week, the **Delta Ditch Run**, the **Lipton Cup** and the **Race to Alaska** grabbed headlines during last month's race news cycle, but let us not forget the **OYRA Farallones Race**, the **Go for the Gold** regatta outside Nevada City, and the **Cat Harbor & Return**. **Box Scores** include results from **Spring Beer Can Series**.

California Offshore Race Week

The Spinnaker Cup started with a whimper west of Angel Island on May 25. The whimper was the sound of sailors eager to ride the ebb out the Gate praying for enough breeze to entice the race committee to release them. After a 55-minute postponement, and just as tons of wood and steel were beginning to converge for the Master Mariners Regatta, the race was off for Monterey, the first stage of the fourth California Offshore Race Week.

The weather forecast had been, um, frankly, scary, with gale-force winds and 12-ft waves predicted. The reality was nothing like that. Rather, the fleet enjoyed breeze in the teens and a gentle ride on big, rolling, well-organized sea swell. Helmspeople new to steering down waves got the hang of it without stress. Numerous humpback whales, other sealife, and even a SailDrone enticed crews to snap photos.

In the evening, the lights of Monterey beckoned, and the wind held in Monterey Bay. Finishers coming in after midnight found themselves drenched by rain squalls.

The inspection volunteers had rolled a two, so the second finisher in each division got led into the harbor to be inspected. It was a painless process. A few boats used the Spinnaker Cup and a return without stopping (in the pouring rain) for their Pacific Cup qualifier.

Monterey Peninsula Yacht Club welcomed the racers with hospitality and efficiency, and bestowed awards the following afternoon. The Australian R/P 66 *Alive* won the overall trophy.

The start of the Coastal Cup on Memorial Day went off like clockwork, on time, and a somewhat smaller fleet sailed down to Santa Barbara. Early in the Spinnaker Cup, J/World's SC50 *Hula Girl* had pulled out her headstay and had to return to San Francisco Bay. Everyone was glad to see her make the start of the Coastal Cup after some quick repairs.

"At around 1 on Tuesday morning we heard the Coast Guard on Channel 16, a distress call," reports Mike Little of the Olson 40 *Dogma*. "It was *Oaxaca*. They lost somebody overboard. It was really eerie. It was a good 10 minutes of talk on the radio. It was pitch-dark, there was no moonlight, and it was blowing."

British pro sailor Dee Caffari had fallen overboard. She was wearing a PFD but wasn't tethered in. A wave knocked the SC50 into a roll; the boat came up and began to broach on the other side. Caffari was easing the spinnaker sheet. She lost her footing and cleared the lifelines, finding herself in the water with her PFD inflated. She hung onto the sheet. The crew dropped the kite and brought the boat head to wind. Dee grabbed an aft stanchion, and her mates pulled her aboard. *Oaxaca* went on to win the SC50/52 division of the CORW.

Rebecca Hinden's Express 27 *Bombora* and Karl Robrock's Moore 24 *Snafu* sailed a close battle. *Bombora* reports averaging 10+ knots speed over ground. But the overall Coastal Cup win went to

17:25:23, beating the SC70 *Catapult's* 2017 run by five hours. *Velvet Hammer* went on to win the CORW overall.

"The CORW was our shakedown for the Transpac," said *Velvet Hammer's* Will Paxton. "Our goal was to gain as much experience as possible, but winning the race was a nice bonus! The boat is currently in Cabrillo Marina with several other NorCal boats getting ready for the big race." Sailing with Will and Zach were boat partner Chris Kramer and crew Angie Liebert, Cassidy and Corey Lynch, Trevor Baylis, Deanne Donnelly and Ian Rogers.

Wednesday featured a Santa Barbara in-port beer can race, and the SoCal 300 started on Thursday, bound for San Diego. A record 38 boats competed. Many SoCal boats use the race as a Transpac qualifier. First to finish was *Alive*, and first overall on corrected time was Quentin Stewart's Infiniti 46R *Maverick*.

Sailing at the same time as the SoCal 300 was the first-ever CA 500, from San



Spinnaker Cup Division winners at MPYC. "We had a great time and were quite pleasantly surprised by the outcome," commented Michael Moradzadeh (pictured far left) skipper of 'Oaxaca'. Holding the perpetual trophy is the overall winner, Phillip Turner, skipper of the Australia-based 'Alive'.

the Moore, the smallest boat in the fleet. *Snafu* had dismasted in the 2017 Coastal Cup; perhaps they had a score to settle. *Bombora* came in second overall.

The Coastal Cup finish was offshore out in the breeze; boats motored to Santa Barbara YC, which opened on Tuesday so that the racers could get refreshments and turn in their finish sheets.

Zach Anderson's Richmond YC-based J/125 *Velvet Hammer* set a new official corrected-time course record of

San Francisco to San Diego. Unfortunately, the three-way battle among 70-ft trimarans turned into a two-way battle when Giovanni Soldini's foiling Multi 70 *Maserati* suffered damage. "We crashed against three different unidentified objects, and that slowed us down," reported Soldini. "We hit something with our right-side rudder. The fuse system we installed last year worked perfectly and the fitting lifted above the water, but the part that connects the fitting to the transmission



LATITUDE / CHRIS

broke. So the right-side rudder is out."
— latitude / chris

SPINNAKER CUP, EYC/MPYC 5/25-26

PHRF-A — 1) **Alive**, R/P 66, Phillip Turner; 2) **Catapult**, SC70, Joel Ronning; 3) **Buona Sera**, SC70, Edward Marez. (3 boats)

PHRF-B — 1) **Bright Hour**, Farr 40, James Bradford; 2) **Velvet Hammer**, J/125, Zachery Anderson; 3) **Taurus**, Farr 40, Barrington Darcy. (5 boats)

PHRF-C — 1) **Oaxaca**, SC50, Michael Moradzadeh; 2) **Lucky Duck**, SC52, David MacEwen; 3) **Deception**, SC50, Bill Helvestine. (4 boats)

PHRF-D — 1) **Blue**, Swan 53-2, Ray Paul; 2) **Shenanigans**, J/120, Mike Clarke; 3) **Divine Wind**, Olson 40, Andrew Zimmerman. (5 boats)

PHRF-E — 1) **Wolfpack**, Donovan 30, Pete Trachy; 2) **Raven**, C&C 115, Brice Dunwoodie; 3) **Javelin**, J/105, Charlie Abraham. (12 boats)

PHRF-F — 1) **Viva**, Cal 40, Don Jesberg; 2) **Bombora**, Express 27, Rebecca Hinden; 3) **Azure**, Cal 40, Rodney Pimentel. (10 boats)

PHRF-MH — 1) **LookingGood II**, Corsair Sprint 750, Rafi Yahalom. (1 boat)

COASTAL CUP, EYC/MPYC/SANTA BARBARA YC, 5/27-28

ORR-A — 1) **Catapult**; 2) **Buona Sera**; 3) **Alive**. (3 boats)

ORR-C — 1) **Velvet Hammer**; 2) **Ho'okolohe**, Farr 57, Cecil Rossi; 3) **Taurus**. (3 boats)

ORR-D — 1) **Lucky Duck**; 2) **Oaxaca**; 3) **J World's Hula Girl**, SC50, Wayne Zittel. (4 boats)

ORR-E — 1) **Viva**; 2) **Azure**. (3 boats)

ORR-EZ-F — 1) **Snafu**, Moore 24, Karl Robbrock; 2) **Bombora**, Express 27, Rebecca Hinden; 3) **Tequila Mockingbird**, Express 27, Matt

Krogstad. (4 boats)

SOICAL 300, SBYC/SDYC, 5/30-6/1

ORR-A — 1) **Maverick**, Infiniti 46r, Quentin Stewart, 6.5 points; 2) **Alive**, 9; 3) **Vitesse**, R/P 52, Thomas Furlong, 11.5. (4 boats)

ORR-B — 1) **Fast Exit**, Andrews 40, John Raymont, 8.5 points; 2) **Bretwalda3**, Rogers 46, Bob Pethick, 11.5; 3) **Velvet Hammer**, 13. (10 boats)

ORR-C — 1) **Oaxaca**, 10.5 points; 2) **Flyingfiche II**, SC50, Christopher Wacker, 13; 3) **Lucky Duck**, 16.5. (8 boats)

ORR-D — 1) **Ohana**, Swede 55, Joe Markee, 6.5 points; 2) **Chubasco**, S&S 67, Akin/Carpenter/Durant, 7; 3) **Miramar**, Lindblom 78 ketch, Paul Scripps, 17. (3 boats)

ORR-E — 1) **Sizzle**, Hobie 33, Bill Hardesty, 5.5 points; 2) **Captain Sluggo**, Hobie 33, Rick Yabsley, 15; 3) **Nereid**, C&C 115, Standish Fleming, 15.5. (7 boats)

ORR-F — 1) **Viva**, 5.5 points; 2) **Azure**, 13; 3) **Tropic Thunder**, Beneteau 46, John Miller, 17. (3 boats)

ORR-EZ — 1) **Sonrisa**, Beneteau First 36.7, Wai Wan Mok, 4.5 points; 2) **Macondo**, Beneteau First 47.7, Mike Sudo, 11.5. (2 boats)

OVERALL — 1) **Maverick**, 14.5 points; 2) **Fast Exit**, 17; 3) **Velvet Hammer**, 21.5; 4) **Bretwalda3**, 25; 5) **Cipango**, Andrews 56, Shawn Bennett, 32.5. (37 boats)

CA OFFSHORE RACE WEEK, 5/25-6/1

ORR-A — 1) **Velvet Hammer**; 3 points; 2) **Alive**; 6; 3) **Taurus**, 9. (3 boats)

ORR-B — 1) **Oaxaca**, 4 points; 2) **Lucky Duck**; 6; 3) **Deception**, 9. (4 boats)

ORR-C — 1) **Viva**, 3 points; 2) **Azure**, 6. (2 boats)

The J/125 'Velvet Hammer', seen here preparing to start the Coastal Cup off Monterey, won California Offshore Race Week overall.

OVERALL — 1) **Velvet Hammer**, 3 points; 2) **Alive**, 7; 3) **Oaxaca**, 10. (9 boats)

CA 500, SDYC, 5/30-31

ORR-MH — 1) **PowerPlay**, MOD70, Peter Cunningham; 2) **Argo**, MOD70, Jason Carroll; 3) **Maserati**, Multi 70, Giovanni Soldini. (3 boats)

Full results at www.offshoreraceweek.com

Iron Men on an Odyssey

Mike Little of Stockton had bought the Olson 40 *Dogma*, ex-*Clipper*, in Emeryville last August. He did the Spinnaker Cup and Coastal Cup as a shake-down for the 2020 Pacific Cup.

An 830-mile, eight-day odyssey for Mike and his crew Ben Williams began with the delivery from Stockton to the start of the Spinnaker Cup. They stopped at Richmond YC to pick up five other

For more racing news, subscribe to *Electronic Latitude* online at www.latitude38.com

June's racing stories included:

- Race to Alaska • SailGP in NYC
- Americans Win Euro Cup
- New Carbon Antrim 27
- FAST USA update
- More Delta Ditch Run, CA 500, PICYA Lipton Cup
- Previews of July races, and more.



ALL PHOTOS LATITUDE / CHRIS

people.

Following a lay day in Monterey, six stayed aboard for the next leg. "We had one really bad crash in the Coastal Cup," reports Mike. "At dusk, we were running a big A2. The pole was wobbling around; the guy ripped off. It got over on its side. They told me the Olson 40 was a wet boat. I didn't realize it's not only wet outside the boat, it's wet inside the boat. There was water coming in everywhere. Ben was in the pipe berth..."

"I woke up to a waterfall on top of me," said Ben. So much water poured down on him that it exploded his life-vest.

"We broke our traveler, and things got a little bit hectic," said Mike. "A mile and a half to go, there wasn't any wind, and we knew it was an hour's worth of motoring to get to the yacht club. We decided we didn't want to float around for three hours. then motor for another hour. So we did a DNF and went to the yacht club. We had dinner, then showers. We tried to dry out as much stuff as we could."

Three of the six got on a train the next morning. "We put fuel in and left at 11 on Wednesday and went all the way to San Francisco nonstop. It was two and a half days of 20-knot winds, some gusts over 30, beating hard. It was not comfortable.

Clockwise from top right: Ian Matthew and Tim Meaney (at the helm) on 'Shenanigans' in the Spinnaker Cup; a wave from 'Alive' navigator Adrienne Cahalan off Monterey before the Coastal Cup start; the afterguard of the Cal 40 'Viva' at the Coastal Cup start; 'Buona Sera' in the wind-up.

The waves were lumpy, 10-15 feet. The boat was going in all different directions. It slaps really hard too." One of the guys got seasick.

They sailed most of the way with the tiller tied into position. "Just outside of Santa Cruz the wind started dying. We switched on the motor and motorsailed with the autopilot. It gets loaded up, so that doesn't work as well as just tying the tiller over. We wanted to go straight, not twice as far out." The wind died 20 miles out from San Francisco Bay, and *Dogma's* three-cylinder 29hp Yanmar diesel only goes about 5 knots.

"We got to Richmond Yacht Club a little after 9 on the morning of June 1. The Cruising Division boats had already left. We took showers, got some ice, and swapped out the little jib for a big jib. Five other people got on the boat for the Ditch Run. We were able to make the start with 20 or 30 minutes to kill."

Their symmetrical kite blew up on Carquinez Strait, so they ran a small asymmetrical. "We tied the tack to the bow so it was like a big jib. We could go wing on wing. We did have to jibe it once

in a while, but it goes around the outside and you're not dealing with the pole.

"I feel good," Mike told us at Stockton Sailing Club the day after the Ditch Run. "What I missed most was a decent meal. The cooking is coffee. When you're sailing, it's hard to prepare a meal because it's heeled over so bad. A cup of noodles works easy, and it's warm when you're cold and wet."

"I'm learning the foredeck on the Delta and it's definitely different running the foredeck on the ocean," said Ben. "When the boat's sideways and you're trying to do something up on the front it's real difficult."

— latitude / chris

SSC/RVC DELTA DITCH RUN, 6/1

HEAVY 1 — 1) **Marrakesh**, Express 34, Craig & Ann Perez; 2) **Stewball**, Express 37, Bob Harford; 3) **Kuda Wuda**, C&C SR33, Craig Page. (9 boats)

HEAVY 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **RedHead**, Cal 40, Walter Smith; 3) **Green Buffalo**, Cal 40, Jim Quanci. (9 boats)

HEAVY 3 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **Happy Houka**, Cal 27, Antho-



ALL PHOTOS LATITUDE / CHRIS

ny Bott/Andrew Goodman/Andy Van Sicklen/Mike Culliver; 3) **Neja**, Dasher 32, Jim Borger. (8 boats)

LIGHT 1 — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Rufless**, Melges 24, Rufus Sjoberg; 3) **Blue Dream**, Melges 24, Ryan Conner. (9 boats)

LIGHT 2 — 1) **Mach Schnell Kleiner Hase**, Wylie Wabbit, Moore 24, Erik Menzel; 2) **Kangaroo Jockey**, J/70, Mark Thomas/Peter Cameron; 3) **Problem Child**, Melges 20, Elliott James. (12 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Loose Cannon**, Julia Paxton; 3) **Salty Hotel**, John Kearney. (9 boats)

MOORE 24 — 1) **Flying Circus**, Bill Erkelens; 2) **Pegasus Racing**, Mark Christensen; 3) **Immoral**, John Gray/Matt Van Rensselaer; 4) **Banditos**, John Kernot; 5) **Wet Spot**, Mike O'Callaghan. (22 boats)

MONOHULL OVERALL — 1) **Flying Circus**; 2) **Pegasus Racing**; 3) **Immoral**; 4) **Banditos**; 5) **JetStream**; 6) **Wet Spot**; 7) **Mach Schnell Kleiner Hase**; 8) **Rufless**; 9) **Kangaroo Jockey**; 10) **Snafu**, Moore 24, Karl Robrock. (79 boats)

CRUISING — 1) **Lucky Mud**, Pearson 323, John Speck; 2) **Sir Leansalot**, Hunter 40, Tom Lueck; 3) **Good Way II**, Pedrick 35, Thomas Johnson; 4) **Sobrante**, Alerion Express 28, Paul Descalso. (16 boats)

BAMA MULTIHULL — 1) **Shadow X**, Extreme 40, Peter Stoneberg; 2) **Shadow**, ProSail 40, Katie Love; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck. (3 boats)

Delta Ditch Run, clockwise from top left: We heard of no dismastings this year, but it wouldn't be the Ditch without someone running aground; production Express 27 #1 'Get Happy!!' passes looming Pittsburg on the way to a #1 in the Express 27 fleet; a tired Mike Little gets his land legs and a hearty supper; the Moore 24 'Wet Spot' and (singlehanded) Alerion 28 'Sobrante' in the homestretch.

MULTI 2 — 1) **Wingit**, F-27, Amy Wells; 2) **Greyhound**, F-22, Evan McDonald; 3) **Peregrine Falcon**, F-27, Bill Gardner. (8 boats)

MULTI TEXEL — 1) **Inter the Dragon**, Nacra Inter 20, Travis & Nicholas Vetter; 2) **Surf City Catamarans**, F-18, Jacob Sailer/Faye Ren; 3) **Starbug**, Hobie Miracle 20, Tom Sinnickson. (4 boats)

Full results at www.stocktonsc.org

Wild Times at PICYA Lipton Cup

The second year of the rebooted Lipton Cup was hard on spinnakers and boats, though the crews lived to tell the tales.

The Admiral's Cup race for female skippers on Friday, June 14, offered a longer, more challenging course than last year's. Instead of going directly from St. Francis YC to Richmond YC (by way of a short windward leg to Blackaller Buoy), the course included a long extra windward/leeward leg, with a finish near Southampton Shoal. We felt compassion for the sailors, who wrangled their chartered J/22s through the Slot past Point Blunt three times at the windiest time

of day. Three spinnakers self-destructed during the first run.

Rebecca Hinden and her Encinal YC crew of Ben Rohr, John Hansen and Daniel Erisma had a blast and won the trophy.

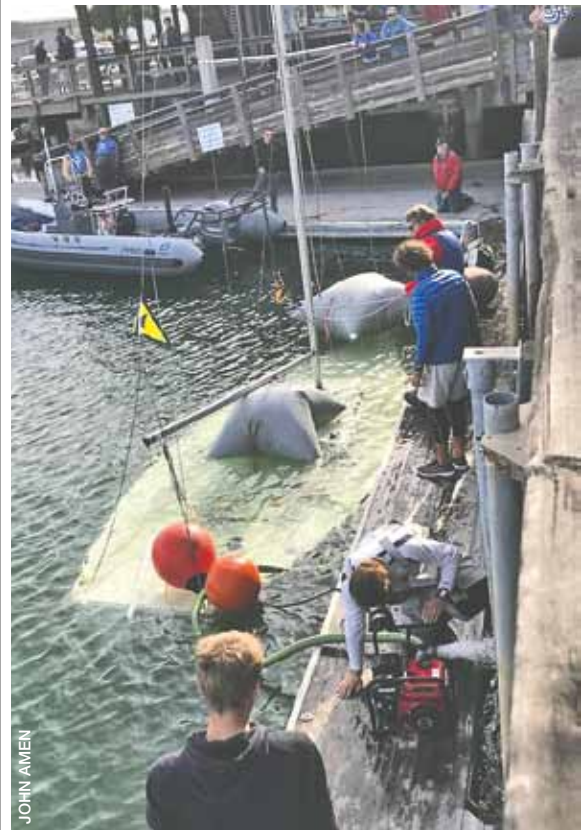
An early leader on Friday, co-host RYC was the first victim of exploding spinnakers. They made up for lost time on Saturday, winning three of six short races in Keller Cove to take the Sir Thomas Lipton Challenge Trophy. Sequoia YC had a mishap with their J/22, taking a knockdown, waves pouring down the companionway, and boat sinking. It took a village, but the boat was saved, pumped out, dehumidified and sailed again on Sunday. The crew were all OK.

StFYC won Sunday's race back to their own club. Commodore Paul Heineken, his kids Johnny and Erika, and Russ Silvestri claimed the Larry Knight Trophy. But RYC won overall and took home the Lipton Pacific Coast Perpetual Challenge Trophy. See www.richmondyc.org for full details.

— latitude / chris



LATITUDE / CHRIS



JOHN AMEN



JEANE ROGERS

Clockwise from top left: The Lipton Cup started in an Optis-cle course in front of StFYC on June 14; "Can the patient be saved?" "With modern technology, the prognosis is good!"; the winning crew from RYC, l-r: Mike Quinn, Sue Alexander, Sir Thomas, Claire Arbour, Commodore Simon Winer, Michele Logan, Will Paxton and Bill Claussen (not pictured: Kelsey Tostenson).

OYRA Farallones Race

Compared to this year's first two Farallon races, mild jaunts out to the Rocks and back, the OYRA 'Full Crew' race was a different experience for the 75 boats entered.

June 8 began with a heavy ebb in the starting area, and boats preparing to start were holding back from the StFYC starting line. OCS was not an option! After the start, a moderate northwesterly wind and starboard tack — the usual StFYC ocean race start — turned into a tack

onto port a few hundred yards later when the wind switched to southwest. Boats missing the cue struggled to clear the South Tower.

The ride to the South Tower was swift, aided by the Sacramento-Sierra runoff. Between the Golden Gate Bridge

WSC WHISKEYTOWN REGATTA, 5/25-26

DAY SAILER — 1) Steve Lowry, 5 points; 2) Bill Rich, 10; 3) Mike Kelly, 20. (3 boats)

BANSHEE — 1) Wayne Cassingham, 10 points; 2) Dean Epply, 14; 3) Steve Cassingham, 15. (6 boats)

KEEL A — 1) VX One, Kelly Pike, 7 points; 2) Santana 23, Satch Yarbrough, 10; 3) Flying Dutchman, Peter Carr, 11. (5 boats)

KEEL B — 1) Venture 21, Jeremy Gicker, 5 points. (3 boats)

CB-A — 1) Snipe, Christopher Watt, 12 points; 2) Snipe, Thomas Hunt, 16; 3) Laser, Bruce Bralley, 20. (4 boats)

CB-B — 1) Lido 14, Dick Barbara, 7 points; 2) C15, Jesse Repp, 8; 3) Lido 14, John Poimiroo, 13. (4 boats)

MULTIHULL — 1) F-18, Peter Schmalzer, 6 points; 2) Hobie 21, Chris Strahle, 9; 3) F-18, Jason Smith, 13. (4 boats)

Full results at www.whiskeytownsailing.org

StFYC KNARR & J/105 REGATTA, 6/1-2 (5r, 0t)

J/105 — 1) **Ne*Ne**, Tim Russell, 10 points; 2) **Jabberwocky**, Brent Vaughan, 19; 3) **Maverick**,

BOX SCORES

Ian Charles, 24; 4) **Jam Session**, Adam Spiegel, 24. (18 boats)

KNARR — 1) **Niuhi**, George Hecht/Russ Silvestri, 6 points; 2) **Snaps III**, Knud Wibroe, 22; 3) **Kulani**, Timothy Dowling, 23. (12 boats)

Full results at www.sfyf.org

SCYC 505 SUMMER REGATTA, 6/8-9

1) **Mike's Boat**, Mike Martin/Adam Lowry, 10 points; 2) **IO Integration**, Mike Holt, 13; 3) **N=1**, Eric Anderson, 13. (7 boats)

Full results at www.regattanetwork.com

SENIOR SABOT NATIONALS, SDYC, 6/8-9 (6r, 1t)

CLYDESDALE — 1) Charles Roberts, 5 points. (1 boat)

GRAND MASTER — 1) Ruth Jones, 5 points; 2) Lanny Coon, 6; 3) Bobbie Morrow, 7. (3 boats)

MASTER — 1) Betty Becker, 14 points; 2) Rowena Carlson, 15; 3) Jerelyn Biehl, 16. (15 boats)

SENIOR — 1) Chuck Sinks, 11 points; 2) Tyler Sinks, 14; 3) Randy Lake, 20. (14 boats)

Full results at www.sdyf.org

StFYC OPTI HEAVY WEATHER SLALOM, 6/13

1) Blake Behrens; 2) Dieter Creitz; 3) Zoey Ziskind. (32 boats)

StFYC OPTI HEAVY WEATHER REGATTA, 6/14-16 (11r, 2t)

CHAMPS — 1) Katharine Doble, 25 points; 2) Dieter Creitz, 29; 3) Blake Behrens, 37; 4) Matias Martin, 42; 5) Aston Smith, 62; 6) Crue Ziskind, 71; 7) Carter Cox, 73; 8) Mika Sternberg, 84; 9) Talia Hamlin, 92; 10) Mora Moro, 95. (59 boats)

GREEN — 1) Kaito Bratti, 29; 2) Beckett Kern, 33; 3) Wyatt Gitt, 39. (7 boats)

Full results at www.stfyf.com

EL TORO CLEAR LAKE REGATTA, 6/15-16 (5r, 1t)

SENIOR — 1) **Cygnus**, Art Lange, 6 points; 2) **SA**, Gordie Nash, 12; 3) **Zoopity**, Paul Tara, 13. (11 boats)

Full results at www.regattanetwork.com

PAT BRODERICK



Ross Bliven and David Gray coming back from the Farallones on the Wyliecat 30 'Nancy'.

and Point Bonita, everyone favored the north side, with a 3-knot boost from the current.

Past Bonita the wind became north-west in the low to mid-teens. The ebb turned into a washing machine, with short, confused swells and waves creating an uncomfortable, sometimes wet beat out to the Lightship.

As boats bounced their way out, the wind clocked to the north, allowing most boats a close-hauled one-tack trip.

The rinse-and-dry cycle continued. A few racers decided to turn back, but most persevered. Hulls dropping off square waves resounded across the wa-

ter. Sail was shortened, and hiking crew took turns being first in line for the next breaking wave.

At about 16 miles out a semicircular tide line marked the transition beyond the ebb. On the inshore side was the short, wind-driven chop; on the other dark green, flatter water. The change was dramatic.

Beyond the tide line, the wind picked up, reaching the high teens with some gusts into the mid-20s. The wind continued to clock around, allowing boats to close-reach rather than beat, making things easier for those damp rail-riders.

At the island, a NNW wind around 20 knots made for a wide turning. Even with the wind and swell, the usual northwest

break was behaving itself. After the 'jibe to end all jibes' behind the island and a little respite in its lee, boats broke out into a beam reach as they headed back toward the Golden Gate.

A mix of white sails and asymmetrical spinnakers paraded toward the Lightship. The confused seas didn't allow for much surfing, but occasionally a nice set passed by, sometimes followed by a series of short breaking swells to remind racers it could be wet on the way back in, too.

The sail toward the Golden Gate was punctuated by an EPIRB distress signal and AIS alarms going off. There was some confusion and concern, especially when the EPIRB was traced to one of the racers. It turned out OK, however. The boat's EPIRB had gotten wet enough that it went off automatically. The boat in question even finished the race.

Inside the Lightship, the wind began to decrease and become more westerly, allowing more chutes to blossom. The bigger, faster boats made the flood and wind, but the smaller, slower boats began to suffer from the early ebb. Outside Bonita, the late boats found themselves in less than 5 knots of breeze.

Wind pressure increased closer to the bridge, and even more approaching the StFYC finish line. Ray Paul's *Blue* took line honors, finishing in 6:16:08.

PRO Mary Wiard and her race com-

CYC SPRING FRIDAY NIGHT SERIES (9r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwill, 10 points; 2) **Kuai**, Melges 32, Daniel Thielman, 19; 3) **Tiburón**, Alerion 38, Steve Stroub, 26. (13 boats)

PHRF 2 — 1) **Wingman Racing**, J/70, Jim Diepenbrock, 15 points; 2) **Youngster**, IOD, Ron Young, 17; 3) **Flashman**, Moore 24, Ashley Perrin, 20. (9 boats)

J/105 — 1) **Masquerade**, Tom Coates/Steve Marsh, 10 points; 2) **Alchemy**, Walter Sanford, 22; 3) **Roxanne**, Elliott James, 24. (15 boats)

EXPRESS 27 — 1) **Shenanigans**, Bill Moore, 13 points; 2) **Tequila**, Matt & Kim Krogstad, 14; 3) **Moonlight**, Jim Gibbs, 17. (6 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 7 points; 2) **Topgallant**, Tartan Ten, Carl Flemming, 24; 3) **Jarlen**, J/35, Bob Bloom/Ian Ward/Greg Winters, 28; 4) **QE3**, Tartan Ten, George Janson/Tom Perot, 29. (16 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt, 11 points; 2) **Liquid Asset**, Ranger 33, John Rook, 13; 3) **Oriole**, Bird, Jock MacLean, 19; 4) **Maxine**, Yankee 30, Stephen Spoja, 35. (16 boats)

Full results at <https://race.cyc.org>

EYC SPRING TWILIGHT SERIES (5r, 1t)

PHRF A <99 — 1) **Outsider**, Azzura 310, Greg Nelsen, 4 points; 2) **Smokin'**, Melges 24, Kevin

BEER CAN BOX SCORES

Clark, 12; 3) **Good & Plenty**, Soverel 33, Steve Berl, 13. (9 boats)

PHRF C 99-150 — 1) **Bombora**, Express 27, Rebecca Hinden, 5 points; 2) **Wile E. Coyote**, Express 27, Dan Pruzan, 8; 3) **Taz!!**, Express 27, George Lythcott, 12. (7 boats)

PHRF D >150 — 1) **Carina**, Columbia 5.5, Scott McCoy, 7 points; 2) **Blue Jay**, J/22, Don Ahrens/Vince Casalaina, 8; 3) **Osituki**, Cal 28, Rodney Pimentel, 12. (13 boats)

Full results at www.jibeset.net

IYC SPRING ISLAND NIGHTS (5r, 1t)

SPINNAKER I — 1) **Good & Plenty**, Soverel 33, Steve Berl, 5 points; 2) **Twisted**, Farr 40, Michael Pohl, 6; 3) **Spirit of Freedom**, J/124, William Mohr, 11. (5 boats)

SPINNAKER II — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 11 points; 2) **Phantom**, J/24, John Gulliford, 16; 3) **Faster Faster!**, Merit 25, David Ross, 17. (7 boats)

SPINNAKER III — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 5 points; 2) **Boogie Woogie**, Ranger 33, John Ratto, 9. (2 boats)

SIZE MATTERS — 1) **Tinker**, Wilderness 21, Matthew Beall, 9 points; 2) **Fun**, Santana 22, Chris Nicholas, 12; 3) **Brandy**, Santana 22, Billy Cook, 14. (3 boats)

Full results at www.jibeset.net

OYC SWEET 16 FIRST HALF (7r, 2t)

BIG BOATS <99 — 1) **Golden Moon**, Express 37, 5 points; 2) **Mudshark**, Express 37, David Fullerton, 13; 3) **Spirit of Freedom**, J/124, William Mohr, 15. (7 boats)

FAT 30 126-186 — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 7 points; 2) **Nice Turn**, Cal 2-29, Richard Johnson, 9; 3) **Cassiopeia**, Islander 36, Kit Wiegman, 11. (6 boats)

MERIT, J, SANTANA, RANGER 162-192 — 1) **Blue Jay**, J/22, Theo Rohr, 6 points; 2) **Dire Straits**, J/24, Steve Bayles, 8; 3) **Double Agent**, Merit 25, Scott Ollivier, 13. (8 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 7 points; 2) **Sonic Death Monkey**, Dominic Marchal, 8; 3) **Rogue**, Ryan Nelson, 12. (7 boats)

NON-SPINNAKER <199 — 1) **Javelin**, J/100, Patrick Nolan, 5 points; 2) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 9; 3) **Blue Passion**, Tartan 3400, Al Leonard, 14. (9 boats)

NON-SPINNAKER >199 — 1) **Chimera**, Ericson 27, David Stewart, 6 points; 2) **Brandy**, Santana 22, Billy Cook, 10. (2 boats)

Full results at www.jibeset.net

THE RACING

mittee ran a flawless race, one that many sailors will remember as being "different."

— pat broderick

OYRA FULL CREW FARALLONES, 6/8

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Peregrine**, J/120, David Halliwill; 3) **California Condor**, Antrim Class 40, Buzz Blackett. (13 boats)

PHRO 2 — 1) **Ferox**, Pogo 36, Anja Bog; 2) **Bloom County**, Mancebo 31, Elliott James; 3) **Wolfpack**, Donovan 30, Andrew Hamilton. (13 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Tiki Blue**, Beneteau 423, Gary Troxel; 3) **Siren**, SC33, Brendan Huffman. (12 boats)

SHS — 1) **Mirthmaker**, Archambault 35, Kirk Denebeim/Mitchell Dohman; 2) **Concussion**, Olson 30, Nick Schmidt/Dante Branciforte; 3) **Hang 20**, Express 27, Lori Tewksbury/Andrew Redfern. (3 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44 tri, Richard Waltonsmith. (1 boat)

Full results at www.jibeset.net

Go for the Gold

The 38th annual Go for the Gold kicked off on June 1 with a blend of 24 boats coming up to Scotts Flat Lake to duel. The Banshee class had enough protagonists to qualify for their own start, while the Keel group had a diverse mixture of speed and durability ranging from Vipers and Ultimate 20s to Catalina 22s. Two regularly campaigned Day Sailers, challenged by an RS Vareo and a couple of Lasers, dominated the Open Centerboard class.

The first race started with light wind. As the boats returned, it was decided to put the racing on hold until the expected wind could fill in from the west. Soft guitar music was used to placate the anxious racers until the desired wind change.

The second race started in 5 knots of breeze, and the fleets were sent on another windward/leeward course with much expectation that did not go unrewarded. The wind built to 10 knots. The boats quickly responded with some crashes, although most enjoyed planing and other speedy transit.

Previous weather patterns in the state had prevented much practice. Spinners popped out with showers of rust and mildew, but still worked to give their masters the joy of speed.

For the third race, it was decided to extend the course to use the jibe mark, so all boats had the chance to do some reaching to the finish line. Unfortunately one very fast Keel boat didn't get the memo and showed up at the finish without completing the course, much to



WHISKEYTOWN SAILING CLUB

The mountains surrounding Whiskeytown Lake were blackened in the Carr Fire, but signs of life abound at lake level. For results from the Memorial Weekend Regatta, see Box Scores on page 96.

their chagrin.

The wind was now at the fun level. The competitive juices were flowing at full strength. The starts produced some OCS boats, while there were near pile-ups at the committee boat as competitors jostled for windward positions. Real disaster was avoided, however, and the racers had a grand time flying across the beautiful mountain lake.

A fifth race was contemplated, but the racers voted to finish the day and start the evening activities. The weather had started to develop an ominous look, as thunderstorm cumulonimbus clouds appeared to the east over the high country. These dark and threatening piles continued to build, but held off their threat until the après-sail activities were completed. It was only then that a State Weather Warning was issued for severe weather in the area. Heavy rain, hail and high winds beat the lake into a froth while pelting any poor pedestrian stuck without shelter. The cell moved out after an hour but followed any unfortunate motorists going home down the hill.

Sunday proved to be more fortunate, with a reasonable 5-knot wind from the south. The PRO, Jerry Lewis, re-oriented the start line and sent everyone off to what had been the jibe mark on a shortened windward/leeward course. However, by the time the final racers were finishing, the wind had clocked around to its normal westerly pattern, and so the subsequent two races were run on the standard courses.

All racers enjoyed the warm weather, warm water and warm hospitality in spite of the fearsome torrent the night before. After the Vials of Gold and Gold Pans, the signature regatta trophies, were handed out, the contented sailors departed for home.

— dave cowell

GCYC GO FOR THE GOLD, 6/1-2 (7r, 1t)

OPEN KEEL — 1) **No Cat Hare**, Catalina 22, Don Hare, 6 points; 2) **U Decide**, Ultimate 20, Torston Kanegsberg, 15; 3) **#722**, Venture 21, Jeremy Gicker, 17. (7 boats)

OPEN CENTERBOARD — 1) **Hotflash**, Day Sailer, Craig Lee, 6 points; 2) **True Love**, Day Sailer, Todd Hansen, 12; 3) **Vader**, RS Vareo, Mark Werder, 16. (8 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 9 points; 2) **Cruzin**, Wayne Cassingham, 12; 3) **Spirto Velceo**, Steve Anderes, 15. (6 boats)

Full results at www.gcyc.net

Mixed Winds Greet Cat Harbor Race

On June 8-9 Del Rey YC put on its annual Marina del Rey to Cat Harbor and Return races. The two-day event has an overnight stay and arguably one of the best parties on the island. The weekend concludes the Berger/Stein Series.

Catalina Harbor is an all-weather natural harbor between San Diego and Monterey and is seldom lumpy, even though the wind often blows 20+ knots through the anchorage when the sun comes up.

The competitors on Saturday could have used such winds. The doldrum gods and June Gloom ruled the race course. The starts were delayed 10 minutes. Soon after, the wind filled in to about 7 knots in Santa Monica Bay, but died completely on the backside of the island. At least the seas were fairly flat.

Gary Ezor's Farr 40 *Coquille* was the first PHRF boat to finish the 36-mile course at 6:45 p.m. Soon after, boats started limping in, but there were a larger-than-normal number of drop-outs among the 44 entries. One PHRF boat radioed the race committee with a finishline ETA of 30 minutes, but got stuck for another hour and a half.

The Cruising boats take their own times and finish off West End (29.2

ANDY KOPETZKY



The breathless start of the Cat Harbor Return Race on June 9.

miles), then motor into the harbor; the first one was spotted inside about 7:10.

After a night of BBQs, free margaritas, beer and sodas, the fleets set out on Sunday in light airs from Eagle Rock on the backside. But, unlike the previous day, the wind filled in. Most were moving pretty fast by the time they got out of

the lee of the island. They enjoyed a fast 'slide' back with code zeroes and other manner of tricked-out headsails. The winds kept up, and 42 yachts finished by 6:30.

— andy kopetzky

DRYC WILLIAM BERGER & WILLIAM STEIN SERIES. (5r, 1t)

PHRF AA — 1) **Encore**, TP52, John McEntire, 8 points; 2) **Margaritaville 1.5**, Andrews 52, Jay

Steinbeck, 8; 3) **Medicine Man**, Andrews 63, Robert Lane, 9. (5 boats)

PHRF A — 1) **TBD**, Synergy 1000, John Staff, 7 points; 2) **Coquille**, Farr 40, Gary Ezor/Harry Ostopoulos, 8; 3) **Forgiveness**, J/124, Scott Torrance, 15; 4) **Groundhog Day**, Melges 32, Rich Festa, 20. (16 boats)

PHRF B — 1) **Trust Me**, Soverel 33, Duncan Cameron, 4 points; 2) **Bella Vita**, Beneteau First 36.7, Martin Burke, 11; 3) **Mistral**, Tartan 101, Dan McGanty, 13; 4) **Lugano**, Beneteau First 40.7, Mark Stratton, 18. (18 boats)

PHRF C — 1) **Zulu**, J/29, Team Zulu, 6 points; 2) **Avet**, J/80, Curt Johnson, 6; 3) **Redline**, Santana 30/30 GP, Derek Heeb, 12. (13 boats)

CRUISING A — 1) **Va Pensiero**, Brooklyn 48, Joe Weber, 6 points; 2) **Duchess**, Catalina 42 MkII, Ron Jacobs, 12; 3) **Ruby d'Eau**, Beneteau Oceanis 55, Richard Benedon, 15; 4) **Squall**, Catalina 34T, Gary Brockman, 18; 5) **Runaway**, Cal 36, Thomas Lehtonen, 20. (22 boats)

CRUISING B — 1) **Chutzpah**, Catalina 36 MkII, Andy Natker, 5 points; 2) **Sea Bear**, Ericson 35 MkIII, Steve Klitzky, 7; 3) **Makani 2**, Catalina 34 MkII, Edward Chadroff, 9. (9 boats)

Full results at www.dryc.org

KEEPING CALIFORNIA ON THE WATER

WITH SAILS, SERVICE & EXPERTISE



SAN DIEGO

2832 Cañon St.
San Diego, CA 92106
T 619 226 2422
sandiego@quantumsails.com

SOCAL

1620 Cowles St.
Long Beach, CA 90813
T 562 624 4325
socal@quantumsails.com

SAN FRANCISCO

1230 Brickyard Cove Rd. #200
Pt. Richmond, CA 94801
T 510 234 4334
pacific@quantumsails.com

THE RACING SHEET

Race to Alaska

We're not worthy. No, seriously, all you people who finished the Race to Alaska, or even attempted it, have our utmost respect. The race started in Port Townsend, WA, on June 3, and stopped in Victoria, BC, before heading up the Inside Passage to Ketchikan, AK. First to ring the bell in Ketchikan on June 10 (and collect a cool 10 grand) was the crew of *Angry Beaver*, ex-*Velvet Hammer*, ex-*Secret Squirrel*.

"The Schock 40 was donated to the Skiff Sailing Foundation and has been sailing in Seattle this year," explained Will Paxton. "We are very happy to see the legend continue on such a fun and unique boat. Also pretty cool that *Velvet Hammers* simultaneously won races to Alaska and San Diego. We have the West Coast covered!"

Sailing for Richmond YC, Nathalie Criou's *Figaro 2 Envolée* came in just out of the money (there's no prize for third place) a bit after midnight on June 11. The Olson 30 *Dark Horse* (Team High Seas Drifters, led by Steve Hocking of Sausalito and Shad Lemke of Montana) came in later the same day. Nat and



Nat Criou's Team Shut Up and Drive finished the R2AK during the brief dark hours of June 11.

Shad are Singlehanded TransPac vets.
— *latitude/chris*

R2AK FINISHING TEAMS (as of 6/24)

1) **Angry Beaver**, Schock 40; 2) **Pear Shaped Racing**, Cochrane 10.6m; 3) **Shut Up and Drive**, Beneteau Figaro 2, 4) **First Federal's Sail Like a Girl**, Melges 32; 5) **Educated Guess**, Melges 24; 6) **Trickster**, F-28R; 7) **Narwhal**, F-32; 8) **Dazed and Confused**, Olson 30;

9) **Ketchikan Yacht Club**, SC27; 10) **High Sea Drifters**, Olson 30; 11) **Givin' the Horns**, F-31R; 12) **Pitoraq**, Windward 30; 13) **McGuffin Brothers Racing**, J/24; 14) **Seaforth Expeditions**, 41-ft custom rower/sailer; 15) **Watertight Instant Paradise**, SJ30; 16) **Razzle Dazzle**, F-27; 17) **Yankee Peddlers**, Santana 20; 18) **Soggy-Kru**, 24-ft Streaker; 19) **North2Alaska**, 25-ft Maryland Fishing Sharpie; 20) **Ripple**, SC27; 21) **Quillbillians**, Miller 27; 22) **Ziska: Sail Like a Luddite**, Lancashire Nobby; 21) **Backwards AF**, Mod. SAVO 650D rowboat. (35 craft)

Details at www.r2ak.com

UNI-TITANIUM®

ULTIMATE PERFORMANCE

Buy With Confidence

Race With Confidence

UK Sailmakers
2021 Alaska Packer Pl.
Alameda, CA 94501
Tel: 510-523-3966



A 26 mile race from SF to Benicia.
Enjoy warm weather and great wind.

sponsored by



Pre-Regatta Party

Friday, August 30

South Beach Yacht Club

Jazz Cup shirts & burgees for sale!

Raft up and enjoy the BBQ & the band!

Race Day

Saturday, August 31

SBYC to BYC

After-party in the lovely, warm

Benicia Yacht Club & Harbor.

Raft up for the Live Jazz & Trophy Awards!

Open To All

register: southbeachyc.org

contact: rearcommodore@southbeachyachtclub.org

Sailing Time Is Precious

LEAVE THE CLEANING TO US
REQUEST A QUOTE



*The premier boat
cleaning and yacht
maintenance company
since 1986.*

510-428-2522

www.seashine.net

WHITING & WEDLOCK

*Two Independent
Marine Surveyors
at
One Convenient
Location*

- Vessel surveys
- Consulting
- Deliveries

Serving the
Bay Area since 1980



www.norcalmarinesurveyors.com

(415) 505-3494

Sean Alexander Marine Services Inc.

- Pile Driving
- Seawall Construction
- Dredging
- Vessel Abatement
- Environmental Remediation



*We have long standing
relationships with the West
Coast's premier dock builders.*

800.722.6789
sealmarine.com

Discovery Bay

Oakley

Mare Island

CL # 835169

robdelacruz@sealmarine.com

WORLD

*Meet the fleet: Following last month's introduction to the local crewed yacht fleet, this month we spotlight the **Greater Bay Area's Impressive Fleet of Bareboats.***

Sail-It-Yourself Boats for Every Budget & Every Occasion

From downhauls to outhauls, hal-yards to topping lifts, turnbuckles to deadeyes, the sport of sailing is — needless to say — chock-full of its own specialized lingo. Within the realm of sailboat chartering, one of the most often-misunderstood terms is 'bareboat'.

First, let's be clear that sailing a bareboat has nothing to do with 'sailing in the buff' — an activity normally restricted to warmer latitudes than the Bay Area.

If you've never been introduced to the bareboat concept, let us explain that the term is used in prime sailing venues all over the world to describe boats that are rented to the public *without* crew aboard, yet generally come with a full complement of sailing and safety gear.

Ever since the bareboat concept was introduced back in the late 1960s as a foreign vacation option, it has been steadily growing in popularity with sailors from all over the world. And no wonder, since they have the option of vacationing under sail in many of the world's most highly revered sailing venues, including Croatia, Greece, Tahiti and the

Eastern Caribbean.

These days, with workplace demands increasing and leisure time decreasing for many wage slaves in both North America and Europe, many sailors are opting to rent bareboats for daysailing in their home waters, rather than shouldering the costs and coping with the maintenance demands of caretaking a boat of their own.

Listed below are roughly 200 boats that are available for bareboat chartering through region-wide sailing schools (or clubs) and nonprofits.

Requirements for taking a boat out vary. Some organizations require you to show a bona fide certification indicating that you have completed a battery of instructional classes, while others will simply require you to be "checked out" by an instructor, usually prior to the day



of your charter.

If you're interested in renting a bigger boat than you normally sail aboard, it's wise to bring along a friend or two as co-skippers who have plenty of 'big boat' experience. By sharing the responsibilities, you'll probably have a more relaxing day, while polishing your skills in the process.

At first glance, the rack rates of rental

BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Greater Bay Area.

Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing

Oakland & Treasure Island
(510) 535-1954
www.afterguard.net

• 30' & UNDER •

Capri 14 (2)
Ranger 22
Ranger 23 (2)
J/24
Cal 25
Catalina 25
Ranger 26 (3)
Capri 30

• 31' - 35' •

Ericson 32
Seawind 1000 cat
Targa 10.1
Ericson 34
Pearson 35

• 36' - 40' •

Maxum 38' powerboat

• OVER 40' •

Dynamique 62

Club Nautique

Sausalito, Alameda
(800) 343-SAIL

www.clubnautique.net
AL = Alameda ; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA

• 31' - 35' •

Hunter 31 (3) AL, SA
Beneteau 31 (6) AL, SA
Mainship 32 (1) SA
Hunter 33 (3) AL, SA
Beneteau 34 (5) AL, SA

• 36' - 40' •

Hunter 36 (1) SA
Beneteau 37 (4) AL, SA
Mainship 37 (1) AL

Beneteau 38 (2) AL
Beneteau 40 (2) AL, SA
Jeanneau 40 SA

• OVER 40' •

Beneteau 41 (4) AL, SA
Hunter 41 (1) AL
Mainship 43 (1) AL
Jeanneau 52.2 (1) AL

.....

J/World

Alameda, San Diego &
Puerto Vallarta
(510) 271-4780, (800) 910-1101
www.sailing-jworld.com

• 30' & UNDER •

22' J/70 (4)

26' J/80 (10)

34' J/105 (4)

36' - 40' •

36' J/109

40' J/120 (2)

• OVER 40' •

Santa Cruz 50

52' J/160

.....

Modern Sailing School & Club

Sausalito (415) 331-8250,
(800).995-1668
www.modernsailing.com

• 30' & UNDER •

Catalina 30 (4)

• 31' - 35' •

Beneteau 31

Beneteau 310

Pearson 32

C&C 32

Catalina 320 (3)

Beneteau 35 (2)

• 36' - 40' •

Catalina 36

Beneteau 37 (2)

Beneteau 38

Seawind 1160 38' cat

• OVER 40' •

Jeanneau 409

Beneteau 41

Beneteau 423

Beneteau 423

44' Spencer 1330

Lagoon 42 cat

.....

Monterey Bay Sailing

Monterey (831) 372-7245
www.montereysailing.com

• 30' & UNDER •

Catalina 22

24' Double-ender

• 31' - 40' •

Celestial 32

Hunter 34
37' Gemini cat

.....

OCSC

Berkeley (800) 223-2984
(membership required)
www.ocscsailing.com

• 30' & UNDER •

J/24 (22)

Olson 25 (4)

26' J/80

• 31' - 35' •

34' J/105 (5)

Catalina 355

• 36' - 40' •

Catalina 36 (2)

Lagoon 380 cat

Beneteau 373

• OVER 40' •

Hans Christian 43

Tartan 4100

Beneteau 43

.....

Pacific Yachting/Sailing

Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
www.pacificsail.com

OF CHARTERING



J WORLD

Whether the goal is joyriding on a daysail or learning to race in local regattas, the Bay Area's fleet of bareboats fills the bill.

boats may seem high, but not when compared to the cost-per-day-sailed of buying, maintaining and berthing your own boat — especially in the Bay Area. And if you split the rental fees among a few friends, we think you'll find them reasonable.

Most rental outfits offer a dual-pricing structure that incentivizes becoming a club member. And once you've joined, you'll have access to low-cost group daysails, casual activities such as dockside barbecues, and special sailing flotillas in Bay and coastal waters, and in far-flung cruising venues. Needless to say, making a boatload of new friends is a customary byproduct of club membership also.

Another big reason you may want to peruse the listings below is if you're thinking of buying your first boat, or trading up to something bigger, comfier or more high-performance. Sampling various boat types from within the local fleet will make you a much better-informed shopper.

Because there's a healthy competition among Bay Area sailing schools, most local bareboats must be well maintained, and properly outfitted. So don't be shy. We suggest you spend some time noting a selection of boats that you'd like to test-drive, and put some variety into your sailing life. Book a few daysails, send out some invites, and have some fun on the water.

— andy

The Charter Skipper's Ditty Bag

When you jot down your packing list for a week or 10 days of chartering far from home, you'll naturally want to bring along a few creature comforts, some special snacks, electronic entertainment gadgetry, and, if you're so inclined, some carefully packed adult beverages.

When you charter from a well-established charter firm just about anywhere, you can naturally assume that all the

• 30' & UNDER •

Santa Cruz 27
Catalina 28
30' Olson 911s

• 31' - 35' •

Hunter 31
Beneteau 31
Catalina 32 (2)
Beneteau 32
Beneteau 34
Catalina 35

• 36' - 40' •

Catalina 36
Hunter 37

• OVER 40' •

Hunter 41
Beneteau 46.1

San Francisco Sailing School & Club

(415) 378-4887

www.sailinglessonssf.com

• 30' & UNDER •

Ranger 23 (5)
Ericson 28 (1)

• 31' - 40' •

Islander 36

Spinnaker Sailing of San Francisco

(415) 543-7333

www.spinnaker-sailing.com

• 30' & UNDER •

Viper 640 [21]
Ultimate 20
Ultimate 24
Santana 22 (2)
Santa Cruz 27 (3)

• 31' - 35' •

Flying Tiger 10
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35']

• 36' - 40' •

Beneteau 393
C&C 40

• OVER 40' •

Hunter 410

Spinnaker Sailing of Redwood City

(650) 363-1390

(membership required)
www.spinnakersailing.com
(membership required to bareboat) skippered charters available to non-members

• 30' & UNDER •

Merit 25 (15)
Catalina 27 (7)
Catalina 28 (1)

• 31' - 35' •

J/105
Catalina 34
Catalina 36
Beneteau 39
Hunter 41

Spinnaker Sailing of San Francisco

(415) 543-7333

www.spinnaker-sailing.com

• 30' & UNDER •

Viper 640
Andrews 21
Santana 22 (many)
Santa Cruz 27 (many)
Catalina 30

• 31' - 35' •

J/105 (many)
Catalina 320 (many)

• 36' - 40' •

Catalina 36
Beneteau 393
C&C 40
Jeanneau 349

Tradewinds Sailing School & Club

Marina Bay, Richmond
(510) 232-7999

www.TradewindsSailing.com

Brickyard Cove / Richmond Marina Bay

• 30' & UNDER •

Beneteau 22 (2)
Capri 22 (7)
Catalina 270
Catalina 28
Catalina 30

• 31' - 35' •

Beneteau 323
Beneteau 31
Hunter 31 (2)
Hunter 33
Hunter 34 (2)

• 36' - 40' •

Beneteau 34
Hunter 356
Catalina 35
Beneteau 35,

• 36' - 40' •

Catalina 36
Beneteau 37 (2)
Catalina 38
Jeanneau 43

• OVER 40' •

NONPROFIT ORGANIZATIONS

Cal Sailing Club

www.cal-sailing.org
(membership required)

• SMALL BOATS •

Laser Bahia (8)
JY15 (7)
RS Vision
Precision 15 (2)
Laser (2)
Byte (2)

• 30' & UNDER •

Merit 25 (2)
Capri 25 (2)
Pearson Commander (3)

Sacramento State Aquatic & Boating Safety Center

Gold River at Lake Natoma
(916) 278-2842
www.sacstateaquaticcenter.com

• SMALL BOATS •

Laser (12)
Pico (15)
Holder 14 (9)
Holder 20 (2)

WORLD OF CHARTERING

LATITUDE / ANDY



basic nav, communications and running rigging will be onboard and fully operational. But despite the fact that the tanks are full, the decks are well-scrubbed and the fridge is iced down, you may be shocked to discover that there's usually not a single length of extra cordage, or any basic tools aboard. So we suggest you always bring along a few 'ditty bag' items of your own, such as:

- Various lengths of small cordage (1/8-inch nylon cord or larger) to lash down typical watersports gear, string a

Most modern bareboats are well equipped. But usually not with the little items that sailors use every day.

clothesline, improvise sun shades, etc.

- Use heavier cordage (i.e. 3/8-inch yacht braid or Dyneema) and a snatch block (or a high-friction ring with a Dyneema loop) to barber-haul the genoa, especially when running deep on a catamaran.

- Duct tape can save the day in innumerable ways, of course, including for temporary rigging or plumbing repairs.

And blue or white masking tape is great for crew reminders and device notations.

- Don't leave home without a super-sharp rigging knife, plus sharpener, and a multitool. But remember to put the blade in your checked luggage.

- A multi-colored headlamp (plus extra batteries) is a must, both aboard the mothership and in the dinghy at night.

- Basic meds such as Pepto Bismol, Imodium, Bonine (meclizine hydrochloride) or other for seasickness, ibuprofen for basic aches and pains, plus some aloe vera for sunburn, bug spray containing DEET, and perhaps some hydrocortisone cream for bug bites or jellyfish stings, should you be particularly unlucky.

Think about the kinds of things you use aboard your own boat every time you go out, and you'll undoubtedly want to add to this list. Whether it's the duct tape, the cordage or a headlamp, we can practically guarantee you'll use a few of these items, and when you do, you'll be glad you made room for them in your seabag.

— andy

Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



We have moved

1301 Rand St., Ste. C
Petaluma, CA 94954
(415) 332-3339
www.gianolacanvas.com

RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com
100 Gate Six Road, Sausalito • Fax 415 332-5812

SAN JUAN ISLANDS



Bareboat Charter Sailing

Fly to Bellingham, WA, and set sail to explore the beautiful San Juan Islands! Charter bareboat or with a skipper. Our fleet of 30 sailboats and a growing fleet of trawlers offer you the newest vessels available for charter. All are maintained to the highest standards of preventive maintenance in the charter industry worldwide! (Airfare SFO-BLI-SFO approx. \$425)

Ask for our "\$100 Off" Latitude 38 Special!

CHARTER
Exceptional Yachts
from 29 to 57 feet



35 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school on the West Coast!

360-671-4300 • www.sanjuansailing.com

DISCOVER THE **TMM** DIFFERENCE



Our team provide a personal service and truly care about your charter experience. Since 1979 friendly and memorable staff have welcomed our clients, delivering first-hand local knowledge of the British Virgin Islands. Year after year we strive to deliver this experience whilst maintaining a diverse fleet of modern yachts at competitive prices.

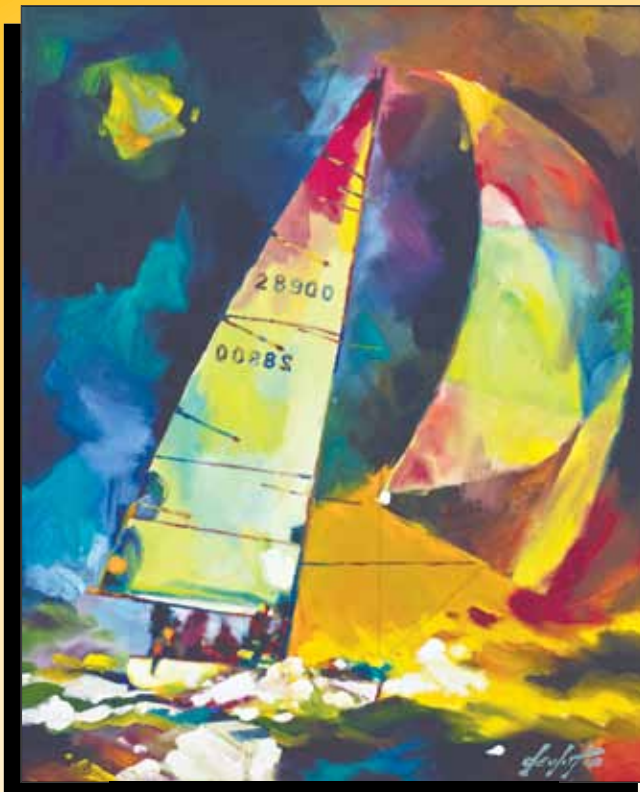
To book your charter go to www.sailtmm.com

For additional information please contact:

1-800-633-0155
or charter@sailtmm.com



Representing these fine yacht manufacturers:



deWitt

Visit www.jimdewitt.com
for available originals
and Giclee' Prints
to adorn your walls!

DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com
Online Stores: www.jimdewitt.com ✉ www.DeWittAmericasCupArt.com

CHANGES

*With reports this month from **Microbe's** east-west Panama Canal transit; Part 2 of **Bow Tied's** 'delivery cruise' from Panama to Florida; a wild New Year's Eve (but probably not in the way you're thinking) aboard **Grateful** in Turkey; the teamwork that gets **LunaSea** to her summer port; and the usual potpourri of **Cruise Notes**.*

Microbe — Nautitech 44 cat Marvin and Ruth Stark Canal Transit Mazatlan

Our grandkids, Allison and Nick Edwards, sent you an article that was posted in your March 2019 *Changes in Latitudes*, that described our sail together from St.



MICROBE

Ruth and Marvin of 'Microbe' — still cruisin' after all these years.

Martin to Panama. They had berthed their Beneteau 38 *Salt* on the Pacific side of Panama and flown down to meet us for the 1,000-mile trip to and through the Canal. When we arrived in Shelter Bay, Allison surprised us with the news that she was pregnant with our first great-grandchild!

She and Nick had planned to write a second installment of that story about the transit itself, but they got so busy back in the Bay Area getting ready for the new arrival — their first child — that it didn't happen. So here it is, albeit a bit later than intended.

We had done a Canal crossing before and knew there would be lots of ship traf-

Large or small, boats wait at the Flats for their turn to enter the first locks at Gatun.



MICROBE

fic, both moving and anchored, as we got closer. Monitoring it all is much easier than in the old days — AIS will even tell you if a ship is at anchor.

We sailed into Shelter Bay Marina, Panama, just inside the Caribbean-side breakwater. The marina has a sail loft and a travel lift and the folks there are friendly. There's even a free daily shopping bus to Colon, and a nice restaurant on site.

Rather than run around and do the paperwork and other official preparations ourselves, which we've done before, we elected to hire an agent to save time. Stanley Scott was very efficient and helpful. Our costs broke down like this: transit fee — \$800; inspection — \$54; security — \$130; tax — \$69; bank fee — \$25; agent — \$350; fenders and rope rental — \$50. Total — \$1,478. You must pay in cash and sign a legal statement promising to pay for any damage you may cause to the locks.

A week later we motored out to the Flats and waited our turn. We did not get into the first lock until after dark.

Even though we had all been through the Canal before, transiting in a small boat is an amazing experience! We shared the three 'up' locks at Gatun with *Tokyo Spirit*, a large cargo ship, while side-tied to another 44-ft catamaran from Austria. Each boat had four line handlers, a captain and a Canal Advisor aboard. All had important jobs and had to pay close attention: into the first lock, close the gates, and in comes the huge volume of water that raised everybody up.

To start the process, workers ashore throw down thin 'messenger' lines with monkey's fists on the end. They're tied to a big loop on the end of our rented 180-ft lines — one on each corner of the boat. The canal worker then hauls that back and puts the big loop onto a bollard. The line handlers on the boat tug on the lines as required to keep us in the center of the lock as we go up.

Again, pay attention because there is lots of turbulence as the lock fills! When the lock



is full, the canal workers walk the ropes forward to bollards on the next lock, as we motor forward slowly. The big ships have electric locomotives on each side of the lock that tow them into position. Plenty of current and surge as locks are filled/emptied. We arrived in Lake Gatun at 7 p.m. and side-tied to a huge mooring where we spent the night.

Next day, 9 a.m., a new Canal Advisor arrived. We motored 26 miles across freshwater Lake Gatun — at 82 feet above sea level, the highest elevation this boat will ever sail! Then into the single Pedro Miguel lock, down the narrows and to the two final down locks at Miraflores.

Up locks — small boats go in after a large ship, if space is available. Down locks — the small boats go first. We rafted with the Austrian catamaran again and went into the lock in front of a big cruise ship, its bow towering high above us.

This time, as the locks were emptied, our line handlers let out line to keep us centered. The last lock was the most difficult, with strong winds greeting us as

IN LATITUDES



Marvin are longtime friends and contributors to Latitude. We first met them when they did the 1997 Baja Ha-Ha on an F-31 trimaran. After that, Ruth informed Marvin, "If we're gonna do this again, ya gotta buy a real boat." So they bought a Catana 44 catamaran in France in 1998 and sailed it all over the Med, across the Atlantic, up

to Maine and eventually back under the Golden Gate 6-plus years later. During that trip, they were aboard in New York Harbor on 9/11, and spent a month in Cuba.

In 2008, they moved up to a Catana 471, Toucan Tango, in Malaysia and sailed it to Thailand, India and Oman, through Pirate Alley to Yemen, up to Turkey and eventually back to the Caribbean, where, in 2015, they got yet another cat, the Catana 431 Toucan, and did some more cruising.

In 2017, Marvin had some medical issues and they sold Toucan. After he regained his health, he and Ruth got "our last boat" — Microbe. In case you're wondering, Myron is 81, and still out there sailing. A tip of the hat to you, sir!

**Bow Tied — Beneteau Oceanis 45
Philip Jonckheer and Crew
Panama to Florida (Pt. 2)
Palm Beach, Florida**

Bow Tied left the Bay Area last October on a 'cruising delivery' to Florida. Owner Phil Jonckheer was relocating to Palm Beach to be closer to his two daughters and grandchildren. He wanted the boat there by April, which gave him and the crew — son Will Jonckheer, Dan Physick, Kim Panther and Jim Tull — plenty of time for some cruising stops and fun along the way. Last month, Jim chronicled their passage through the Panama Canal — a first for all of them. This month, he writes about the final leg of the journey from Panama to the Sunshine State.

Our first destination after the Canal was the San Blas Islands, an all-day, 70-mile sail in 15 knots of breeze. There are

Most of 'Bow Tied's' Panama-to-Florida crew (l to r): Kim, Will, owner Philip, and Dan. (Rounding out the quintet is Jim, who took the photo.)



ALL PHOTOS MICROBE

Clockwise from above: Locking up behind 'Tokyo Spirit,' there's lots of ship traffic on both sides of the Canal; passing under the Bridge of the Americas on the Pacific side; 'Microbe' at anchor; Nick and Allison; entering Lake Gatun from the last 'up' lock.

we exited into the Pacific. We then motored to Balboa Yacht Club, near Panama City, and attached to another big mooring where we spent the night. Again, lots of ship traffic and very bouncy.

The following day, it was sails up and a course for Vista Mar Marina — a new marina 47 miles up the Panamanian coast. This is where our Allison and Nick had left *Salt* when they flew to St. Martin to help us make the Caribbean crossing and canal transit.

This last sail with them was not without its drama. It was so nice in the morning that we unfurled the big red gennaker (some people never learn), whereupon the wind cranked up to 30 knots and we couldn't get the roller furler to work — again! So had to douse the sail in a mad scramble to keep it out of the water.

Upon arrival at the marina, we had to back into a slip with plenty of wind on the beam. This is a very nice marina, but it's

located in an area where the winds can be accelerated by the geography.

Christmas winds continued to howl down the mountain every day during the week+ that we were there, along with plenty of surge. We also found out that cruisers are not able to check out of Panama at this marina as advertised. That meant a two-hour bus and taxi ride back to Flamingo Marina near Balboa to check out of Panama.

All in all, it was a real privilege to sail a small boat through the Panama Canal accompanied by experienced grandchil-

— Marvin 5/13/19
Readers — Ruth and



BOW TIED

CHANGES

378 islands within the archipelago scattered in an area of about 100 square miles. The majority are uninhabited, but on the larger ones live the native Kuna people. We dropped the hook off Isla Chichime in



Like many brokers, Jim became friends with Philip after selling him 'Bow Tied' in 2017.

BOW TIED

a protected bay in about 25 feet of crystal-clear water with a few other cruisers. Ashore were a couple of dugout canoes, thatch huts and a sign that said "Cold Beer \$1." Score!

Phil and I jumped in for a swim around the small island which took less than an hour. After a couple days we ventured on to Cayos Holandeses (Dutch Cays) which are the farthest removed islands in the archipelago and lined with white sand beaches and palm trees. There was great snorkeling over some impressive coral, with no other boats.

We wanted to visit San Blas to give us a better angle for our next leg as we were considering Cartagena, Colombia. But the forecast on Windy was ugly, and we decided instead to head 300 miles to Isla de Providencia, which is part of Colombia. It lies midway between Costa Rica and Jamaica and covers an area of only 8.5 square miles. It feels more Caribbean than Colombian with many Rastafaris. Its inhabitants speak English, Creole or Colombian Spanish. It is an isolated, mountainous island 56 miles from San Andres Island.

Smaller Santa Catalina Island is connected to Providencia by a 100-meter footbridge leading to a few casual restaurants where we had an amazing French-cuisine private luncheon on a small deck. Conversation revolved around the various options for our route up to Florida, which

'Bow Tied' at anchor. The best deliveries are those with time to go slow and enjoy the trip.



BOW TIED

included next-stop choices of either Cozumel, the Cayman Islands or Jamaica. The birthplace of reggae music won out. The 360-mile trip northeast took a bit over three days. We dropped the hook in 25 feet of water off Long Bay near Negril.

Although we had plenty of wind from Providencia, we had been unable to top off our fuel there, and some motorsailing against the current had left us on fumes. We needed enough diesel to get us up and around to Montego Bay, and the only way to get it in Long Bay was to dinghy in with three five-gallon jerry cans. Whatever it takes, right?

Pulling into Montego Bay in the dark was made exciting as a massive 969-ft German cruise ship was just leaving the dock and took up the entire marked entrance channel. By sheer coincidence, my colleague at Passage Nautical, Torben Bentsen and his wife Judy, were anchored off Montego Bay Yacht Club on their Beneteau 42s7 *Tivoli*. They left Richmond Yacht Club nine years ago and were heading west from a winter cruising in the Eastern Caribbean and on their way ultimately to Bocas del Toro, Panama. We enjoyed a nice outdoor dinner together at Montego Bay YC, but the real highlight was the blind rum tasting, something of a tradition aboard *Tivoli*. You put on the blindfold, taste maybe half a dozen different-priced local and imported rums, and pick your favorite.

Before they left early the next morning for Providencia, Judy left some homemade cinnamon buns on our transom.

Montego Bay regularly hosts two to three cruise ships at a time which leads to lively bar and nightclub scenes, particularly during the height of Spring Break. Other than that, the crew's main goal seemed to be consuming heaping amounts of jerk chicken for every meal while in Jamaica.

Our next challenge was heading 120 miles east from Montego Bay to Port Antonio, Jamaica, straight into 22-27-knot headwinds and seas. There was a positive weather window forecast later in the week for the Windward Passage between Cuba and Haiti, so we decided to take our time and harbor-hop across the top of the island. We stopped in Falmouth, Discovery Bay and Ocho Rios Bay on the way to Errol Flynn Marina in Port Antonio. The top of Jamaica seems to be populated by a mixture of cruise-ship docks and all-inclusive resorts where the



Clockwise from here: 'Bow Tied' in her new berth in Florida; conch salad and Kalik beer are both Bahamian specialties; fueling up, Bahama style; life is good when conch and lobster are frequently on the menu.

guests stay behind protected walls.

Errol Flynn Marina is another cross-roads harbor with many boats checking into and out of the country. The small docks and anchorage are well protected, and the facility has a nice pool, restaurant, bar and showers. The town is gritty, with local Jamaican culture and plenty of jerk chicken, as well as flatbed trucks blaring with humongous speakers touting the upcoming local elections.

We walked a short distance into town and were able to provision at local grocery stores and bakeries in anticipation of our

IN LATITUDES



Town, Great Inagua, in gin-clear water waiting for customs and immigration to open so that we could check into the Bahamas. Great Inagua is the second largest island in the Bahamas at 600 square miles and lies about 55 miles from the eastern tip of Cuba. The island is mostly flat and encloses several lakes, most notably the 12-mile-long Lake Windsor, which occupies nearly a quarter of the interior. There is a large bird sanctuary with a population of 80,000 West Indian flamingos . . . versus a human population of only 1,000. Morton Salt Company produces one million tons of sea salt a year on Inagua — the second-largest solar saline operation in North America and the island's main industry.

Following check-in, more jerry-can refueling and some basic provisioning, we headed 45 miles north for Hogsty Reef, an uninhabited coral atoll. The lagoon is 20-30 feet deep with scattered coral heads requiring good light to safely navigate. The main attractions are two impressive shipwrecks — a Liberty ship wrecked on the northern part of the reef in 1963 (and whose hull is now collapsed and broken); and a smaller, more recent interisland freighter on the southern end. We spent two rolly nights there with Will and Dan free diving for grouper. We also enjoyed happy hour with fellow cruisers Julie and John King on the Moody 44 *Myla* from Southern California, who had left L.A. a couple of years ago on their way to relocating to Annapolis, Maryland.

The next day we left early and headed north, hoping to start making some serious miles toward Florida, but a nasty squall and 28-knot headwinds forced us to seek refuge in Clarence Town, Long Island. There were more squalls throughout the night, but morning was marginally better so I went for a morning swim

off *Bow Tied* to a small, nearby island. I was informed later at the fuel/fishing dock not to do that again as the harbor "was crawling with bull sharks."

From there it was off to Half Moon Cay/Little San Salvador Island. The island is owned by Carnival Cruise Lines, so if you're looking for peace and quiet, don't go there. At 8 a.m. the *Carnival Conquest* pulled in to offload its passengers for breakfast, beach time and group horseback rides in the surf. We upped anchor and escaped to Lighthouse Beach off the very southern point of Eleuthera. This private anchorage was an amazing place to swim, fish, hike and enjoy Ricardo Gold Rum and ginger beer cocktails at sunset . . . even though it was four guys aboard. The boys provided dinner of lobster and conch. Retrieving the conch meat out of the shell proved to be a major challenge.

With the clock running down for arrival in Florida, we departed this idyllic spot at 9 p.m. bound 100 miles for Harbor Island in Eleuthera. With a large system forecast to arrive from the east the next day, we decided to temporarily tuck into Whale Point. This was no mean feat with the narrow entrance, breaking waves on both sides and our 7-plus-ft draft. Once inside, it was impossible for us to navigate to more protected waters within the bay due to how shallow it is — five feet or less in many places — so we anchored just inside the breakwall to wait out the storm. Long story short, we spent the next four nights "stuck in the Bahamas."

Our main hangout there was Valentine's Resort and Marina in the small town of Dunmore, home to about 2,000 residents and several amazing conch restaurants — so not a bad place to be holed

Nothing like a long cruise to sharpen a sailor's skills, like blind rum tasting.



next 230-mile leg up to Great Inagua in the southern Bahamas.

We were now down to a total crew of four as 'Kim the Kiwi' flew a circuitous route back to Auckland from Jamaica, via Panama, Mexico, and . . . Canada? Our watch schedule ran a consistent two hours on, six off around the clock, so I was able to catch up on books and sleep. The wind had settled down some and shifted so we had a beautiful 42-hour sail in 15-17 knots to within five miles of Cuba, just east of Guantanamo Bay.

At sunrise we anchored off Matthew

ALL PHOTOS BOW TIED

BOW TIED

CHANGES

up. The preferred mode of transportation is golf carts, which we used every day to drive out to observe the breaking waves closing out our exit even after the 20+ knots winds had subsided.

The breaking swells finally settled some, and after watching a couple of other boats brave the pass and make it, we held our breath and did the same.

Thirty-five hours and 200 miles later, dodging heavy commercial ship traffic in the NW Providence Channel, we motored through Palm Beach Inlet in the dark and were welcomed to the US by Harbor Patrol. They side-tied and escorted us past Rush Limbaugh's Intracoastal Waterway mansion to the general anchorage off the Florida Power & Light plant. After 37 days and 1,600 miles, we had safely delivered *Bow Tied* to her new home port of Palm Beach, Florida.

— Jim 6/6/19

Grateful – Beneteau Sense 50 Duane Heil Rough New Year's Eve Oakland

We had been in Marmaris, Turkey, for a few days, winding down from a week-long journey from Bodrum, staying mostly anchored out in remote coves. It was winter, and we had the entire Aegean and Mediterranean to ourselves.

It had been an unusually rough winter, or so the locals said, "It never rains this much! This is really a bad year . . ." But coming from Oakland, and encountering the big Pacific storms, it was all OK with me! Over the past few months we had encountered 48-knots-sustained winds just north of Crete, and some days rain so hard that we could barely open the companionway door without getting soaked, but this was sailing the Turkish coast and the Greek Islands in winter. Yee-haw!

The last day of December was actually quite nice. We had spent the previous three days with a local contractor bolting on additional supports for the custom hardtop that makes this Beneteau Sense 50 extra-special. The days were short, but we still were wearing flip flops and shorts during the middle of the day. We knew another storm was coming, but it was

New Year's Eve and the town had promised some great parties . . . so we stayed in the public docks instead of out in the



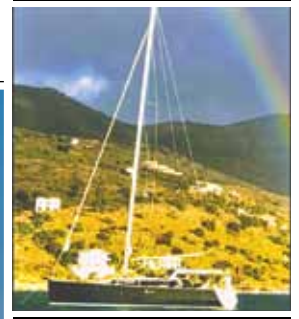
Duane, Tina and Brude in decidedly happier times after the storm.

safety of the lee of a mountain that would block southerly winds.

The storm arrived around 9 p.m. By midnight, the winds were 30 knots, gusting to 50. Huge cells of rain, lightning, thunder and microbursts were charging through the bay every 10 to 20 minutes. We were tied to a three-walled cove, and the waves were refracting and amplifying the impact on *Grateful*. From 1 a.m. to 8 a.m., I never left the deck, pulling and loosening the shore lines that were tied to each of our eight cleats and drums. If we'd cut and run, we would have been blown sideways into the concrete docks, some of which had large steel protrusions. The continuous surges were taking the toll on the cleats. The starboard cleats were now totally twisted, and the forward cleat had one of its bolts pulled through the fiberglass! The loss of one cleat meant more stress on the others.

People were walking by looking in disbelief as all 35,000 pounds of *Grateful* was tossed and bashed constantly. My friend Brude McKee of La Puente, CA, my girlfriend Tina Voight of Oakland and I were all hands on deck at times. We were taking turns going below to get some food and try to dry off a bit, but we were all

Marmaris is surrounded by mountains (sometimes snow-capped in the winter) which are said to help 'trap' the year-round nice climate.



soaked to the bone. The blasting rain never relented. At one point, at about 7:30 in the morning, the restaurant owner whose place we were moored right in front of came out, in the full wind and rain, with a full pot of hot tea, complete with those awesome little glasses. It was surreal. These people were just so damn nice.

Suddenly, about 8:30, New Year's Day 2019, we looked up, and there was a lull. The bay at Marmaris is three miles across, and I could see the next squall out in the distance raking across the water, those white seahorses charging our way. We only had a few minutes before the stampede would resume.

The three of us devised a plan to cut and run, leaving some of the mooring lines behind on the dock. Tina, being the world-class swimmer that she is, offered to stay on dock and release lines, then swim out to us. (Now *that's* a dedicated crew.) As captain, I decided to keep everyone out of the water in such conditions. Instead, I assigned her to the



GRATEFUL

IN LATITUDES



Above: Marmaris is one of the prettiest and most secure harbors in the Med — except in a southerly. Above left: Anchored under a rainbow. Center: the lull in the storm. Right: Duane searched long and hard before finding 'Grateful' in Turkey. (Photo is a sistership Sense 50.)

foredeck. The bowline knots in the shore lines were so tight from all the pounding that there was no way they could be undone in a short time, so I had Brude jump onto the dock to cut two ends, coordinating to swing the stern close enough for him to jump back aboard. Then it was full power to get out of that torture chamber. Thoughts of *Midnight Express* crossed my mind as I hit the throttle, working the bow thruster to keep the nose away from the hard concrete pier.

In 15 minutes, we crossed the bay and tucked in behind a large hill — finally in the lee of the maelstrom, water so calm it was like a lake. We dropped anchor in 25 meters of water and I headed straight for that big master-suite bed with the custom Turkish-made mattress — ahhhhhh. Tina went for the tea. Brude was passed out five minutes after we escaped the dock.

— Duane 5/30/19

Duane had purchased Grateful in Turkey only a three months before the New Year's storm. The boat is currently cruising the Aegean.

**LunaSea — Cheoy Lee 40
Parallel Universes
Michael Rossi/Jon Kahn (at sea)
Lisa Hotchkiss/Sharon Kahn (ashore)
San Francisco**

Every May, just when the Bay Area is starting to warm up and it's light outside until almost 8 p.m., it's time for the annual task of getting the boat ready for summer hibernation in Baja. This also means crossing over from mainland Mexico to Baja, which, on our slow-moving cruiser, takes about 4 1/2 days.

I'll be honest: Deliveries are not my idea of a good time. After an aborted attempt at a "bash" on a friend's boat, I'm a bit gun-shy about jumping out in the

middle of an ocean based on one person's opinion that "it won't be too bad" — famous last words.

Since then, Michael has made me the weather goddess — if I don't like what I see, we don't go. As a former librarian, research is what I do best, and I've learned to pore over weather forecasts and consider every possible route that will limit the number of overnights. But sometimes, the weather predictions are just wrong, and you have to deal with 25+ knots in your face for hours until you get to where you're going.

Or, you find a traveling companion for your sailor spouse who, like your hubby, is a bit of an adrenaline junkie and doesn't mind being tossed around for hours on end wearing the same shirt and warm-up pants day after day. It's a great excuse not to shower, shave, or eat salads. Thank you, Jon Kahn, for joining the crew!

So, while Michael and Jon channel their inner pirates, Sharon, Jon's wife, and I stay on land, keeping things shipshape at home and at work.

Day 1: After a 10-hour day at the office, I'm nestled on the sofa with my crossword puzzle and first glass of Pinot, when my cell phone rings and caller ID says, "Satellite phone."

"We're on our way and should make Isla Isabel by tomorrow morning. The wind is picking up tonight, but we'll be fine."

I can hear the wind in the background and picture him nestled in the cockpit, book in hand and loving life. He's in his element, no matter how strong the wind or turbulent the seas.

That first night, I sleep fitfully, waking in the middle of the night wondering how they're doing, who's on watch and how the wind is filling in. And feeling somewhat guilty snuggled in my flannel sheets.

Day 2: The next morning, as I'm head-

Special deliverers Jon and Michael of 'LunaSea' — the division of labor at season's end suits both them and their significant others back home.



ID 2596318 © VITALY TITOV / DREAMSTIME.COM ALL OTHER PHOTOS GRATEFUL

LUNASEA

CHANGES



ing out the door to the office, "Satellite

Phone" on my phone. Darn it, I forgot to get a weather update since this morning. I clumsily try to log into my Windy app

minutes ago.

I feel a pang of Catholic guilt that he's out there in the dark in the middle of the ocean, and I'm sopping up wine. I text Sharon with the progress report, and she calmly puts things into perspective. "Just be glad they have big wind to keep things exciting!" And she's right: These guys love the adventure. Just think of the stories they'll have to tell at the Corinthian next Friday night!



PHOTOS LUNASEA

Phone" appears again on my phone, and I'm relieved to know they made it to Isla Isabel and are hiking the island, checking out the blue-footed boobies and frigates. They'll hang out for the day and leave later, once the wind settles down — a little downtime before the big push.

Fast forward 10 hours: Having dealt with computer meltdowns all day and battling traffic back home, I'm so ready to kick off my shoes, collapse on the couch, pour myself a glass of that lovely Pinot from last night and veg out on that new Netflix series I read about. "Satellite

Above, LunaSea. Left, like all cruisers, Mike and Lisa work together to come up with creative solutions to common issues.

with wine glass in hand, and see some big winds heading their way. "Sorry, honey, but it looks like it's going to pick up again tonight — 20+ on the nose. Oh shoot, I just spilled my wine, hang on!"

"Yeah, we've been seeing that all day — speed is down to about 5 knots." Same speed I was going on the freeway a few

As the days pass and the journey continues, LunaSea plods along her course toward Bahia de los Muertos (a horrible name for a landing), facing hefty winds in the evening and flat seas during the day. Michael and Jon get into their routine of taking watches and sleeping, grinding in the sails, and looking for ship traffic. Meanwhile, back on land, Sharon and I navigate our way through freeway traffic, paperwork and phone calls and keeping the momentum going at home. Neither option is glamor-

Your Boatyard in the Heart of Paradise

Our Services |



Large, fenced, secure dry storage area

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Professional boatyard in the heart of Paradise

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: raiateacarenage@mail.pf

Facebook : Chantier Naval Raiatea Carenage

ous, but they both bring a sense of accomplishment and partnership.

In a sense, Michael and I are both doing our respective 'jobs', but in parallel universes. His job is to safely deliver *LunaSea* to her summer home (and a place that I can fly to join him on a couple of last gasp trips before the heat and rain hit). Thank you, honey.

My job is to keep the business running smoothly and the house in order — with a massage, some tennis, and girls' night out to keep things fun. Teamwork at its best.

— Lisa 5/28/19

Lisa and Michael have been cruising the Mexican coast yearly as far as Barra de Navidad. *LunaSea* spends the summers in La Paz. The couple will head back to mananaland in December.

Cruise Notes

• After the 2013 Ha-Ha, Peter Malloy and Mary Perica cruised their Switch 51 cat **Neko** through the Canal to Florida, then down the Caribbean chain, up the



NEKO

Peter and Mary 'bought the farm' — but don't worry, they're still fine. They welcome cruisers passing through, like Johnny Davis (above) with Mary.

drop them a line at SVNeko@gmail.com. They still sail a *Lightning* at the local yacht club and talk about cruising again someday. "Or even getting a canal boat. Richard's adventures over there sound fun."

• "Puerto Vallarta is easy to get to but hard to leave," says Jeff Stansfield, echoing the sentiment of pretty much every cruiser who has ever been there. He and

East Coast as far as Nantucket and then back to the Caribbean. Phew! Last year, they sold the boat and moved to a little farm in Orient, New York. "We can see a great, peaceful, protected anchorage from our home and encourage cruisers transiting the east coast to stop over," says Peter. If you're in the neighborhood, "we have a radio in the kitchen tuned to (VHF) 17," or you can

Roxanne Larsen got 'stuck' in PV for several weeks aboard their Ventura-based Passport 43 **Joy** after last year's Ha-Ha.

"We spent three weeks pampering ourselves in the marina, anchoring at several



A joy-ous sunrise in Barra Lagoon — also not a bad place to be 'stuck'.

places in Banderas Bay; visiting friends; our family came to visit; and we took a trip to San Sebastián, the '*Pueblo Romántico*' where mountain-grown coffee is a speciality." A weather window finally opened up and they headed north to Punta de Mita, Chacala, Matanchén Bay and San Blas — where "the marina is inexpensive and funky, the river trip up the Tovar is

- » Marine parts and supplies
- » Complete haul and repair
- » Engine Repair and service



Authorized dealer for

YANMAR

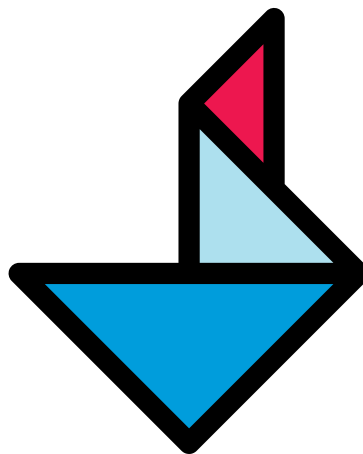
marine services
for power & sail

415.626.3275

info@sfboatworks.com

835 Terry Francois St.

San Francisco, CA 94158



**SAN FRANCISCO
BOATWORKS**

San Francisco's boatyard | www.sfboatworks.com

CHANGES



Jeff and Roxanne are currently cruising the asphalt oceans.

Jeff and Roxanne do some landbound cruising with their 1985 Airstream trailer.

• "After the Ha-Ha awards party finished and I picked up my third-place ribbon, (*Editor's note — you wouldn't believe how many third-place ties there are in the Ha-Ha, in every division!*) it was time to slow down a little bit and take in the beauty of Mexico," writes Dale Bagnell. His Ha-Ha crew, girlfriend Wendy and novice sailor Ashley, had flown home, so he grabbed a couple of pickup crew to help take **Moonshadow**, his Hudson Force 50 ketch, up into the Sea of Cortez. They joined in with several other Ha-Ha boats with similar agendas and met up several times at various anchorages on

fantastic and, yes, the *je-jenes* (no-see-ums) live up to their reputation." *Joy* is currently in Barra de Navidad for the summer while

the way to La Paz.

It was in Los Frailes that the epiphany finally struck. "We'd spent the day exploring and socializing with some of the other boats and just chilling. Dinghies and paddle boards congregated around different boats throughout the day depending on who had cold beer or interesting stories to share. That's when it finally hit me: "I'm really doing this. After years of planning and hard work I'm finally cruising!"

The loose-knit group finally arrived in La Paz, where *Moonshadow* will be berthed for the next few months. Before flying home to build up the cruising kitty, Dale joined in on the legendary Thanksgiving celebration hosted by Club Cruceros. He plans to return to the boat in October and head south, transiting Panama prob-

ably in January and doing a leisurely cruise to the boat's new home in Clearwater, Florida.

• Chuck and Sharon Podlich



MOONSHADOW



Above, 'Moonshadow'. Right, Ha-Ha crew (l to r) Ashley, Wendy and Dale.

of the Washington-based Kelly-Peterson 44 **Top Cider** (they owned and ran an apple orchard and popular cider-making business in Orlando) were looking for some off-the-beaten-track destinations in their Mexican cruising. Veterans of the

2016 Ha-Ha, over the past couple of years they've learned of a couple they really like: Altata and Topolobampo. "Both have challenges and we wouldn't recommend them for novice sailors or boats with deep



ATN GENOA SLEEVE

.....
Will protect your furlled headsail from the sun and pollution

- Unique non-flogging design
- Hundreds manufactured
- Available in all colors
- 8 year warranty



SERIOUS SAILING EQUIPMENT

800 874 3671 | atninc@hotmail.com

www.atninc.com



Premium Heat Welded Dinghies and Inflatable Docks



Inflatable Yacht Dock A luxurious 10 by 6 foot extended swim platform. Inflates /deflates in 8 minutes and stows down to a manageable 40" x 16".



LOCATED IN NORTHERN CALIFORNIA

Get **1 FREE \$60 Accessory** using promo code "**Sportboat38**" on our website.

www.inflatableportboats.com | (530) 268-4757



TOP CIDER

drafts," says Sharon. But as long as you use your usual resources for weather,

There's plenty of room at Isla Cortez Marina in Altata, but as you can see in the background, the approach will test your navigational skills.

er, tide and depth — and some common sense — she believes you will enjoy what you find. "We used the *Breeding/Bansmer Pacific Mexico* book and had great success when we followed their waypoints exactly!"

The entrance to Altata requires navigating through a series of breakers as you cross over the shallow bar, but the channel gets deep again as you enter the estuary. Depths for the rest of the 13-mile trip to Altata vary. (*Top Cider* draws 6.5 feet and — obviously — they made it.) If you choose to go to Isla Cortez Marina, contact the marina for a guide boat. Sharon reports everyone there was extremely welcoming and accommodating, "even down to giving us a ride to town as there is no taxi service." You can also anchor near the public dock and there are water taxis. The Malecon is loaded with sea-

food restaurants. "Even though we were there in the off-season we were challenged to pick just one from those that were open."

The Podliches visited Topolobampo as part of their planned inland trip to the Copper Canyon.

Lots of ship traffic at this spot, which also requires sharp focus on the charts, depthsounder and GPS on the way into Palmira Marina. "Be vigilant in watching the channel buoys and don't stray from mid-channel," cautions Sharon. "Our buddy boat did not turn quick enough after passing one set and was aground within a few feet." (Helpful fishermen came to their rescue.) Sharon notes that the restaurant and convenience store were no longer operating, and the shower/bathroom is minimal. But again, the staff is very helpful and attentive to the needs of cruisers.

- How many sailors can identify with this: Ni and Krissy Orsi arrived at their Dolphin 60 cat **Finalmente** in early April to start their yearly summer of cruising the Med, only to find the work they had requested back in December had only

started three days before they arrived! Adding to the irritation was that the boat's 180 days (in an EU country) were up that month, and if it didn't leave by the 23rd, they would be subject to a VAT equivalent to a quarter of her value!

"Deciding not to let this destroy the start of our summer, it was time to head to town for a cocktail and dessert before dinner," says Ni.

Happily, boat work was completed by mid-month, and, once again loaded with provisions and new gear, the Orsis (along with daughter Nicole) were on their way to summer adventures in the Greek Islands. Look for more on that trip in next month's *Changes*.



FINALMENTE

After a dozen years, Ni and Krissy are heading out for possibly their final Med cruise.

Harbor Island West Marina

marinaoffice@harborislandwest.com

(619) 291-6440

PROUD SPONSORS of the 2019 BAJA HA-HA XXVI

www.harborislandwest.com



CHANGES IN LATITUDES



Left: Paul and wife Jennifer London are skipping their annual camping trip to head straight to Mexico to put their new cruising cat together.

• Paul Martson sold his San Diego-based Beneteau 40 **Vanishing Girl** last month, and quickly rolled into a Wharram-designed catamaran, which just got trailered from Santa Barbara to its new home in PV.

When he's not cruising, Paul wears many hats at J World Performance Sailing in San Diego. Among them: coach, sailing instructor, boat deliverer and racing skipper. So before **Oleaje** gets put together, he's got a busy summer of deliveries and races, including a Transpac and "trans-back" as the skipper of **Cazan**, J World's DK46.

After an intensive summer of sailing, "My wife and I usually spend September

camping around Oregon or somewhere, but this year we will head straight to Bucerias (Nayarit) and put **Oleaje** together for her first season in Mexico."

• Les George did the 2008 Puddle Jump on a Cal 39 named **Obsession**. He was back last year for the same event, but with a new **Obsession**, a 1996 Beneteau Oceanis 440. "We were gone for six months, including a month in the Marquesas, a month in the Tuamotus and a month in the Societies," says Les. "We then sailed to Hawaii and spent another month in the Hawaiian Islands visiting with old friends. In all, we logged almost 15,000 miles and the only malfunction was the fridge, which died in Hawaii."

Les says that the Pacific Seafarers' Net was an awesome tool for communications and a great source for weather. "I highly recommend getting your Ham license and learning how to use it."

• When cruising from Isla Mujeres to Corpus Christi awhile back, Trish and John Billings of the San Diego-based Morgan 41 **Mariah** were hailed by a ship captain who turned out to be a good ol' southern boy "in a chatty mood." Before signing

off, he gave them some advice: Whenever you're in the vicinity of a large ship, hail them on Channel 16 and make sure they are aware of you.

If they *don't* see you (small sailboats don't always show up on big-ship radar or AIS . . . and, let's face it, many ships don't pay close attention), be prepared to give them a definitive position of where you are in relation to them, such as: "Two miles off your port bow." Also, when you hail, there is a record of your conversation.

"We now do this on a regular basis," says Trish. "It helps break up the night watches a bit, and we've actually had nice conversations with some ships, especially cruise-ship captains. We also find that they respond more often to a woman's voice, so I am generally the one that makes the call."



Trish used to be hesitant to talk on the radio. Now "I can't wait for a ship to come in range so I can chat away!" she says.

Sure Marine Service



At home comfort on the water!

We deliver innovative high-quality air and water heaters with output ranges from 2 kW to 35 kW. We have the **Webasto** heating solution for every need.







The Heating/Cooling Professionals at Sure Marine Service Can Extend your Cruising Season!

Sure Marine Service, Inc.



5320 28th Ave. N.W.
Seattle, WA 98107
(800) 562-7797 or (206) 784-9903
Shop Online: www.suremarineservice.com

Check out our "Must-See" website!!



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

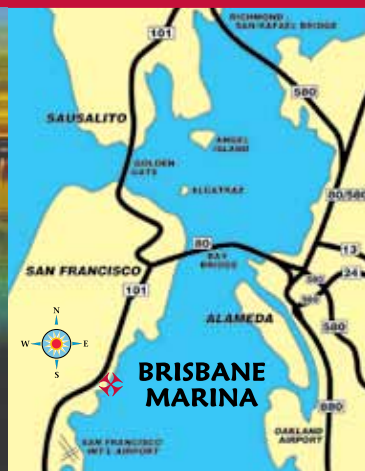
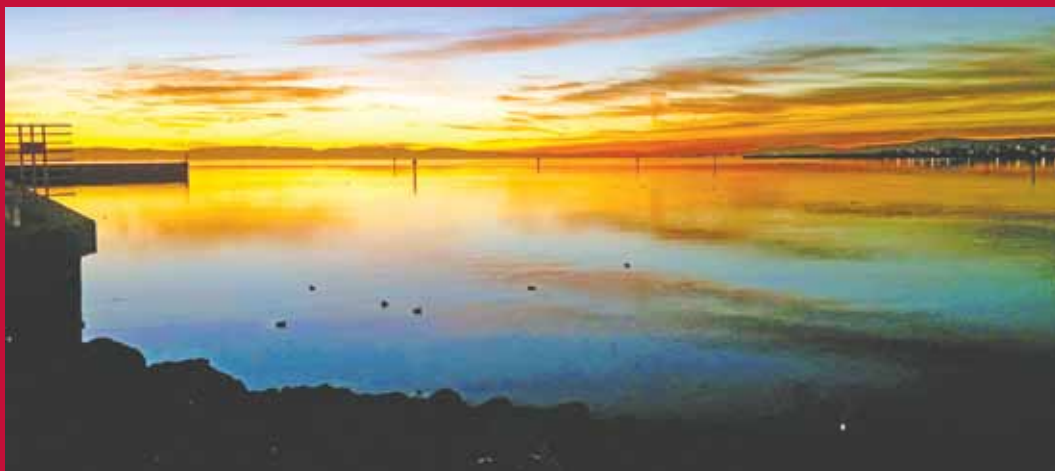
Dodgers • Bimini Tops • Enclosures



206-849-2274

www.iversonsdesign.com

Brisbane Marina - LOW RATES + amazing LOCATION = your BEST harbor!



DREDGE COMPLETED 2016

8' depth in all 75 foot wide fairways and channel

SUPER EASY FREEWAY ACCESS!

Take the Sierra Point Parkway exit from North or Southbound 101

AMPLE FREE PARKING!

Plus Bay Trail bike path, picnic areas, laundry, private showers, WiFi, CALTRAIN shuttle

GREAT RATES!

Starting at \$8.17/foot – and we may be able to accommodate large CATS

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



400 Sierra Point Parkway
Brisbane, CA 94005

www.brisbaneca.org

(650) 583-6975

harbormaster@brisbaneca.org



PELAGIC Autopilots



- Advanced 9 Axis Gyro System
- Steers to wind or compass heading
- Reliability of a standalone system
- NMEA Interface
- Optional Wireless Remote Control

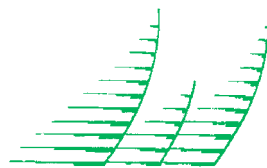


- Upgrade your existing tiller or below decks autopilot system
- Add autopilot redundancy for low cost
- Connection kits available for Monitor and other popular windvanes.

SCANMAR
INTERNATIONAL INC.

Scanmar International, Inc.
510-215-2010

www.pelagicautopilot.com
www.scanmarinternational.com



Westwind

Washing, Waxing,
Varnishing



"I appreciate the quality of work and value provided by Westwind. Thank you!"

*C Calderaro
40' Sea Ray
'Lisa Jeanne II'
Clipper Yacht Harbor*



(415) 661-2205

Serving the entire Bay Area for more than 25 years.



westwinddetailing@sonic.net
www.boatdetailing.com



Adjacent to South Beach Harbor and AT&T Park

Classy Classifieds

PERSONAL ADS

1-40 words **\$40**
 41-80 words **\$65**
 81-120 words (max)... **\$90**
 Photo **\$30**

• Personal Advertising Only •
 No business or promo ads except
 Non-Profit, Job Op, Business Op

BUSINESS ADS

\$70 for 40 Words Max

• All Promotional Advertising •

One boat per broker, per issue.

Logo OK, but no photos/reversals.
 Artwork subject to editor approval.
 Biz ads will not appear on website.

Here's What To Do:

Write your ad. Indicate category. Remember to put price and contact info.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary. You can mail your ad with check or money order, or...

For the best – and most exposure – of your classified ad...

Submit your ad safely online with Visa, MasterCard or AmEx at:
www.latitude38.com

DEADLINE is ALWAYS the 15th at 5pm

Latitude 38 • 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

PLACE YOUR CLASSY AD TODAY.

It will be online within 2-3 business days and in print in next month's issue. Deadline for print is **ALWAYS** the 15th of the month prior to publication.

DINGHIES, LIFERAFTS AND ROWBOATS

10-FT ZODIAC RIB, 2013. Richmond, CA. \$1,400. 310 Cadet RIB: Hypalon, fiberglass bottom, 2 oars, 2 bench seats. Planes easily. Great condition. Located at Marina Bay Yacht Harbor. Photos available. Contact (916) 599-8990 or jvaldez37@comcast.net.



7-FT EL TORO (2), CONCORD. \$500 each. Very clean, fiberglass hulls, ready to sail. Contact Herb. (925) 768-1204 or hgweimar@astound.net.



24 FEET & UNDER

23-FT BEAR BOAT, #54, 1952. Richmond. \$2,600/obo. Replaced rigging, keel bolts, fiberglass decks, cockpit floor. Good condition overall. Leave message. (916) 783-3150 or stefroche916@gmail.com.



23-FT WESTERLY PAGEANT, 1972. Alameda. \$5,000/obo. Stoutly built Lloyd's of London specifications (pre-oil embargo) owned since '76, 5'10" below, galley, enclosed head, heavy main, roller jib, 9hp Mercury start/alt (just serviced) needs electrical, bottom job. Email squeaks47@earthlink.net.

15-FT MONTGOMERY, 1984. Menlo Park. \$6,000. Great condition. Includes trailer, Yamaha 2.5hp motor, bow and stern pulpit, stanchions, lifelines, custom-made boom tent, sail cover, 2 mainsails and jibs. 2 anchors. Spinnaker and genaker sold separately. rbcott@gmail.com.

19-FT POTTER, 1999. Aptos. \$6,200. Trailerable cruiser in great condition. Easy to set up and sail by one person. Cockpit seats 6, cabin sleeps 4. Comes with a Nissan 5hp 4-stroke motor and trailer. (831) 684-2130 or vissell@sharedheart.org.



15-FT CHESAPEAKE. Light Craft "Skerry", 2018. Concord, CA. \$6,000. New rowing/sailing boat. Marine plywood. Sitka spruce spar, boom, yard, oars. Tanbark sails, cover. Wood blocks, two flotation compartments. Anchor, fenders and trailer, spare tire. (925) 890-3919 or j.koch@pacbell.net.



22-FT MERIT, 1983. Alameda. \$7,000. Berthed in the Oakland Estuary. Fully race-rigged with North main, four North headsails, North symmetrical spinnaker, asymmetrical spinnaker, 5hp Honda, Raymarine self-steering. No need to buy much. Contact (510) 501-2164 or heartsent@earthlink.net.



J/24, 1979. Richmond, CA. \$6,000. Well maintained and upgraded standing and running rigging. Dry sailed out of RYC. Excellent bottom, sail inventory, galvanized 2-axle trailer, newer OB. Many extras. (530) 368-7706 or jhsnow@sbcglobal.net.

22-FT MERIT, 1983. Merced. \$3,800. Has 8hp Honda 4-stroke, runs great. 2 spinnakers, mains, genoas, new center-board bolts, new bottom paint, new tires and many extras. (209) 576-5591, (209) 602-0916 or Irodheim@yahoo.com.



16-FT BOMBARDIER 4.8, 1979. Redwood City. \$950. Good condition, stable, unsinkable, roomy, fun, great for friends/dates. Garaged for years. Trailer. New: halyard, mainsheet, motor, battery. Back and friends too old. Time for next lucky owner. Contact (408) 239-6513 or rnr0@yahoo.com.

17-FT THISTLE. Two for sale. Modesto, CA. \$1,000/obo. #1722: Unfinished woodie, epoxied on interior, outside unfinished. Sitka spruce for mast and boom. #2317: F/G, D&M sails. Main, jib and spinnaker. Contact (209) 526-9133 or petewashington@hotmail.com.

STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
 USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net

NEW ENGLAND MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
 Local closing facility for brokers or private transactions

Visit us on the web! www.nemarinetitle.com

1150 Ballena Blvd, Alameda, CA • (510) 521-4925

NOR-CAL COMPASS

Adjustment • Sales

Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177



EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT

Alan@captainhugenot.com • (415) 531-6172

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL

ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)

SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS





22-FT CATALINA WING KEEL, 1989. Channel Islands Landing. \$6,400/obo. Tohatsu Sailpro 6hp w/ 3 and 6gal tanks. Schaefer furler, Ullman sails: full-batten main, 135% genoa, A-sail all like-new. Garmin plotter/sounder is AIS compatible, Autohelm ST1000 Tiller Pilot, anchor roller, Delta & Danforth anchors, 10w solar panel, 120v marine charger, portable toilet, marine vinyl cabin/cockpit cushions, Lifesling2, boarding ladder. Trailer solid, but needs work. Email for more photos/specs. Contact (805) 705-6459 or george.lemagie@gmail.com.



28-FT CHEOY LEE TAIPAN, 1969. Oakland Yacht Club. \$12,000/obo. Good sails, furling jib, Spare jib. Great 2GM20 Yanmar diesel. New prop and running gear. New lines. Very pretty Bay boat. Additional photos on Craigslist or on request. (510) 846-4646 or mr.jamescarroll@gmail.com.



27-FT NOR'SEA. With 3-axle trailer, Sausalito. \$49,500. Legendary world cruiser. Safely cross oceans, sail lakes, drive home, no bashing. Extraordinarily engineered/outfitted long-range cruiser, Ha-Ha vet. Ultraleather interior, Yanmar, radar, refrigeration, TV, autopilot, awesome! www.thecruisinglife.net. (415) 383-7888 or saltydogfitz@yahoo.com.

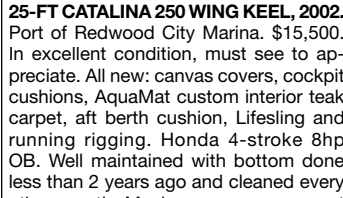


30-FT CATALINA, 1983. Berkeley. \$8,500. Universal M25 diesel, new batteries, charger, epoxy bottom paint 2017, being restored, teak has been removed and restored. Needs you to take over restoration. Great boat with your TLC! (209) 606-5567 or alexdavis101@gmail.com.

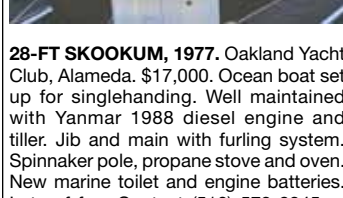
25 TO 28 FEET



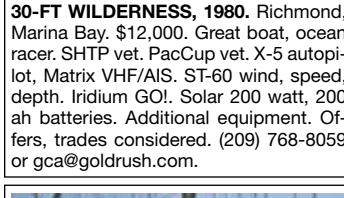
SANTA CRUZ 27, 1977. South Lake Tahoe. \$7,500/obo. Fresh bottom, rudder and topsides 2017 by Rufus, good sails and many practice sails, turnkey Bill Lee ULDB on trailer, Honda 2hp OB, build #61. Contact (530) 541-5638 or sdcatzman@yahoo.com.



25-FT CATALINA 250 WING KEEL, 2002. Port of Redwood City Marina. \$15,500. In excellent condition, must see to appreciate. All new: canvas covers, cockpit cushions, AquaMat custom interior teak carpet, aft berth cushion, Lifesling and running rigging. Honda 4-stroke 8hp OB. Well maintained with bottom done less than 2 years ago and cleaned every other month. Moving overseas so must sell. Contact Judydcole01@gmail.com or (650) 946-6985.



28-FT SKOOKUM, 1977. Oakland Yacht Club, Alameda. \$17,000. Ocean boat set up for singlehanding. Well maintained with Yanmar 1988 diesel engine and tiller. Jib and main with furling system. Spinnaker pole, propane stove and oven. New marine toilet and engine batteries. Lots of fun. Contact (510) 579-8245 or carlosyanneo@gmail.com.



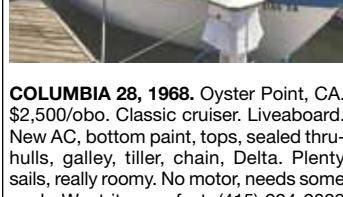
30-FT WILDERNESS, 1980. Richmond, Marina Bay. \$12,000. Great boat, ocean racer. SHTP vet. PacCup vet. X-5 autopilot, Matrix VHF/AIS. ST-60 wind, speed, depth. Iridium GO!. Solar 200 watt, 200 ah batteries. Additional equipment. Offers, trades considered. (209) 768-8059 or gca@goldrush.com.



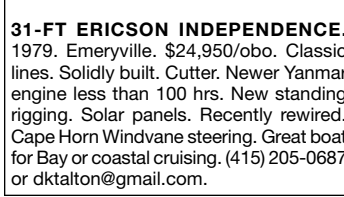
28-FT ISLANDER, 1977. Alameda - Fortman's. \$9,900. Second owner and cared for her well. This is a Bob Perry design and is one of his favorites. It is set up for singlehanded sailing equipped with a Quantum main and jib. Profurl roller furler. Atomic 4 auxiliary inboard that runs perfect. Bottom side professionally maintained and in great condition. Lines led aft. Running and standing rigging in excellent shape. Perfect SF Bay boat that's ready to sail! (408) 691-1474 or bpmnsk@gmail.com.



27-FT ST PIERRE DORY, 1990. Slip D31, Oceanside Harbor, CA. \$29,000/obo. Beautiful gaff-rigged schooner built in Nova Scotia with a Yanmar diesel engine. Featured in *Wooden Boat* August 2016. The *Ragmeg* sailed from Nova Scotia, through the Panama Canal and up to Oceanside, CA, singlehanded by 80-year-old Dr. Germann. Google: "A Tale of Two Men and a Boat," San Diego Union. (619) 994-3528 or kjwilson8806@aol.com.



COLUMBIA 28, 1968. Oyster Point, CA. \$2,500/obo. Classic cruiser. Liveaboard. New AC, bottom paint, tops, sealed thru-hulls, galley, tiller, chain, Delta. Plenty sails, really roomy. No motor, needs some work. Want it gone fast. (415) 994-9329 or cabrerajonas95@gmail.com.



31-FT ERICSON INDEPENDENCE. 1979. Emeryville. \$24,950/obo. Classic lines. Solidly built. Cutter. Newer Yanmar engine less than 100 hrs. New standing rigging. Solar panels. Recently rewired. Cape Horn Windvane steering. Great boat for Bay or coastal cruising. (415) 205-0687 or dktalton@gmail.com.

29 TO 31 FEET

30-FT OLSON, 1981. Alameda. \$15,000. 2018 R2AK race finisher. Clean boat dry sailed with gel coat bottom. Double-axle road trailer, new brakes, tires. Ullman class main, 3 jibs, 2 spinnakers, good to excellent condition, new Pineapple #4. Ballenger double-spreader mast with new standing rigging. 140 watt solar system, Icom VHF, Honda 2.3 OB. Many race upgrades, boat cover, safety equipment. R2AK human power equipment (sweeps and pedal-drive) available separately. Email lnolsen@comcast.net.



29-FT GULF, 1985. Brisbane Marina. \$20,000. This is a turnkey boat. Hauled out and surveyed Jan. 2018 (available). Universal diesel 18hp. This boat is in good condition and working properly. Great sailer. Contact (415) 683-9908 or dennisketch@gmail.com.



DAVE'S DIVING SERVICE

Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries • Fully Insured and Marina Recommended
(415) 331-3612 • davesdivingservice@gmail.com



VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.
Sail or power, we move them all! When you are ready give us a call.
Professional Service • cappytom@aol.com • (206) 390-1596

RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vang, and much more.
~ Problem solving and discount mail order since 1984 ~
www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.
Serving the San Francisco Bay and Delta.
RSharpe@SharpeSurveying.com • (510) 337-0706



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 more at website: <http://yankee30.net>.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$14,000. A San Francisco Bay classic! Excellent condition cold-molded by Easom. Complete sail inventory, Yanmar, Martec prop, sleeps 4, race- and cruise-ready. Recent haul-out. Contact (559) 217-9644 or Stephenlewis1900@gmail.com.

30-FT TAHITI KETCH, 1964. San Rafael. \$14,500. Built in Vancouver, Washington. Cedar on oak frames. Rebuilt and restored over last 12 years. Volvo model 2003 diesel, runs perfectly. New SS fuel and holding tanks. Ample ground tackle. Manual anchor windlass. 8-ft plywood dinghy with OBs. Essential piloting equipment. Lots of spare parts and bits and pieces. Hauled recently. Working sails in good condition with refurbished covers. Prime berth near downtown San Rafael. (707) 483-7160 or richey@mcn.org.

30-FT CATALINA, 1982. Richardson Bay Marina, Sausalito. \$9,900/obo. Recently rebuilt Atomic 4. Wheel helm, Garhauer traveler, boom vang, self-furling jib, good sails, inflatable dinghy. Clean and very well maintained, regular haulout and bottom paint. Contact (650) 302-4735 or vrhntz@me.com.



30-FT TUULOS 30, 2008. Sausalito. \$2,500. This beautiful unique cold-molded Tuulos 30 racer/cruiser needs a new owner willing to take on a project. *Delight* has a deep fin keel and 5,000lb displacement, making her lively and a joy to sail. Equipped with a reliable Bukh DV8 inboard diesel with saildrive with folding prop, VHF radio, Origo alcohol stove, Raritan head, Harken furling headsail, Lewmar winches. Main and 140% genoa are in great shape. All exterior work done by KKM1. She has structural issues with the mast step, but when completed she will return to her delightful sailing ways. See <http://svdelightforsale@gmail.com>.



30-FT CATALINA, 1981. Rio Vista. \$6,000/obo. Clean boat. Tall rig, wheel, diesel (needs work), pressure water, 4 jibs. (916) 837-2386.



30-FT PEARSON FLYER, 1981. Channel Island Harbor. \$6,500/obo. New battery and bottom paint, six good sails. Beautiful, fun and fast. Occasional racer. Reliable inboard and storage trailer. Contact John at: (805) 444-2435.

30-FT CAL 3-30, 1975. Clipper Yacht Harbor, Sausalito. \$9,500. 2nd owner, well maintained. Great Bay and coastal cruiser. Universal 4.30hp gas, Martec folding prop. New tiller, new HOOD main and cover, newer North 90% jib, five more sails/spinnakers. Newer running rigging, winch handles. Sleeps six. Gimballed stove/oven, newer head, VHF fixed and port with DSC/MMSI. Stereo with remote, 2 Danforth anchors with chain/rope, 2 sets dock lines. Too much to list. Please call Joe. (415) 722-7444 or caijoe@aol.com.

32 TO 35 FEET

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 nglifear@gmail.com.



33-FT SOVEREL 33, 1985. Long Beach. \$12,500/obo. Excellent boat for beginning or experienced sailors. Spirited performance cruiser as well as a giant-killer around the cans. Sail Fast. See www.soverel33forsale.com. (949) 922-3929 or fishskool@gmail.com.



33-FT WESTSAIL-'HUNTER', 1974. Anacortes, WA. \$31,500. Factory 'Offshore' layout. New sail suit. Cutter rig. New Lewmar skylight, updated propane system. All necessary items and ready to be used and enjoyed. Presently on hard. Perkins 4-108, Hurth, dripless. Owner since '01. Hitting road on rubber-tire yacht. Contact Danjuan.sanjuenterprise@gmail.com or (360) 202-8611.



33-FT DOWNEASTER, 1978. Sausalito. \$22,000. Roomy bluewater cruiser. All lines led aft. Sleeps 6. Too many upgrades to list. See <http://michellereese70.wixsite.com/website>. Contact (831) 435-6903 or autendavid@gmail.com.



33-FT YORKTOWN, 1977. Stockton. \$18,500. A cruising sailboat or live-aboard. Sloop rig, LOA 34'4", LWL 32'6", Beam 11'6", Draft 6'6", Displacement 11 tons, 6'3" headroom below for tall sailors. Email for more information and pictures: kimberlyadawson@gmail.com.



33-FT NOR'WEST 33, 1979. Pier 39, San Francisco. \$22,000. *Catbird* is a full-keel ocean cruiser designed by Chuck Burns. Solid construction, reliable Yanmar, solar, roller furling, autopilot, GPS. See website for more info: www.catbird09.com. (415) 735-8167 or kris@konawalik.com.



33-FT HUNTER, 1993. \$39,900. This 33.5-ft Hunter is in sail-away condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS, radar and chartplotter. Stove with oven, fridge with freezer. USCG Inspected 2019. (510) 878-1142 or amaylon44@gmail.com.

CAL 34, MK III, 1979. Chula Vista. \$22,500. Well maintained. Great live-aboard. Extensively equipped for cruising: diesel, autopilot, chartplotter, radar, digital VHF/AIS, solar panels, inverter, Harken self-tailing winches, Muir windlass, robust anchor tackle, dinghy and engine. (949) 413-2241 or sailingskip@yahoo.com.



35-FT IRWIN 34, 1986. Alameda. \$30,000. Bay cruiser fitted for sail/live-aboard. Rigged for shorthanded crew. Lines led aft. Furler, Yanmar, 110 jib, dodger, chartplotter, refrigeration, Vacu-Flush, stove. Spacious saloon, opening port lights. See <http://sailgrigris.com>. (510) 864-1373 or chris@sailgrigris.com.



ERICSON 34 MK II, 1989. Long Beach. \$39,500. A beautiful cruiser and capable racer that's in great shape. Designed by Bruce King, the boat has a Harken jib furler, Doyle StackPack, Doyle sails, Autohelm ST4000, 2-blade Max-Prop feathering propeller, Garmin 740 chartplotter, etc. Universal diesel engine. (559) 630-5916 or (559) 930-8119.

STEVE JONES MARINE SURVEYOR

www.stevesurveys.com
Consulting • Project Management



SAMS SA • Serving the Bay Area Since 1980 • ABYC
(415) 497-9078 • steve.surveys.sf@gmail.com



SUNSET HARBOR MARINA

Public Launch Ramp

Open 24 hours a day • 7 days a week • Slips Available for Rent
(925) 453-9471



MOBILE MARINE PUMP-OUT SERVICE

\$25 per pump up to 40 gallons.

Includes fresh water flush and a packet of treatment.

20% discount for regularly scheduled service.

www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com

Latitude 38 Fall Crew List Party

Wednesday, September 11 • 6:00-9:00 pm • Bay Model, Sausalito

Aperitivos • No-Host Wine & Beer Bar • Guest Experts & Demos • Door Prizes

www.latitude38.com/crewlist/Crew.html • (415) 383-8200





33-FT ENDEAVOUR, 1983. Sausalito. \$17,500. New bottom and cutlass bearing 5/2019. Mainsail, fair. Furling jib, good. #4 jib, excellent. Gennaker with pole, excellent. All lines led aft, Roller furling, Yanmar 3GMF with 1182 hrs well maintained, keel stepped mast, head, holding tank, sink, water tank. USCG documented. Very easy to sail singlehanded. Solid boat in the SF Bay winds. Lots of space below with great headroom. See website for pics and specs: <http://ruby-fox-klcj.squarespace.com>. (415) 717-4726 or murdad@comcast.net.



32-FT FUJI, 1976. Brisbane Marina. \$38,000. This sloop-rigged cruiser was rebuilt from a bare hull and completed in 2011. She shows and sails beautifully; systems either new or rebuilt to a high standard. Pictures, craigslist SF Bay Boats. Email Fuji_32@aol.com.



38-FT FARALLONE CLIPPER, 1962. San Diego, Sun Road Marina. \$10,000/obo. Priced to sell. Stephens Bros., Stockton, CA. Refurbished interior. Needs engine work. Mahogany w/white oak. Good solid boat. All rigging in great condition. Contact (858) 414-6569, (858) 414-0761 or Bengel@peglion.com.



38-FT CATALINA, 1982. Berkeley Marina. \$40,000. Catalina 38 racer/cruiser. Sleeps 6, excellent condition, TV/DVD, stereo w/ inside-outside speakers. Raymarine radar RL70, with remote, Tridata, color GPS RL530, autopilot. All lines led to Lewmar winches (2) 48st (2) 40st (2), 40 (2), 30 (1) 8. Xantrex TRUECharge, Link 20 monitor. Fuel 35gal, water 70gal. Holding tank 15gal. Universal XP 25 approx. 1500hr. Harken furler w/hood. Genoa. Excellent Pineapple mainsail and covers. New bottom job 2 years. Fresh teak varnish and beautiful waxed hull. Navy w/gold pinstripe. (405) 706-5520, (405) 834-7259 or kgaretson@gmail.com.



CATALINA 34, 1987. Brisbane, CA. \$35,000. Solid Bay cruiser for sale. Had a new baby, need to let this one go. Good condition, 4 sails, spinnaker, dodger, furler, autopilot, feathering prop. See <http://likira.com/dogwp>. (408) 630-0688 or gu3gou3@gmail.com.



35-FT CORONADO, 1974. Alameda. \$12,000. Great boat for SF Bay, live-aboard or cruising. Center cockpit, 30hp Yamar intercooled engine. Runs great. Boat very clean. (510) 682-1472 or porschienct@gmail.com.



39-FT FAST PASSAGE 39, 1979. Seattle. \$82,000. *Pax Vobiscum* is a Fast Passage 39 built in 1979 at Philbrook's Boatyard in Sidney, B.C. She is a 39ft 6in cutter designed by Bill Garden to be safe, sea-kindly, and easily handled by a couple. She is a well maintained, fully equipped bluewater cruiser that has taken us from Seattle to French Polynesia and back. See website for details and photos: www.fastpassage39.com. Contact (971) 319-0850 or fastpassageforsale@gmail.com.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.

36 TO 39 FEET



ISLANDER 36, 1974. MBYH. \$28,000/obo. Sails beautifully, perfect racer/cruiser for family, friends or short-handed sailing. Recently replaced running and standing rigging, new bow pulpit/stern pushpit, electrics rewired, engine re-furled. Great liveaboard. Ready to sail immediately. Email svzorza@gmail.com.



EXPRESS 37 MK II, 1988. Redwood City Municipal. \$86,000. *Primordial Sloop*, hull #62 (last completed hull). Deep 7' fin keel. Wheel steering with "T" cockpit. Autopilot. Black-anodized mast with Harken jib furler. Lewmar 52, 43, and 30 winches. Navtec hydraulic backstay. Quantum main and jib. UK spinnaker and North gennaker. Spinnaker and whisker poles. Spectra lifelines. Recent bottom paint. Signet instruments, CD player with cockpit speakers. Full galley with range, oven and fridge. Exceptional rift oak interior with aft cabin. Yanmar 27hp 3-cyl with just 880 hrs. Bay Area boat with original owner. (408) 839-1799 or Hot2yot@gmail.com.



37-FT CREALOCK. Monterey, CA. \$42,000. Crealocks are well respected and sought-after sailboats. This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled by a small crew. Makes a great liveaboard. This is a custom-fitted cruising consultant's hull. The boat has been used for California coastal and SF Bay cruising since launched in 1994. (831) 234-4892 or cher_d1@yahoo.com.



ERICSON 35 MK II, 1973. San Diego. \$5,900. Major restoration in progress for 4 years, now moving out of state. After complete, will be the best example anywhere. Over \$10,000 spent on parts/professional labor: Particle-blasted hull, imperfections ground, filled west system epoxied, Interlux painted deck, mast professionally prepped/Awlgrip painted black, thru-hulls replaced, deck hardware nickel/chrome-plated as new. Cheap storage/work location with power/water. Pictures upon request. (858) 663-7945 or manos1315@gmail.com.



38-FT CUSTOM SANTA CRUZ 40, 1983. Moss Landing, CA. \$30,000. Well-built custom Santa Cruz 40. Sailed around the world, strong, fast, simple, diesel, roller furling, refrigeration, chartplotter, cutter rig, needs work. See more at <http://seascope9.wixsite.com/website-2/home/additional-photos>. (831) 334-1161.



37-FT EXPRESS, 1985. Sausalito. \$69,000. 2017 & 2018 OYRA champion. 2018 regatta winner in one-d esign series. Turnkey with complete offshore gear. Extensive spares. Cruising inventory. New bottom 11/2018. \$30k invested last 2 years. See <http://express37.net/for-sale>. Email takechances@gmail.com.



BEAUTIFUL BLUE-HULLED SLOOP-RIGGED SAILBOAT AVAILABLE FOR CHARTER OUT OF SAN PEDRO, CA
Two fresh water heads and 2 berths. Fully equipped for coastal sailing.
\$600/day. Captain/food services available.
Please Contact Peter Geuther (310) 923-1845 to Inquire

COMPLETE MARINE WOODWORK
Design / Restoration • Expert European Craftsmanship • Interior / Exterior Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
Reasonable Rates • (415) 377-3770 • References Available



Afterguard Sailing Academy
The Affordable Way to ASA
ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net
BILL SEMANEK: First Licensed as a Yacht Salesman in 1981
Your Southern California yacht connection representing top quality yachts, while providing million dollar service to clients.
(951) 704-4790 • bill@crusingyachts.net



37-FT CUSTOM BLACK WATCH, 1966. Tiburon. \$35,000. Custom, fully restored inside and out. Kept in great shape. 37hp diesel, roller-furling genoa, wheel steering, great sails. Long list of equipment. Turnkey yacht. Possible slip in Tiburon. Fantastic boat for family and shorthanded sailing. Fast, seaworthy and 3-time winner of the prettiest boat at Plastic Classic. Predecessor to Tartan 37. Contact bob.horton1@outlook.com or (415) 244-2294.

36-FT CATALINA, 1984. Vallejo Yacht Club. \$35,000. Universal 25 engine, 900hrs, new transmission, two new batteries, autopilot, many sails, self-tending jib, LPG stove, microwave, excellent interior upholstery, great liveaboard, 6'4" headroom. Contact (510) 734-0506, (925) 360-5120 or roger@smkpackaging.com.



39-FT CAL, 1972. San Rafael. \$28,000. William Lapworth-designed solid, well maintained potential world cruiser. Upgraded balanced rudder by Bob Smith. Lots of sails including good main and spinnakers. Has Barient winches, anchor windlass, roller furler, Westerbeke M-50 diesel engine, Aries self-steering, etc. (928) 646-0166 or olimarii@hotmail.com.



38-FT HANS CHRISTIAN, 1977. Alameda. \$84,000. This 38T is as beautiful as it is seaworthy. Stable and confident in any SF Bay wind. Gorgeous teak inside and out; classic lines and warm, cozy feel. Reasonable offers. Email for photos: appmatrix2007@gmail.com.



TAYANA 37 KETCH, 1977. Santa Barbara. \$125,000. Ready to cruise. Shows like new. Beautifully upgraded throughout including rebuilt engine, all systems, electronics, autopilot, electrical, masts, rigging, chainplates, hatches, all thru-hulls, deck and more. This boat doesn't require the extensive work necessary with other T37s on the market. *Cherokee* is now for sale to a new owner that will appreciate the classic beauty and prestige of owning the nicest-looking yacht in the harbor. www.sbocean.com. (805) 886-5949 or T37Ketch4Sail@gmail.com.



38-FT CATALINA 380, 2001. Alameda. \$115,000. LeisureFurl in-boom furling main with electric winch. 105% jib new in 2017. 12" B&G color chartplotter. Coupled autopilot. Icom M506 VHF-DSC, AIS, RAM. Simrad 7" color chartplotter at the nav station. Yanmar diesel 530hrs. Solar panels, macerator electric head. Clarion MP3 player/Bluetooth. Webasto diesel heater, whisker pole. Recent upgrades including many new hatches and windows with covers. Excellent condition. (408) 857-8675 or sjcjim@gmail.com.



CAL 36, 1966. Vashon Island, WA. \$26,000. Equipped and ready to cruise the San Juan or Gulf Islands and beyond. LPG stove w/oven and BBQ, 1000 watt inverter/charger, 2-8D house batteries, H&C water, microwave, diesel cabin heater, holding tank, 140 genoa on Pro-Furl, main w/2 reefs, E-Z JAX, dodger, radar, autopilot, VHF/w DSC & GPS, anchor windlass, 35# Bruce on 150' chain and 200' 3/4 rode, Danforth stern anchor, stern-tie line on removable reel. Email svtaara@gmail.com.



SYDNEY 38, 2002. Monterey. \$105,000. Big 38-ft yacht, very competitive racer, Bluewater or buoy. Could be fast, fun cruiser. Always kept in excellent racing condition. Full sail inventory, all systems in good condition. One owner. Contact (831) 809-7973 or jeffpulford@gmail.com.

37-FT TAYANA, 1978. Ventura. \$45,000. Must sell ASAP. Rebuilt Perkins 4.108, furling, Technautics, autopilot, solar, hot water, Force10, H2O tank, Awlgrip overhead, shower pan, gelcoat, Jabco, bonding system, inverter, charger, V-berth cushions, gudgeons/pintles, Avon. Needs minor electrical, brightwork, upholstery. Contact (805) 559-2185 or Nathan@waypointnautical.com.



37-FT HUNTER, 1985. Owl Harbor, Twitchell Island. \$29,500. Well maintained boat. Sunbrella dodger, clear plastic windshields with Sunbrella coverings. Vinyl seat cushions in cockpit and cabin. Galleys has 3-burner propane cooktop, oven, microwave, double sink, icebox, Propane BBQ in cockpit. Full head with single shower. Fuel cap 44gal, water cap 100gal. Keel lead. Length at waterline 30'. Beam 11'10". Draft 4'7/4". Harken self-furling jib. Sail area 710sq ft. Windpoint, windspeed Fathometer Garmin 541S GPS chartplotter/sounder with BlueChart G2 vision/transducer. Starter battery, main cabin battery. Autohelm wind/close hauled VMG TV. Uniden 2-way radio VHF 160 floating marine 2-way radio. Hydraulic backstay adjuster. (925) 366-6681, (707) 315-9646 or bbkroll@comcast.net.

40 TO 50 FEET

CAL 40, 1964. South Beach Harbor, SF. \$55,000. New mast, standing, running rigging, motor, sails, wiring, Schumacher rudder, carbon spinnaker pole, lifelines. Awlgrip paint, B&G instruments, and autopilot. Garmin chartplotter, Raymarine radar, electric windlass. All lines led to cockpit. 2016 SHTP Division winner. Boat was totally gone through to race SHTP. Easy to make ready for PacCup. Contact (408) 888-6120 or Sprocket@cupertinobikeshop.com.



44-FT ISLANDER, 1967. Honolulu. \$75,000. Owned 18 yrs. Continually upgraded, watermaker, windvane, solar panels, rig upgrades, solent sail, new bimini, dodger, Perkins, 90gal diesel, 110gal water. SSB, VHF, radar, autopilot, inverter, rebuilt refrigeration, Awlgrip hull-topsides. See <http://cruisingexpeditions.com>. (808) 230-4572 or islandersloop@yahoo.com.



42-FT ATKIN ISLAND PRINCESS, 1983. Alameda. \$13,500/obo. Classic steel-hulled cutter. Full keel, shoal draft 4'5". New sails, recent overhaul of interior, new paint, INSULATED. Exterior work needed. Albin-AD21 engine. Sturdy boat, lots of charm! Contact (415) 602-8305 or jchaconlontin@gmail.com.



44-FT ANTIGUA 44, 1986. Monterey, CA. \$77,000/obo. Only 55 of these beautiful, luxurious cutter yachts were made. It has been lovingly maintained by 1 family since 1991. Desirable berth on Cannery Row IS TRANSFERABLE with sale. Length: 44.3ft, Beam: 13.8ft, Shoal Draft: 4'11". Aft master queen strtm with ensuite bath, salon settee converts to king bed. 1995 75hp Yanmar diesel engine w/160 hrs, Autohelm, genoa, staysail, mainsail with StackPack, storm jib, spinnaker, spare mainsail, new rigging, 2 diesel fuel tanks = 150gal, 1200 nm capability, 200gal fresh water tank, 2- 40gal black-water tanks. GPS, radar, loud-hailer, VHF, stereo w/ subwoofer, 2 TVs. Contact (510) 915-7011 or onhi8tus@gmail.com.

44-FT KELLY PETERSON, 1983. San Diego. \$98,000. Classic and proven cruiser, last KP44 built. In very good condition with 75hp Yanmar and many other upgrades. This vessel is perfect for the Ha-Ha or going on around the world. (619) 519-1009 or bnealsails@yahoo.com.



Ocean Edge Yacht Detailing

Restoration • Maintenance • Detailing

Specializing in Restorations • Licensed & Insured

www.oceanedgelyachtdetailing.com • (831) 236-5905

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE PACIFIC & ATLANTIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 688,000 miles and 84 years of experience.

www.mahina.com • (360) 378-6131

Going Somewhere?

Mexico ≈ Caribbean ≈ South Pacific

Call our office and we'll set you up with a bundle of *Latitude 38* magazines for you to take along. We promise you'll be a hero for sharing them with other cruisers!

Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT

Bow Yoga

Perfect for beginners and those seeking to balance strenuous activity with gentle stretching, rest and recovery.

(415) 785-4530 • www.bowyoga.com

47-FT OLYMPIC. Center Cockpit Ketch, 1975. On hard in Malta. \$90,000. 85hp Perkins. Max-Prop. LeisureFurl in-boom furling. Sails include storm staysail and lightweight mizzen staysail. Bronze self-tailing winches, electric for halyards. Monitor windvane. 3000W Xantrex, Spectra Z-brane watermaker, VHF/repeater at helm, GPS and EPIRB. Bruce, Fortress, Northhill and drogue anchors. Scuba gear, air conditioning, ice maker and washer/dryer. Many Med pilot books and charts. Full set of signal flags. Email j-nick@sti.net.



42-FT CATALINA, 1990. Hidden Harbor Marina. \$89,500. Reduced!. *La Bella Vita* is a 2017 Baja Ha-Ha vet. Lots of updates and improvements over the 7 years of ownership. New chartplotter, radar, wind instruments and belowdeck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213, (916) 685-7737 or drsbakken@gmail.com.



45-FT JEANNEAU SO 45.2. Owners Version, 2000. Blaine, WA. \$149,500. Bristol condition, E97 Raymarine chartplotter, fishfinder, 20m color radar, SeaTalk, wind. LaFabrica dodger, bimini, Strataglass windows, 316 SS frames, covers. Teak cockpit table and stainless dorades, Harken winches, Mediterranean rear entry, twin leather-covered helms, fresh Pettit Trinidad bottom paint, Prop Gold on shaft and Max-Prop, extra sails, full-batten main, 130 genoa, tri-radial spinnaker. (360) 306-0953 or A64me@yahoo.com.



50-FT BENETEAU, 1991. Marin County. \$125,000. US documented sloop, 85hp Perkins diesel, 3-blade feathering prop, twin wheels, chartplotter, radar, autopilot, dinghy davits, newer 10-ft RIB, 9.9 Mariner OB, 3 anchors, lots more. (415) 519-9183 or sailbjork@yahoo.com.



42-FT TARTAN, 1981. Alameda, CA. \$65,000. 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 include: 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.



40-FT HUTTON, 1986. Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fishfinder and more. (707) 349-0953 or cgreene@mcn.org.



46-FT FORMOSA. Doug Peterson design, 1981. Port Townsend, WA. \$88,000. The *Escapade*. Escapade means to Escape with Adventure - this vessel has delivered. Why now? The dream/passion is not gone but the season of life changes. My children are long from the nest. Years have rolled along. Ailments of age find I do not have enough time/energy to devote to her. With heavy heart I must find her a new home. See <http://sites.google.com/site/formosafortysix/home>. (360) 385-4451 or donnaleejackson@yahoo.com.



42-FT WHITBY 42, 1975. La Paz, Mexico. \$109,000. Strong ketch-rigged sailboat in great condition. Has had too many upgrades to be listed. Completely equipped and ready for cruise. See <http://sites.google.com/view/lovelysailboat>. (503) 701-7822.



C&C 44, 1987. Sausalito Yacht Harbor. \$119,000. Quality bluewater cruiser, mainsail furl boom, cutter rig, new deck and bottom paint. Garmin navigation, watermaker, queen berth aft, V-berth forward, two heads, shower. Yanmar diesel with low hrs (<1500hrs), autopilot, rod rigging, Monitor windvane. Contact (707) 291-3223 or karl.wilber@sbcglobal.net.



43-FT COLUMBIA, 1974. Pittsburg. \$36,000. Hull, rigging, sails in good condition. Made for ocean crossing. Tender has OB motor. Comes with emergency liferaft. Perkins V-drive marine diesel. Good for liveaboard. All fiberglass. V-berth in front, port and starboard berths in mid. New hull paint. New batteries and new charger/inverter. New propeller. Custom canvas dodger and bimini. New freshwater lines. Microwave, 3-burner stove, refrigerator/freezer. Navigation computer. 96gal fuel tank. 100gal water tank. Contact (510) 484-6756 or r_s@richsposato.com.



43-FT J/130, 1994. Oceanside. \$149,000. Fast cruiser, 3-time Ha-Ha vet. 2019 mainsail and dodger, 2018 genoa, hull/deck paint, dodger and batteries. Looks new, electric Lewmar winches. Carbon mast, spin sock, solar. Ready to cruise fast. (760) 519-9863 or leepryor@cox.net.

CLASSIC BOATS



39-FT DOUBLE-ENDED AUX CUTTER. With pilothouse and aft cabin, San Rafael. \$30,000. Custom design, strip-planked red cedar on oak by Derek Verhey, 1968, BC, Canada. Long Pacific Coast sailing history and 30-year liveaboard. Medical issues prevent proper care after 40+ years ownership. Overall condition good, but cosmetic work required. Dropbox description and walk-thru photos available. Email gregstach@att.net.



42-FT COOPER 416, 1983. South Beach. \$55,000. Big, safe and beamy, well-built Canadian cruiser. Baja Ha-Ha vet. Hard dodger, 2 strms, 2 heads, GPS, radar, pilothouse steering, Isuzu diesel 1570hrs, roller furling jib, mast steps, flat panel TV connected to DVD player. Great platform for cruising, family sailing trips, or day-sailing. Contact (415) 867-6488 or jeff@gbroan.com.



40-FT PASSPORT, 1985. San Carlos, Mexico. \$120,000. Famous bluewater cruiser. 46hp Westerbeke. All systems updated: electrical and refrigeration. TV/DVD, stereo with outside speakers. All new canvas: StackPack and full boat cover. New latex mattresses. Current Raymarine chartplotter/navigation. Hydrovane. 400 watt solar panels. 10-ft dinghy included. Contact (707) 290-1637 or glouisiv@gmail.com.



44-FT KELLY PETERSON, 1980. Oriental, North Carolina. \$89,000. *Zorana* is the classic KP44 famous bluewater cruiser, fast, comfortable and safe offshore. *Zorana* has taken us twice around the world. She has been constantly upgraded and maintained. Time to let someone else enjoy her. She is already here on the East Coast ready to cruise New England this summer or the Caribbean this winter. (252) 269-8178 or svzorana@yahoo.com.au.

18-FT GAFF SLOOP, 1936. SF Boatworks. \$750. 1936 William Atkin-designed gaff sloop *Wee One*. 18' 6" beam, full medium-deep keel (lead). Carvel, fir on oak, galvanized fastened. Built Sausalito. Some new laminated frames, 3/4 new transom, lots new caulking. Jim, SF. (415) 264-8828 or jimptrn@yahoo.com.

35-FT CHINOOK, 1963. San Francisco. \$5,000/obo. Price is negotiable. New composting toilet, fridge, deep sink, propane oven/stove. Beautiful interior woodwork and cushions. Exterior has been regularly maintained. Masts need replacing. Contact (808) 366-9514 or peggyabdo@hotmail.com.



40-FT MATTHEWS, 1927. Alameda. \$65,000/obo. Once-in-a-lifetime opportunity to own a turnkey classic professionally maintained. Diesel powered. Lots of history and awards. Full galley, sleeps four. New paint, new varnish. Classic dinghy included. Illness forces sale. Don't pass this chance to own what is probably the oldest running boat on the Bay. Great condition. (510) 395-0427 or Marshawsky@yahoo.com.



12-FT WHIRLWIND SKI BOAT, 1956. Redwood City. \$2,900. Second owner, mahogany cold-molded. Evinrude Lark 30, always garaged. Not in water since '97. Trailer. Beautiful. (650) 365-0761 or delsdump@aol.com.

MULTIHULLS

20-FT TOMCAT, 2000. Lake Almanor, CA. \$25,000. Catamaran, excellent condition. Accommodates 8. Mainsail, jib, and genoa. Yamaha 9.9hp OB, dual rudders with wheel/tiller steering, bimini top, ST60 Tridata instruments, compass, trailer, anchor, and much more. (650) 924-0849 or mjboat.6.2@gmail.com.



42-FT CROSS TRIMARAN, 1974. San Diego. \$55,000. Mexico and Panama Canal veteran, recently renovated and rerigged. Beautiful interior. Yanmar 40hp, Max-Prop, LP paint. Stable, safe, comfortable at anchor and underway. (619) 956-6667 or Lballatore@gmail.com.



33-FT FARRIER F-33X AFT COCKPIT. 2014. Santa Cruz. \$200,000. Hull #7 by Multihulls Direct. Ballenger Spar. North 3DL main, jib, screacher, kite, good condition. 9.9 Tohatsu. Fast and clean. See youtube clip: <http://tinyurl.com/y88x99fg>. Contact (831) 345-6927, (831) 479-1625 or jrgriff3@gmail.com.

PARTNERSHIPS



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.



35-FT J/105, 1996. South Beach Marina. 50% partnership for sale. *J-Tripper*, Hull #135, 1996. Berthed in South Beach Marina. 2 spinnakers, spin snuffer, class main, heavy main, 2 class jibs, storm jib, Raytheon GPS; wind, depth, speedo, multi-instrument suite, SailComp, DSC VHF, lazy jacks. New bottom November 2018. Very good condition. Contact (408) 592-5696 or mwjtm1@gmail.com.



40-FT CATALINA 400, 1998. Brisbane Marina. 1/4 equity partnership in an upgraded Bay and coastal cruiser. 2 cabins 2 heads, new Yanmar 57hp. Tall rig, deep keel. New sanitary system, instruments. Call Charles. Contact (415) 244-5012 or sailsea@mac.com.

SOVEREL 33 - SOUTH BEACH BERTH. South Beach Marina, San Francisco. Looking for financial partners to participate in ownership. All levels of experience. Will train. Great boat, great sport, great location. (408) 656-9919 or diamon4u@yahoo.com.

LOOKING FOR CAPTAIN PARTNER. Santa Cruz. Experienced captain, looking for free access to a boat in Santa Cruz? I'm looking for a partner. I'll bring the boat, you bring the charter captain and maintenance experience. You'll have unlimited access for business or pleasure, with only a few very limited date carve-outs. Goal to cover expenses, and divide profits if any thereafter. Must be a nice, friendly, responsible person with verifiable references and clean background check. Email Carolhas100@gmail.com.

SOUTH OF THE BORDER



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. 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. To reserve, call Doña de Mallorca, (415) 269-5165 or email: puntamitabeachfrontcondos@gmail.com.

WANTED



CATAMARAN 38'-42' 2010-2017. Seeking newer West Coast catamaran for immediate purchase. Financing pre-approved. Please call or email me with info about your boat! (415) 407-3067 or jrmayock@gmail.com.

GEAR

MONITOR SELF-STEERING. Monterey. \$1,900/obo. Monitor windvane in excellent condition. Comes with two vanes, original paperwork, and owner's manual. Contact garyhuskey@gmail.com or (831) 224-0657.

HOOD FURLING MAST, SAILS, ETC. Brisbane. Best offer. Currently rigged on Sabre 42: Lewmar halyard winches, Antal clutch, headsail furler, whisker pole, backstay adjuster, (2) mainsails, jib. Let's make a deal. See <http://tinyurl.com/y6gct4qc>. Email jon.geary@avisonyoung.com.

SAILMAT WINDVANE. Petaluma. \$2,500/obo. Sailomat 3040 windvane: 2 std. vanes, 2 heavy-weather vanes, 2 aux. rudders, 1 steering oar, 1 oar in fabrication. Many spare fasteners and components. Also great for use as emergency rudder. Contact (415) 531-6480 or igonzalez7@yahoo.com.

CARBON MAST SECTION. Anacortes, WA. \$10,000/obo. Carbon fiber mast for boats between 34 -38' and approx 11,000lbs displacement. 2 sets of swept back spreaders, fractional jib, masthead spinnakers. Measurements: Overall length-55', I-46.0, P-44.3, ISP approximately 47.5. Contact (206) 399-7040 or jackanaka@gmail.com.

SAILS. Sausalito. Asymmetrical spinnaker 1.5 oz nylon. 1690 sq. ft. Luff 56.5', Foot 18.5', Leech 49'. From a 45-ft trimaran. Great shape; \$2,800. Heavy-duty reacher, freestanding for furler. Luff 61', Leech 53.5', Foot 24.5'. Lots of life left; \$3,000. Contact (415) 640-2469 or bill.edinger.spectra@gmail.com.

CRUISING SPARES. Carson City, NV. \$6,000/obo. Sold our Fairweather Mariner 39 after we offloaded all our cruising spares. Kenwood TS-590 Ham radio, SCS Pactor TNC, 4.0 CFM portable dive compressor with Honda 5.5hp engine, DAN rebreather, 2 dive tanks, Fiorentino Offshore 12' Para-Anchor in deployment bag with 300' of PRO-SET 3-strand nylon, Fortress FX 55 storm anchor, and 20 large plastic crates of spares including numerous parts for Perkins M-60 engine and Spectra watermaker. Handheld radios, 19 zincs, courtesy flags (many brand-new), fabric (Sunbrella, Aqualon, etc.) cruising guides, etc. Can email you a detailed listing. Hope to sell as a package deal. (775) 737-6079.

MISCELLANEOUS

VISIT FARALLONES. Farallon Patrol needs oceangoing-capable boats and captains for supply runs to support Point Blue (PRBO) on the island. Power or sail. Visit the islands like no one else! See more at <http://farallonpatrol.org>. Email for more info: kbsedwick@hotmail.com.

TRAILERS

CUSTOM DUAL-AXLE TRAILER. Carson City, NV. \$2,500. For 24-ft San Juan. Needs rear lights. Tahoe boat. good hull, carbon mast, needs TLC. (775) 508-6713.

CLUBS & MEMBERSHIPS

CLUB NAUTIQUE MEMBERSHIP. Sausalito and Alameda. \$3,500. Club Nautique's Passage Maker membership costs \$4,500. You can purchase mine for \$3,500. See <http://Boats.network/ClubNautique>. For full information and details please contact CN or Eric. (510) 865-4700, (707) 287-7071 or epssonoma@gmail.com.

NON-PROFIT



GALILEE MARITIME DAY. Nautical Flea Market. 300 Napa St., Sausalito. Saturday, August 3, 8am-5pm. Reserve booth space. FREE entry. Live music, historic vessels, boat rides, dinghy race, fish & chips, pies, beverages, boat tours, boatbuilding demo, exciting raffle and silent auction. www.galileeharbor.org/ events. Email galileeharbor@gmail.com.



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. More info at www.mahina.com or (360) 378-6131.

BERTHS & SLIPS

SAN FRANCISCO SWEET SPOT. Embarcadero Pier 39. \$6,000 buys 36x12 slip. Long-term sublease for sale or rent for \$475/month. Best location on the Bay, includes reduced rate parking for owners. (916) 835-6332, (918) 588-0562 or oldsalt_94533@juno.com.

SLIP FOR RENT. Embarcadero Pier 39. 36 x 13 slip on C dock. For rent for \$400 per month. Contact (415) 272-0962 or jeffreycastaldo@gmail.com.

SLIP AVAILABLE. San Francisco. \$650. Slip available in South Beach Harbor. Must have your own boat, 34' maximum length, narrow beam preferred. Slip is in great location, very close to Oracle Park, as well as many good restaurants. \$650/month, utilities and parking pass included. Email southbeachslip@gmail.com.

36-FT SLIP FOR SALE OR RENT. SF Pier 39. Best offer. Dock C-6. Sublease for \$400/month or buy for \$3,000. Great location on Wharf with reduced-rate parking pass. Available 15 July. (650) 274-1468 or solomon.cape@yahoo.com.

PERSONALS

SENIOR SKIPPER. Seeks Cruising Partner. Alameda. Best Offer. Healthy 70-year-old experienced sailor. Charter, cruising and racing experience, retired writer, not too hard to look at, non-smoker, non-Republican, seeks woman boat owner who would like to cruise just about anywhere. Personable, fix-it guy, builder Bob, diesel jockey, radio operator, writer/photographer, diver. Let's go! (925) 216-5507 or dabaker49@gmail.com.

JOB OPPORTUNITIES

LICENSED RIB BOAT CAPTAIN. Pier 39, San Francisco. Licensed captain wanted for 28-ft RIB, *Bay Voyager*. The success of our company, rated #1 Boat Tour in San Francisco (TripAdvisor), relies upon a gold standard of customer service, safety, enthusiasm and knowledge of local maritime history. Job includes narration/interaction with guests. 2-5 years diverse maritime work experience. Previous RIB experience, other languages a plus. Part-time/flexible. See <http://bayvoyager.com>. (510) 612-1251. Email résumé, short cover letter to charles@bayvoyager.com.

SAILING INSTRUCTORS & SKIPPERS. San Francisco. Spinnaker Sailing is hiring! Sail our new fleet of Andrews 21s & Santa Cruz 27s. Midweek/Weekend work available. Great location, wonderful staff, top maintenance. Email résumé to staff@spinnaker-sailing.com or call today. (415) 543-7333.

CAPTAINS & CREW SF BAY. Rendezvous Charters is hiring. P/T or F/T, mid-week/weekend shifts available on the 90 pax *Bay Lady* and 25 pax *Yukon Jack*. Build sea time! \$25/hr+ tips for qualified captains. www.spinnaker-sailing.com. Email résumé or call. (415) 543-7333 or staff@spinnaker-sailing.com.



LICENSED CAPTAIN WANTED. With towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. See <http://vesselassistsanfrancisco.com>. Contact Philipdelano@gmail.com or (925) 382-4422.

YACHT SALES PROFESSIONAL. Jack London Square, Oakland. We are seeking a successful sales professional to join our team at America's oldest Beneteau dealer. This is an excellent opportunity for an experienced individual with: drive, passion and a solid work ethic. Our approach is to have a few, successful people who can each make \$100,000. If you want to make a living selling sailboats, you should sell Beneteau. Qualified and serious candidates please submit a résumé to deb@passagenautical.com.

CAPTAINS! San Francisco Water Taxi is expanding and looking for entry level to semi-retired captains to run our iconic yellow boats along the city waterfront. Minimum requirement Masters 25-ton. (408) 621-6405 or Sfwatertaxi@yahoo.com.

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. See www.clubnautique.net. Contact Morgan Collins. (510) 865-4700, ext. 313.

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

CANVAS SEWING FABRICATOR. Sausalito. Seeking experienced marine sewing fabricator for the boating, residential and commercial cover and cushion business. Must have a strong work ethic, be able to visualize in 3-D, a high degree of creativity, work as a team player and be physically able to work on boats. The Canvas Works is a fast-growing small custom shop in Sausalito, California. Offering a unique opportunity to work on the water with an experienced and dynamic group. Contact: mike@thecanvasworks.com.

SF BOATWORKS IS HIRING. San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your résumés to: info@sboatworks.com.

BUSINESS OPPORTUNITIES

ALASKA/BAJA CHARTER BUSINESS. Aging owner of a well-established and profitable adventure charter company seeks retirement. Two classic wooden yachts. Totally turnkey, including training, seller work back with buyer, permits in Glacier Bay, SE Alaska and Baja California Sur, spare parts, client list, routes and shore support. See *Wooden Boat* 154 & 255. More at www.pacificcatalyst.com. Contact bill@pacificcatalyst.com or (360) 298-1661.

MAKE MONEY WITH YOUR BOAT. Wanted: Late-model Jeanneau, Beneteau, Dehler, Catalina, etc. 35-40 feet. Make money day one! We have members looking for a larger boat in our Timeshare Sailing program. Free super-prime South Beach Harbor berth, professional maintenance. Members take excellent care of the boat as it's the only one they have access to. This program can qualify you to depreciate your boat... huge tax savings! See www.spinnaker-sailing.com/timeshare-sailing. Email spinnaker.sailing@yahoo.com or call for more info: (415) 867-8056.

WYLIECAT. SF Bay Area. "Two men, half a century, and an unwritten handshake." Boatbuilding operations for sale. Includes molds/tools and everything necessary to start production of the full line of Wyliecat sailboats. See www.wyliecat.com. Call Tom. (925) 376-7338.



TURNKEY SAILING CATAMARAN. Business for sale. Fiji Islands. Rare opportunity to acquire a luxury adventure sailing catamaran charter business in the rapidly-developing Fiji Islands. Sail, surf, dive, kite, relax and explore the 300+ islands in Fiji all while enjoying a substantial income stream! Meticulously refit Voyage Norseman 430 catamaran. All licenses and approvals are in place. Significant revenue and profitability (>\$200k USD/yr), 0% company income tax, and professional crew are currently running and maintaining the catamaran. Investment income with your own charter yacht in Fiji? Charter for a few years and then sail west on a circumnavigation? Looking to enter the Fiji charter market? Visit the website for more details: www.fijiforsail.com. (679) 920-9569 or info@fijiforsail.com.

Join Delta Bay Marina & Latitude 38 Magazine



Join the fun! Experience art with more than 20 Delta artists. Learn about Bay and Delta Lore. Saturday, July 13 • 12-6 p.m.

Delta Bay Marina
922 W Bannan Island Rd, Isleton
For guest berthing contact:
(916) 777-5588



DELTA Bay

The Peoples Gallery

THE TOP ELEVEN REASONS FOR DOING THE 26TH ANNUAL BAJA HA-HA!

More than 3,000 boats and 10,000 sailors have done the 750-mile cruisers rally from San Diego to Cabo San Lucas. Here are some of the main reasons. 1) It's really, really fun. 2) Superb safety record. 3) You get a Ha-Ha backpack filled with swag at the Halloween costume kick-off party. 4) You get a special welcome letter and burgee from the Mexican government. 5) To a great extent there is safety and shared knowledge in numbers.

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.

**THE HA-HA RUNS FROM NOVEMBER 3 TO NOVEMBER 16
REGISTER NOW AT WWW.BAJA-HAHA.COM**

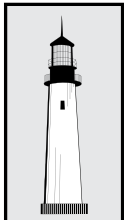


JOIN THE 26TH ANNUAL BAJA HA-HA AND BECOME PART OF CRUISING HISTORY!

BEST COVERAGE

MARINE INSURANCE

For active cruising and coastal boats world-wide including Mexico, Hawaii, South Pacific and the Caribbean Sea.



BLUE WATER INSURANCE

CALL **(800) 866-8906**

or visit

www.bluewaterins.com

Get a Quote – It's Worth It!

MARINA DE LA PAZ FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

Located Downtown • Protective piling & sheetpile breakwater
Hardwood docks • Plug-in Internet • Cruisers' clubhouse
Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646

email: marinalapaz@prodigy.net.mx

www.marinadelapaz.com

Apdo. Postal 290, La Paz, 23000
Baja California Sur, Mexico

VENTURA HARBOR BOATYARD

NOW HAULING VESSELS TO 220 TONS

Two Travelifts

Full Line of Marine Services

(805) 654-1433

www.vhby.com



1,000 Sails In Stock

View Our Complete Inventory Online

NEW SAILS  **USED SAILS**  **CUSTOM SAILS**

- Furling Systems
- Furler & Sail Packages
 - Sail Covers
 - MacGregor Boat Covers
 - Sail And Canvas Repair
 - Sail Cleaning



Rolly
Tasker
Sails

831-646-5346

www.thesailwarehouse.com

SPAULDING MARINE STORE



THE SPECTRA WATERMAKER EXPERTS!

Online parts store / System refurbishment

Clark Pump Rebuild **\$750**

spauldingmarinestore@gmail.com

415-332-3179

www.spauldingmarinestore.com

**VOLVO
PENTA**

ENGINES • PARTS • SERVICE

1-800-326-5135

*We Ship
Anywhere*



(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

MARINE SERVICE INC
AUTHORIZED POWER CENTER

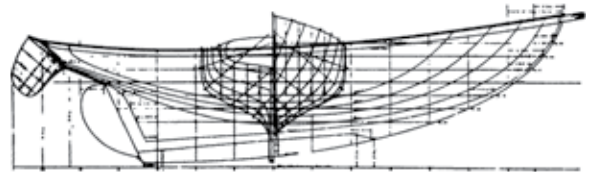
**CELEBRATING
30 YEARS
IN BUSINESS**



Marine LED Lights and LED Bulbs.

www.DoctorLED.com

Navigation Lights LED Replacement Bulbs.



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

ADVERTISERS' INDEX

Alameda Marina21	The Boat Yard at Grand Marina20	Downwind Marine 12	Harbor Island West Marina 115	KISS-SSB 128
ATN 114	Boome, Chris Insurance 91	Doyle Sails 39	Helms Yacht Sales 129	Kissinger Canvas 44
Bainbridge/ Aquabatten 36	Brickyard Cove Marina 41	Dr. Led 127	Helmut's Marine Service 127	KKMI 132
Baja Ha-Ha 126	Brisbane Marina 117	Emery Cove Yacht Harbor 37	Heritage Marine Insurance 87	Leavitt Insurance 48
Baja Ha-Ha Sponsors 81, 82, 83	California Yacht Sales 129	Farallone Yacht Sales 14	Hood Sails 19	List Marine Enterprises 46
Ballena Isle Marina 22	City Yachts 11	Flopstopper 128	Hotel Coral & Marina 39	Loch Lomond Marina .. 87
Bay Maritime Group... 23	Club Nautique 47	Folkboat Association .. 67	Hydrovane 42	Makela Boatworks ... 127
Bay View Boat Club 43	Cover Craft 50	Fortman Marina 6	Inflatable Sport Boats 114	Marchal Sailmakers.... 40
Berkeley Yacht Club... 91	Cruising Specialists ... 25	Geico 33	Ishkeesh Marine Services 131	Marina Bay Yacht Harbor 53
Blue Water Yacht Harbor 34	Cruising Yachts 43	Gianola Canvas Products 104	Iverson's Design 116	Marina Cortez 50
Blue Water Yacht Insurance, Inc.. 126	Dewitt Studio & Publishing 105	Glen Cove Marina 15	Jeff Brown Yachts 17	Marina De La Paz 126
Boat U.S. 53	Doo Dah Artfest 125	Grand Marina 2	Johnson Marine 40	Marina El Cid 128
	Hansen Rigging 36			Marina Village 32

CONTINUED

KISS-SSB



The Simple, Proven Marine SSB Ground Plane

- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

(360) 510-7885

See www.kiss-ssb.com for more info or to order.

www.flopstopper.com



Extremely durable marine-grade aluminum

- GREATLY reduces side-to-side rolling
- Makes every anchorage comfortable
- Works on any boat – power or sail
- Hang from a pole, or right off the rail 3x more effective every 2x off centerline
- No delay in roll-damping function
Blades close and roll-damping begins instantly
- Largest platform but smallest stow size
8.4ft² / 1 ton of resistance
Tuck-away stowable = 10x36x4
- Only 1 needed for most boats
Up to about 40' / 10 tons
But 2 is better, and a pole is better.
- ESSENTIAL CRUISING EQUIPMENT –
DON'T LEAVE PORT WITHOUT ONE!



- ⇒ DESIGN
- ⇒ WELDING
- ⇒ MACHINING
- ⇒ METAL FABRICATION

2835 Cañon Street
SAN DIEGO
(619) 224-5220

www.thomasmarinewelding.com

Mexico Summer Savings

ENJOY MARINA EL CID at just \$.30/ft./day



Complete, modern amenities in the heart of Mexico's lush tropical coastline.

www.elcidmarinas.com
011-52 (669) 916-3468
marinaelcidmazatlan.@elcid.com.mx

The Cruiser's Home in Mexico

ADVERTISERS' INDEX – cont'd

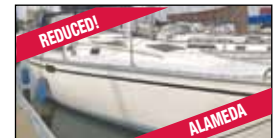
Mariners Insurance..... 16	Pacific Cup Yacht Club71	Sal's Inflatable Services, Inc.....49	Spaulding Marine Center .. 75, 127	UK Sailmakers 100
Maritime Institute.....51	Passage Nautical.....5	San Francisco Boat Works 113	Spectra.....75	Vacuwash51
Marotta Yachts..... 130	Pineapple Sails3	San Juan Sailing Charters 105	Spinnaker Sailing of Redwood City.....91	Vallejo Boat Works37
McDermott Costa52	Propele Electric Boat Motors, Inc.49	Satellite Phone Store...27	Starbuck Canvas.....34	Vallejo Marina.....45
Minney's Yacht Surplus35	Quantum Pacific99	Scanmar International 117	Sterling Associates42	Ventura Harbor Boatyard.....126
Modern Sailing School & Club53	Raiatea Carenage Services 112	Schaefer Marine Inc...87	Sure Marine Service .. 116	West Coast Multihulls... 44
Napa Valley Marina ..30	Richard Boland Yacht Sales.....129	Sean Alexander Marine 101	Thomas Marine..... 128	West Coast Sailing.....52
New England Ropes38	Richardson Bay Marina 104	Seashine..... 101	TMM 105	Western Aircraft.....31
OCSC Sailing29	Rubicon Yachts7,8,9	South Beach Harbor 18	Tradewinds Sailing Center.....10	Westwind Precision Details 117
Opequimar Marine Center48	Sail California 13	South Beach Yacht Club 101	Treasure Island Sailing Center.....45	Whale Point Marine Supply.....26
Outboard Motor Shop.....45	Sail Warehouse, The..... 126	Sparcraft America.....28	Trident Funding.....4	Whiting & Wedlock..101
Owl Harbor Marina ...80			Twin Rivers Marine Insurance46	Wichard, Inc24
				Yachtfinders/ Windseaker41



RICHARD BOLAND YACHTS



RIVIERA • BELIZE • OVERBLUE • NEW & BROKERAGE • POWER & SAIL
1070 Marina Village Pkwy., #107 Alameda, CA 94501 • Cell: 510-610-6213 - Office: 510-521-6213



New & Brokerage Yachts • Power & Sail
www.richardboland.com



OPEN BOAT EVERY 2ND WEEKEND OF THE MONTH • OVER 30 YACHTS @ OUR DOCKS TO VIEW

NEW CORSAIR 760



Just arrived Corsair Marine's newest pocket cruiser, the Corsair 760. This new trailerable trimaran is destined to bring trailer sailing to the next level.

The 760 offers sailors more comfort, performance and safety than any other trimaran range in this size. This has been achieved by cleverly designing high volume, wave piercing floats. Call Gary for a demo.



Dealers for:
Corsair • Dragonfly • Seawind

Call Dave Wilhite
415-887-8034

See all our listings at: www.helmsyacht.squarespace.com
(510) 865-2511



www.californiayachtsales.com

Proud dealers for Island Packet,
Blue Jacket & Seaward Yachts



BROKERAGE LISTINGS

2009 Island Packet 485	SOLD!
1999 Island Packet 45	\$232,000
2015 Blue Jacket 40	\$378,000
2003 Island Packet 380	SOLD!
2004 Island Packet 370	\$182,000
2010 Island Packet Estero	\$189,000
1990 Island Packet 38	SOLD!
1994 Island Packet 35	\$98,000

www.californiayachtsales.com
619-295-9669



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com

REDUCED



42' HINCKLEY SOUTHWESTER CENTERBOARD SLOOP, 1983
Perfect example of a beautiful Hinckley design and exquisite workmanship. \$700,000 spent on her since 2011. Potentially transferable Sausalito YH slip. **\$249,000**

See at: www.marottayachts.com



43' C&C, 1973/2010
Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk. **\$139,000**

See at: www.marottayachts.com



HUNTER 38, 2007
One owner since new and vessel shows PRISTINE inside and out, must see! **\$125,000**

See at: www.marottayachts.com



41' PERRY, 1983
The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$69,000**

See at: www.marottayachts.com



40' VALIANT, 1975
TransPac and Mexico vet in turn key ready to go again! Almost no time on totally rebuilt engine, much other updated equipment, provision and GO! **\$64,000**

See at: www.marottayachts.com



43' ENDEAVOUR 43, 1983
Center cockpit fiberglass fin keel ketch. Potentially transferable downtown Sausalito slip. **\$59,000**

See at: www.marottayachts.com

NEW LISTING



37' TAYANA, 1984
One of the nicest Tayana 37s you'll ever see inside or out. Monitor windvane, fully enclosed cockpit, never had the teak decks" **\$59,000**

See at: www.marottayachts.com



C&C 41, 1988
Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$54,500**

See at: www.marottayachts.com



34' OLSON 34, 1989
The Olson 34 is a rare boat (only a handful were built) much coveted by racer/cruiser aficionados, this particular example just detailed and shows very nicely. **\$37,000**

See at: www.marottayachts.com



33' NEWPORT PILOTHOUSE, 1989
Rare Pilothouse model with inside steering and LeisureFurl in-boom mainsail! Only two owners since new, just detailed. Shows very nicely inside and out. **\$34,000**

See at: www.marottayachts.com



20' PACIFIC SEACRAFT FLICKA, 1985 Super clean example of this solidly built and always-popular pocket cruiser. Yanmar diesel, dodger, full electronics, roller furler, brightwork perfect etc etc etc **\$24,000**

See at: www.marottayachts.com



34' CAL, 1978
Classic Plastic still being sailed by original owners! Well priced, just detailed and shows nicely. **\$18,000**

ISHKEESH MARINE SERVICES

Northern California's Premier Full Service Brokerage

We can help you buy or sell any boat fast!



1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

www.ishkeesh.com • info@ishkeesh.com

510-232-7200 • (916) 384-6030



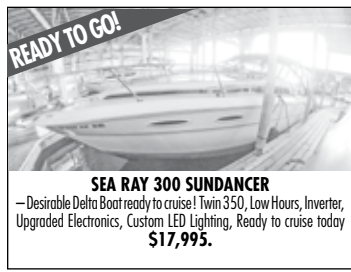
JUST LISTED!
IMMACULATE CAL 39' MK II Offshore Cruiser, ready to go to Hawaii! Bill Lapworth designed, Tons of upgrades including upgraded electronics, lazy jack system 95/135 jibs, two spinnakers, fully battened Vextran main, inverter, water maker, too much to list! **\$52,950**



1996 CATALINA 36 MKII- Properly equipped & fully operational; Double-course lifelines w/ bow & stern pulpits, folding cockpit table, cockpit cushions, stereo, aft double stateroom under cockpit, wheel steering & instruments on pedestal, elect windlass, 4-cyl Universal diesel, dodger, roller furling, 2 burner range w/ oven, top-loading iceboxes, double s/s sink, convertible settee/ship's table, private double fo'c'sle stateroom, Teak & Holly Sole, full enclosed marine head w/shower, extensive tropical hardwood interior finished bright, dedicated nav station, Well-lit down below, self-tailing winches, lines led aft for short-handed sailing, boom vang, plow anchor, VHF, Depth, RDF, Compass, & MORE! **\$49,950**



47' CONCORDECMY, Twin Detroit 8v71, Fiberglass hull, Surveyed 2017, 15k Onan GenSet, fireplace, huge master cabin, AC, fireplace, beautiful sundeck, liveaboard potential, **\$63,950**



READY TO GO!
SEA RAY 300 SUNDANCER
—Desirable Delta Boat ready to cruise! Twin 350, Low Hours, Inverter, Upgraded Electronics, Custom LED Lighting, Ready to cruise today **\$17,995.**



38' ERICSON Performance Cruiser by Bruce King. Beautiful condition, Dsl, dodger, awning, bimini, S.T. winches, RADAR, Chart Plot, VHF, depth, Wheel, rollerfurling, Spinn, full galley, shower, port side aft stateroom, cabin heater, Nav Station, New Transmission! **\$56,900**



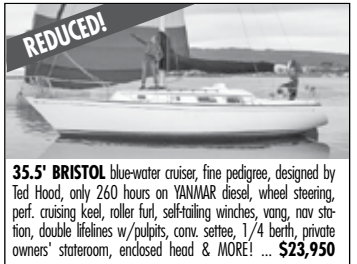
C&C 34 Sloop. Dodger, self-tending winches, Solar Charging for batteries, traveler 3-4 years since last haulout, wheel on pedestal, 3 cyl - 18 hp- YANMAR Diesel, 30 gal h2o, 20 gal diesel, 6'6" headroom, 6 sleeping accommodations, VHF, Depth, Compass, galley w/ 2 stoves, Roller Furling & MORE! **\$19,950.**



CLASSIC
30' RAWSON Ctr. Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays'l furling, 2 mains, wind-solar-alt charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A great Garden design & well set up for serious cruising. **\$19,950**



FUN!
31' FOUR WINNS 315 EXPRESS CRUISER
Covered Delta Berth, full canvas, low hours (270) twin big block V-8, AC, Inverter, Generator — a steal at **\$16,000**



REDUCED!
35.5' BRISTOL blue-water cruiser, fine pedigree, designed by Ted Hood, only 260 hours on YANMAR diesel, wheel steering, perf. cruising keel, roller furl, self-tailing winches, vang, nav station, double lifelines w/pulpits, conv. settee, 1/4 berth, private owners' stateroom, enclosed head & MORE! ... **\$23,950**



43' KHA SHING TRAWLER
Desirable Double Cabin Layout. Large Flybridge. Twin Ford Lehman Diesels, Northern Lights Generator, Inverter, lots of teak and a beautiful boat!
\$52,500



AMAZING
BRISTOLCLASSIC 1946 44' Fellows and Stewart Sloop. Designed by Merle J. Davis & built by the renowned Fellows & Stewart Yard of Los Angeles Harbor, she is one of the famous "Island Clippers" produced just before & just after WWII. Owned and maintained by a Master Shipwright. She has a Westerbeke Diesel, **\$37,995**



32' ALLIED Sea Wind II Ketch. Robustly-built GILMER-designed off-shore cruiser. windlass, roller-furling, Spinnaker, Diesel, Inverter, Galley w/Force 10, Encl. head w/shower, cabin fireplace, RIB w/outboard, PUR H2O Maker, extra gear not yet installed & MORE! ... **\$25,950**



28' BAYLINER 2855 CONTESSA, Roomy Flybridge, well-maintained, bimini, galley w/ refrig, rebuilt engine comfortable, handles well, well-maintained, ready to go water skiing, etc. **\$12,000**



37' RAFIKI CUTTER — Stan Huntington Designed World Cruiser. Yanmar 3JH4E with few hours (Installed 2014). Standing rigging replaced in 2014. Decking was refastened, rebunged and resealed in 2010. Ton of sails including a Yankee, Genoa, and a 130 Jib. Solar panels, wind generator and more! **\$44,500**



43' LAGIER Steel Ketch- Built like a tank and sails like a dream. Tons of upgrades, full restoration, new sails, recent bottom job, John Deere diesel, hard dodger. She's a world beater at a bargain price! **\$79,950.**



SEE YOURSELF IN YOUR EXPERTLY PAINTED HULL - LITERALLY!

Call us TODAY to start planning!

- Your boat will look and feel brand new
- Take advantage of ample indoor space
- Know you're in good hands with Certified Technicians

KKMI proudly uses these fine products:

AWLGRIP  **Interlux**

BAY AREA'S HEADQUARTERS FOR
EXPERT HULL PAINTING & MUCH MORE!

CALL, CLICK OR STOP IN TODAY!

PT. RICHMOND (510) 235-5564 ■ WWW.KKMI.COM ■ SAUSALITO (415) 332-5564

